Southbank and Fishermans Bend Heritage Review

Prepared for the City of Melbourne

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Bolte Bridge City Link, Port Melbourne

City of Melbourne property number:

Type of place: bridge

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1996-1999, Post-WW2

Major owners or occupiers: Victorian Government

Designer: Denton Corker Marshall

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: A3

Heritage values:

Aesthetic, Historical, Scientific

Heritage status:

Heritage Overlay: Proposed

Thematic context:

3.2 Expressing an architectural style

6.7 Transport

15.2 Raising monuments

Boundary of heritage place

Description

The Western Link and Bolte Bridge comprise a 4.6 kilometers elevated road with separate parallel three-lane carriageways consisting of post-tensioned precast segmental box girders on cylindrical reinforced concrete piers. The match-cast segmental box girder superstructures are continuous over several spans. Much of the elevated roadway is built on compound curved alignment. A distinctive elliptical three-pin arch sound tube encloses the elevated roadway for 300 metres near the northern end, providing noise protection to adjacent Flemington high-rise housing commission estate.

The Bolte Bridge over the Yarra River at the Victoria Dock (now renamed Victoria Harbour) entrance is a post-tensioned balanced cantilever variable-depth box girder structure with larger tapered span sections cantilevered from a central pier, and smaller tapered sections cantilevered from the two side piers, forming two central spans of 173 metres each and two 72-metre side spans. The Bolte Bridge superstructure consists of twin parallel concrete box girders, each carrying three lanes of traffic. The box girders are 12 metres deep at the centre pier with the depth reducing to a slender 3.5 metres at mid-span. Twin hollow 140-metre tall concrete towers flank the central pier as decorative landmark element of the design. The bridge clearance over the river is 25 metres.

Interchanges are provided at the West Gate Freeway, Footscray Road, Dynon Road, Racecourse Road and Mt Alexander Road. The elevated roadway crosses Moonee Ponds Creek four times and several other roads, as well as running above the Upfield Railway line for about a kilometre.

The elevated roadway section incorporates 100 spans designed as a match cast segmental span construction. A chloride-free super plasticising admixture, Rheobuild 1000, was incorporated into the concrete mix to ensure that the concrete used in the precast segments met the required

design specifications. Each of the elevated roadway's spans measure about 45 metres in length, and consists of 13 precast reinforced concrete segments weighing between 45 and 80 tonnes each.

History

Planning for a western bypass of the Melbourne CBD was first considered in the 1929 Melbourne Metropolitan Plan, and renewed in the 1954 Melbourne Metropolitan Board of Works (MMBW) plan. However, these both considered using existing roads such as Cowper Street in West Melbourne and Boundary Road in North Melbourne for the required route.

Both the Southern and Western CBD bypasses were placed more firmly on the drawing board in the 1969 Melbourne Transport Plan (Metropolitan Transportation Committee, 1969) which recommended an extensive freeway network across Melbourne to address projected rising traffic volumes. Although much of this network was officially abandoned by the Hamer government in the mid-1970s, this did not include the Southern and Western Bypasses.

In 1991, the Southern and Western Bypasses emerged again, in the State government's guidelines on private investment in public infrastructure, as a single-entity potential private sector project. In addition, the federal government's tax concessions for private construction of public infrastructure – part of its Working Nation package – made the project financially feasible in a way that it had not been previously.

The Victorian State Government under Premier Kirner called for expressions of interest to construct the Southern and Western Bypasses in March 1992, and in June 1992 the Minister for Planning and Housing directed that an Environment Effects Statement be prepared. Despite community opposition to both the expansion of the freeway system and the form of privatised public roads, the project was awarded to a consortium of local and overseas firms under the joint venture 'Transfield Obayashi'. Baulderstone Hornibrook were engaged for the construction of the five-kilometre elevated roadway and the new Yarra River bridge. The engineers for the match cast structure, including David Jellie of RMIT, had presented a paper on the design to a European engineering conference.

Denton Corker Marshall contributed design elements in the form of the non-functional paired towers and surface treatments, creating a visual treatment they described as, '...two simple gestures: a blade leaping across the river, and two slender silver sticks, 120 metres high, marking the centre point and proclaiming the presence of the bridge across the city.' The project won the 1999 Royal Australian Institute of Architects (RAIA) National Special Jury Award for the Most Outstanding Works of Architecture, as well as the 1999 RAIA Victorian Chapter – Commendation Urban Design.

Pre-casting of the 3,500 individual segments required for the superstructures was carried out at purpose-built Baulderstone Hornibrook facility at North Laverton, with an additional 45-metre span of 13-15 segments being erected every day and a half during the peak of construction in late-1997.

The pre-cast facility comprised 14 moulds aligned in bays, such that each mould would cast a 65-tonne, three-lane wide trapezoidal bridge unit against the previously cast unit, that is, against the same unit which it would be connected to in its final erected state, hence the term 'match cast'. Each mould was producing one complete unit per day, so the 14 moulds could manufacture 14 units daily. The units were delivered by road to site as required by the erection schedule (there being no room for storage at the bridge site). Onsite they were lifted directly onto the erection trusses and reunited with the matched neighbouring segments. As each span was erected, post-tensioning cables were reeved through the segments and then loaded by means of hydraulic

jacks. Once each span was free-standing, the steel erection trusses were launched forward to the next pier position. An average cycle time for this operation of two days per span was achieved for each of two pairs of erection trusses.

The overall cost of the project was put at $2 billion, including $75 million for the Bolte Bridge itself.

Comparative analysis

Few road construction projects have has as much impact on the development of Melbourne as the City Link, with the Bolte Bridge transforming vehicle movement around the city.

The southern bypass (formerly the West Gate Freeway) through Melbourne's south is a similarly large-scaled, elevated roadway, and sections of the Monash Freeway (formerly the South Eastern Freeway) are comparably-large elevated structures. However, the West Gate Bridge is the only structure in Victoria that can compare in scale to the Bolte Bridge.

Other claimants for the longest bridge in Australia are the Houghton Highway north of Brisbane (2.7 kilometres), Sheehan and Prince Albert bridges at Gundagai (1.14 and 0.92 kilometres respectively), Silver Link Bridge over the Burdekin River, the Algebuckina railway bridge in South Australia and Hornibrook Bridge in Brisbane.

Structurally, it compares with the smaller bridges of similar cantilevered, tapered box girder designs including the 1986 Mooney Mooney Bridge in Brisbane Waters National Park and Gateway bridges in Brisbane.

Statement of Significance

What is significant?

The Bolte Bridge & Western Link Elevated Tollway is a pre-stressed concrete road bridge with post-tensioned precast segmental box girders. It was designed by Egis Consulting & Hyder Consulting Ltd and was built by Baulderstone Hornibrook Engineering Pty Ltd for Transurban City Link between 1996 and 1999.

How is it significant?

The Bolte Bridge & Western Link Elevated Tollway is significant for scientific (technical), historic, social and aesthetic reasons at a state level.

Why is it significant?

The Bolte Bridge & Western Link Elevated Tollway is of State significance as one of the largest and longest bridges in Victoria which employed important innovative design and construction techniques and drastically altered the transport and planning configuration of Melbourne. (Criterion A)

The bridge is of historical significance for the role it played in Melbourne planning, and in particular its construction amidst competing arguments between public transport and freeway development. It was the first major crossing of the lower Yarra River since the West Gate Bridge was built, and completed the isolation of the historic Port of Melbourne (the river wharves and Victoria Dock) from access for large shipping. The Western Link Elevated Freeway completed a road route proposed as early as the 1954 Melbourne Strategy Plan, although the specific route through the former docklands was the result of the Roads and Traffic Authority west link planning of the 1990s. (Criterion A)

The bridge is of technical significance as the second-longest span bridge in Victoria, and in conjunction with the Western Link, the longest bridge of any sort in Victoria (and probably Australia). It was one of the first balanced cantilever bridges in Victoria after the Echuca rail bridge, James Harrison Bridge and Westgate, and is important for the application of specialist foundation construction techniques to cope with the particularly deep sediments of the Coode Island silt, where bedrock occurs 20 metres deeper than at other major bridge and building sites in the Melbourne area. (Criterion A)

The bridge is of aesthetic significance for the dramatic effect of the span's form and the non-functional 140-metre pylons which flank the bridge, while the Denton Corker Marshall-designed 'gateway' features of the sound tube and red and yellow pillars at the Flemington end of the elevated road have won several design awards. This is an unusual aspect of modern bridges, and was the result of the design and construct tender and contract process specifically requiring the bridge to include a significant landmark element. (Criterion E)

Since its opening, it has become an established landmark in Melbourne and a popular subject for artists and photographers.

Sources used for this assessment

The following sources and data were used for this assessment:

Vines, G., 'Concrete Bridges Study', VicRoads 2009 (revised 2010).

'Citylink', Melbourne City Link Authority, Information Brochures, 2000.

'Newslink', Melbourne City Link Transfield-Obayashi Joint Venture newsletters, 1996-1999.

Melbourne and Metropolitan Strategy Plan, MMBW, 1954.

Fox, Peter D., 'Design & Construction of Yarra River Bridge', presented at Long Span Structures Workshop, Hanoi, Vietnam March 1999.

Wheeler, W. Ken, 'Design of the Yarra River Bridge, Melbourne City Link', in *Concrete in Australia*, December 1997 – February 1998.

Wheeler, W.K., 'The Bolte Bridge over the Yarra River, Melbourne', in *Structural Engineering International*, February 2002, no.1 v.12.

Laurie, J. B., FTSE, 'Melbourne City Link Project', Australian Academy of Technological Sciences and Engineering, 2000.

DCM, Melbourne Gateway / Sound Tube / Bolte Bridge Melbourne, Australia Transurban CityLink Project 1995-1999. http://www.dentoncorkermarshall.com/experiences/product-design-sculpture/

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Bolte Bridge

Apply external paint controls with policy to maintain original finishes and colour schemes.

New St John's Lutheran Church, 20 City Road, Southbank

City of Melbourne property number: 110378

Type of place: church

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1992, Post-WW2

Major owners or occupiers: Lutheran community, South Melbourne

Designer: David Cole (Buchan, Laird & Bawden)

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: C3

Heritage values:

Historical, Social

Heritage status:

Heritage Overlay: Proposed

Thematic context:

10.2 Belonging to a religious denomination

15.1 Remembering the past

Boundary of heritage place

Description

The building is octagonal in overall shape, surrounded by galleries at the upper level and clad in pink concrete or artificial stone. The centrepiece is a modern Knud Smenge pipe organ, built in Australia in a German baroque style. The church is constructed in reinforced concrete with stone-like cladding and aluminium frames to openings.

History

The St John's Lutheran congregation was first established in Melbourne in 1861. The previous St John's Lutheran Church, at 50 City Road, South Melbourne, was built in 1928 to the design of architect George Nichterlein in a German arts and crafts style. The site was chosen for its central location, which was occupied previously by a carriage factory, but is shown to be vacant in the 1920s version of the Mahlstedt Plans. The church was built at a cost of £8,000 and opened on Sunday 2 December 1928, by Mr. T. J. Noske, who was later to give his residence organ to the church. The building included many furnishings of distinctive design and stained glass, some of which have been preserved in the chapel of the present building.

The new church of St John's, Southgate, was designed by architect David Cole from Buchan, Laird & Bawden, and links architecturally with the overall Southgate complex. Cole, as principal of the Buchan Group, has been responsible for a number of large-scale urban projects, including No. 1 Martin Place in Sydney, redevelopment of the old Sydney GPO, the Park Hyatt Hotel, Quay West at Southgate, the Channel Seven headquarters at Docklands and the Victoria Point Docklands.

The new St John's was built further east along City Road, on the site previously occupied by the Glacarium Ice Rink, and was dedicated on 22 March 1992. The church has been described as, '… a striking building and facilities that still paid regard to traditional ecclesiastical architecture and, symbolically, contained key elements of the old St John's, including a small chapel furnished with artefacts from the previous church.'

Comparative analysis

St John's is designed to complement the rest of the Southgate development, and compares with contemporary Postmodern buildings in Melbourne such as No. 1 Collins Street. Postmodernism is highly unusual as a used style for buildings other than commercial or government, with most examples being large-scale office and apartment towers.

It also compares with Peter Corrigan's Church of the Resurrection at Keysborough as an example of the application of Postmodern architecture to church buildings.

Statement of Significance

What is significant?

Emanating from a congregation established in Melbourne in 1861, St John's Lutheran Church was built in 1989 as a replacement of an earlier 1928 church which was demolished as part of the sweeping changes brought by the development of Southbank.

Contributory elements include:

- octagonal and colonnaded Postmodern form; and
- artificial stone finishes.

How is it significant?

St John's Lutheran Church is socially and historically significant to both Southgate and the city of Melbourne in general, as well as of architectural interest.

Why is it significant?

St John's Lutheran Church is historically significant as symbol of a small but pioneering Lutheran congregation church, reflecting both a long tradition in Melbourne (since the 1860s) and the previous occupation of the nearby site from the 1920s. It is also significant in the modern context of its setting within Southgate development. (Criterion A)

It is of architectural significance as a Postmodern reinterpretation by David Cole, of Buchan, Laird & Bawden, of the austere tradition of the original church near this site in a style which also reflects the larger Southgate shopping mall development of that time. (Criterion E)

It is of social significance for its continuing contribution to the spiritual and cultural life of the Southbank area and community of parishioners and congregation, and also as an established recital venue for chamber musicians. (Criterion G)

Sources used for this assessment

The following sources and data were used for this assessment:

National Trust of Australia (VIC)
An Evangelical Lutheran church built in 1928. Of social and religious significance as the 'mother' of a number of satellite churches, and of architectural interest because of the architect George Nichterlein's attempts to evoke German Romanesque, Gothic and Baroque. All of these are

combined in the facade, with a hint of art deco, and to a lesser extent in the interior with its fine timber wagon vault roof. Classified: 16 February 1984. Demolished October 1989.

St John's web site: http://www.stjohnssouthgate.com.au/index.php/about-st-johns/
History of St John's
The St John's congregation was first established in Melbourne in 1861 and, on 31 July 2011, a special service was held celebrating the 150th Anniversary of the Foundation of St John's congregation. The original St John's church was built in 1927 and located off City Road not far from the present church. The foundation stone was laid on 18 November 1928 and the building was dedicated on 2 December 1928. The site was chosen because of its central location and access to public transport. In 1989 the church building was demolished to make way for the Southgate development. The beautiful, modern church building was designed by David Cole, an architect from Buchan, Laird & Bawden, and was dedicated on 22 March 1992. The design of the church links architecturally with the Southgate complex.

St John's is first and foremost a place of worship. However, St John's was also designed to serve a range of purposes, and it is an ideal venue for concerts and a centre for meetings and functions. The Lutheran church is one of the major Christian churches, and the largest Protestant church. There are more than 60 million Lutherans in the world, traditionally mainly within northern Europe and the USA. Currently, the fastest-growing Lutheran population is in Africa, with more than 14 million members. Ethiopia, Tanzania, Malawi and Cameroon have substantial Lutheran memberships. In Australia and New Zealand, 250,000 people call themselves Lutheran.

The Lutheran church is the oldest Protestant church. It dates back to the Reformation in the 16th century, when Martin Luther challenged some of the teachings and practices of the church of his day, nailing 95 theses on the doors of the church at Wittenberg, Germany. Lutherans celebrate the Reformation as an event that signifies a freedom that is founded in Christ alone.

The Lutheran church was established in Australia and New Zealand 180 years ago. In the 1830s, small groups of the Lutherans emigrated to Australia in search of religious freedom, settling mainly in rural areas in various parts of the country. Today, the Lutheran church comprises people from rural and urban areas and many different cultural backgrounds.

Organ Historical Trust of Australia website
http://www.ohta.org.au/organs/organs/Southgate.html
Historical and Technical Documentation by John Maidment

The previous St John's Lutheran Church, at 50 City Road, South Melbourne, was designed by architect George Nichterlein in a German arts and crafts style. It was built in 1928 at a cost of £8,000 and opened on Sunday 2 December of that year. It was noted in a press report that the door was officially opened by Mr T. J. Noske, who was later to give his residence organ to the church. The building included many furnishings of distinctive design and stained glass, some of this preserved in the chapel of the present building.

The Noske family commissioned an organ in the 1920s from the German firm of Welte & Soehne of Freiburg, for their house at 21 (later 39) Irving Road, Toorak. This organ incorporated a roll-playing mechanism. The exact date of the organ cannot be confirmed, but an order for roll number 726 (Mozart's 'Ave Verum') survives in the Welte archives, dated 'Melbourne 8.2.29'. An identical organ survives at the Schlosskapelle Meggenhorn, Meggen, Switzerland, dating from 1926. It appears that both instruments were a standard Welte stock model III-IV.

The organ was donated to St John's Lutheran Church and was installed in a gallery at the church by Hill, Norman & Beard (Australia) Pty Ltd in 1933. A facade of metal dummy pipes enclosed within woodwork was added in 1944 to screen the swell shutters.This organ was dedicated on 7 August 1960. The total cost of the work, including alterations to the gallery, was £10,062. With the increasing commercialization of the area where this church was placed and demands for the development of the area, the 1928 church was demolished in 1990. The organ was dismantled and parts have been used elsewhere, seven ranks having been utilized by John Larner in his house organ in Western Australia. The console was used by Australian Pipe Organs Pty Ltd at Trinity Grammar School, Kew.

The new church of St John's, Southgate, was dedicated on 22 March 1992. It was designed by David Cole, an architect from Buchan, Laird & Bawden, and links architecturally with the overall Southgate complex. It is octagonal in overall shape, with excellent lighting and surrounded by galleries at the upper level. The building is much used for chamber music performance.

The organ was built in 1991 by Knud Smenge and the inaugural recital took place on 27 March 1992. It includes a Rückpositiv division (one of only four in Victoria, the other three being at Ormond College, Parkville, St Peter's Church, Eastern Hill and Hamer Hall – organ now dismantled and in storage). The tonal design is classical in inspiration, but includes a rich variety of unison stops as well as complete choruses and solo mutations. The casework is of Victorian Ash, with Blackwood utilized for the console. The instrument provides a worthy accompaniment to services at St John's Church and its wider musical programme. A full history of the organs of St John's Church was written by Graham Lieschke, 'The Organs of St Johns Southgate Lutheran Church', and was published in the September 2001 issue of the journal *Organo Pleno*, pp.12-17. The author is indebted to him and David Rumsey for much of the information in this webpage.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as New St John's Lutheran Church, 20 City Road, Southbank

Apply external paint controls with policy to maintain original finishes and colour schemes.

Apply internal alterations control with policy to cover original fittings from former St John's Church.

G. P. Motors, Pty Ltd, 35-41 City Road, Southbank

City of Melbourne property number: 110351

Type of place: showroom, garage

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1939-40, Inter-war (WW1-WW2)

Major owners or occupiers: G. P. Motors Pty Ltd

Designer: Wright, John

Heritage Gradings:

Proposed new system (C258):

Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):

Existing: C2, Proposed: C2

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay: Proposed

Thematic context:

5.4 Developing a retail centre

5.5 Building a manufacturing industry

6.7 Transport

Boundary of heritage place

Description

The main facade to City Road is in a streamlined moderne styling with a parapeted two-storey form, built to the street alignment with a pitched roof behind. The ground floor is finished with terracotta faience tiles, with faceted door reveals to the main pedestrian entry on the east. The former vehicle entry to the east has been closed to match the show windows, with cemented streamlining at parapet and window shade levels, and a red brick sill below the windows, which are steel-framed multi-pane glazing to the upper level, and large show windows with upper panes at ground. The stair window has vertical cement ribbing, with four short projecting brick string courses above the upper-level window hood. Oyster light fittings are at either side of the door and transom lights to the show windows.

Internally, the building has been refitted, within presumed original timber truss roof framing and a reinforced concrete upper floor.

The rear elevation has a low brick dwarf wall below similar multi-pane steel-framed glazing, reinforced concrete pillars and beams. The former central vehicle entrance has been fitted with modern sliding glass doors, while the western vehicle entrance has been narrowed with a part-brick panel and modern steel roller door.

These retail premises represent a good example of the moderne style in the South Melbourne or Southbank context. The ground floor faience and the horizontally-banded brickwork above are

typical of the period. The ground-floor fenestration has been modified, but the building retains the original window treatment above.

History

H. Hughes purchased lots 50-53, Section 86, Parish of Melbourne South at auction in 1879 (Parish of Melbourne South). Prior to this, the block appears to have been alienated Crown Land.

By the 1880s Nos. 35, 37 and 39 City Road were listed as private houses (Sands & McDougall directories). The property is shown on the 1895 MMBW detail plan as 'City Road Stores' with a pitched lane on the west side and vacant land on the east side to Fanning Street. The outline of a building on the plan stops short of Fawkner Street.

In the 1920s, Beith, Scheiss & Felstead, a clothing manufacturer (established in Sackville Street, Collingwood, in 1883), occupied a single-storey bulk brick store on City Road, beside timber-merchant J. Wright's timber stacks (Mahlstedt Plan). The structure which they occupied in City Road is shown in the 1920s Mahlstedt Plan and appears to predate the current building on site, as it is only single-storey, and has a slightly different form with the rear wall stopping short of Fawkner Street and having a short iron extension.

Beith Scheiss & Co had previously operated from a five-storey factory in Russell Street, Melbourne, in 1895 and was liquidated in 1933, presumably selling the premises in City Road at this time. In 1934-1935, W. & J. Wright is listed in rate books as owner of the site occupied by Henry Reid, motor body builders, with Draffin Bros. Pty Ltd, merchants, located adjacent. G. P. Motors is first listed in 1938-1939 when the net annual value rises from £360 to £904, so it would seem likely that the current building was completed at this time.

G. P. Motors was established in the 1920s in South Melbourne, originally selling galvanized products. A branch of the business was established in Bairnsdale in the 1930s, where it became a car dealership and automotive repairer. The Bairnsdale firm was owned by the Anketell family until 2000, and in 2008, was acquired by long-term employees (http://www.gp-motors.com.au/about-us.html). The Bairnsdale building was designed by John W. Wright (1892-1962) and built by Owen & Hams in the moderne style in 1939, indicating a possible architect for the City Road Building (Spirit of Progress 2008).

G. P. Motors is noted in the directories at the City Road location in 1935 as '35-39 G. P. Mtr, workshop' (Sands & McDougall Directory of Victoria 1935). Newspaper advertisements referring to second-hand cars being sold by G. P. Motors appear regularly from 1937 (*The Argus* 24 March 1937). An auction of their previous workshop at 57-71 City Road was held in August 1940, the auction notice indicating that the sale was 'owing to the removal of their motor repair workshop to new and larger premises at 35 City Road' (*The Argus* 31 Aug 1940, p.12). In 1942 the business is listed as '35-39 G. P. Motors Pty Ltd, motor car agents' (Sands & McDougal Directory).

G. P. Motors was established around 1935 and was one of a number of automotive industry companies on the Southbank area concentrated on and near City Road. The building was described in the 1930s Mahlstedt Plan as 'G. P. Motors Garage & Workshop', a two-storey structure with steel columns and beams, concrete floors, galvanised iron roof and wood trusses. (Note that the dates of the Mahlstedt Plans are approximate dates of completion, and they were subsequently pasted over with updates and amendments, so specific data cannot be dated precisely.)

The company sold new and second-hand cars and undertook service and repairs. In the 1940s they installed several kerbside petrol pumps.

The 1950s Mahlstedt Plan has a new label attached indicating the premises were occupied by Dunlop Australia Ltd, but G. P. Motors were still advertising cars for sale from the address in 1955 (*The Argus* 4 March 1955), so it might be presumed that Dunlop moved into the place some time after that.

In 1989, the Melbourne Spoleto Writers Festival had its office in the building, and it was most recently occupied by Opera Australia for several years, having been extensively refurbished (*INCITE 7* August 1989, p.17).

The City of Melbourne CoMMap identifies the site as '2 storey brick building with gnd floor offices. Built 1938. Refurbished 1998'.

Comparative analysis

G. P. Motors is one of the last surviving buildings of its type, and an excellent representative example of the moderne-style automobile garages and showrooms that were once more common in the Southbank area. Key examples were Brooklands in Sturt Street, 1939-1941, and Melford Motors Service Centre at 112-118 Sturt Street, designed by Eric C. Beedham (both demolished). In the immediate area, Melbourne Towing Service at 167 City Road provides a strong comparison both historically and aesthetically as a moderne-style two-storey motor garage. The Mac Robertson Girls High School provides a more substantial comparison, with its similar use of cream brick and horizontal and vertical elements. The demolished Victoria Car Park in Russell Street was a comparable use with similar forms, albeit in bare concrete without the more elaborate surface treatments, while the Relova Redressing Laundry in Hoddle Street incorporates a stronger, cylindrical motif above the entrance, contrasting with the more restrained treatment at G. P. Motors.

Other later examples utilising the moderne style exist at 11 Hancock Street (1940-1955) and, in a more austere and altered form, at 18-24 Moray Street. A number of significant streamlined moderne examples are in the Central Activities District, including RMIT Building No. 9, designed by the Public Works Department under Chief Architect Percy Everett; McPherson's Building designed by Stuart P. Calder, and Reid & Pearson, built 1935-1936; Alkira House, a six-storey, reinforced concrete office building, erected 1937; Yule House, designed by Oakley & Parkes and built in 1932; Mitchell House, designed by the architect Harry Norris and built 1936-1937; and Melford Motors Complex on in the CBD, on a prominent corner site bounded by Elizabeth, Queensberry and O'Connell streets, designed by Harry Norris, 1936-1937. These are good but typically much larger examples as befits their CAD location.

Statement of Significance

What is Significant?

G. P. Motors Pty Ltd is a mid-20th century motor garage built for the owners, and operated from the 1930s until the early-1950s. The building comprises a brick masonry and iron-framed structure, formerly with car ramps to the upper level, and an elaborate streamlined moderne facade.

Contributory elements include:

- a parapeted, two-storey form, built to the street alignment with pitched roof behind;
- streamlined moderne styling, promoting the modern imagery of the firm;
- cream-face brick upper-level facade cladding set against distinctive terracotta faience on the ground level;
- cemented streamlining on the facade, at parapet and storey levels;

- multi-pane glazing to the upper level;
- counter-posing of vertical and dominant horizontal elements, as seen in the stair window ribbing, set under the upper-level window hood;
- oyster light fittings either side of the door;
- faceted terracotta door reveals to the entry;
- transom lights to show windows; and
- the plain but well-preserved rear elevation with some changes to openings.

The added panel sign is removable and is not contributory.

How is it significant?

G.P. Motors Pty Ltd is significant historically and aesthetically to Southbank and to the city of Melbourne.

Why is it Significant?

G. P. Motors Pty Ltd is significant historically as representative of the continuing industrial expansion in the Southbank area into the inter-war period, with associated motor trade buildings nearby such as Brooklands (since demolished) and the Melbourne Towing Service. (Criterion A)

It is a rare surviving example of the motor trade, for which the Southbank area was once highly known. (Criterion B & D)

Aesthetically it is a good example of the moderne style as applied to retail imagery to promote a modern industry, in this case, motor car retailing and service. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

i-Heritage
35 to 41 City Road, Southbank, 3006
South Melbourne Conservation Study 1997 – Bryce Raworth
Architectural Style: Early Modern
Period: 1926-39 – Inter-war
Construction date: 1935 (c1935 on BIF)
Integrity: good
Condition: fair
Original Building Type

Description/Notable Features
These retail premises represent a good example of early Melbourne Modernism. The ground-floor faience and the horizontally-banded brickwork above are typical of the period. The ground-floor fenestration has been modified but the building retains the original window treatment above.
BIF
Graded as C in level 2 streetscape
'South Melbourne Conservation Study' 1987 graded as B (Allom Lovell Sanderson Pty Ltd)

Sands & McDougall Directory of Victoria
1935
35-39 G. P. Mtn, workshop

1942
35-39 G. P. Motors, Pty Ltd motor car agents

COMMAPS
Opera Australia:
2-storey brick building with ground floor offices. Built 1938. Refurbished 1998.

MMBW 1895
Shown as 'City Road Stores' with pitched lane on west side, vacant land on east to Fanning Street.

Newspapers:
CHARGE OF SHOPBREAKING. Youth Committed for Trial.
The Age, 6 December 1928, p.7.
...breaking into the factory of G. P. Motors, City Road, and stealing a racing vehicle, the property of Ray...

SAFEBREAKERS DISAPPOINTED.
The Argus, 4 April 1930, p.4.
...they blew open in the office of G. P. Motors, City Road, South Melbourne, early yesterday...

OBTAINED MOTOR TRUCK BY FALSE PRETENCES Then Stole One of the Wheels
Record, 29 June 1935, p.8.
...went to G. P. Motors, City Road, where the truck had been sent for repairs. He signed as 'J. Grieves'. After using the truck that evening he, next morning, left it in a lane at the rear of G. P. Motors...

SOUTH MELBOURNE COUNCIL
Record, 10 August 1935, p.8.
...granted, under the usual conditions, for the erection of six kerb, petrol pumps, at the premises of G. P. Motors, City Road...

CAR ILLEGALLY USED. Easter Jaunt of 800 Miles.
The Age, 7 May 1938. p.28.
...G. P. Motors, South Melbourne where he was employed. Seeing the car later that day in City . . . extending over six days, during which period he travelled 800 miles to abandon the car ... in the city.

The Argus, 31 Aug 1940. p.12.
Under Instructions from G. P. MOTORS PTY LTD , owing to the removal of their motor repair workshop to new and larger premises at 35 City Road.
CITY SOUTH, 57-61 CITY ROAD.
Touching St Kilda Road. Exceptional position centre of commercial and industrial activities.
Level access to docks and railway yards.
LOFTY GALVANISED IRON BUILDING.
Splendid property for motor repair workshop, for which purpose it is at present being utilised.

The Argus, 5 Mar 1940.
SINGER AGENCY

W. T. Cottman Ptv Ltd announces the appointment of G. P. Motors Pty Ltd as metropolitan agent for Singer cars. A complete range of Singer models is now on view at the premises in South Melbourne.
Mr. R. Kither, a director of G. P. Motors, reports that sales have been most satisfactory. The service department is at the South Melbourne premises.

SOUTH MELBOURNE COUNCIL
Record, 10 August 1946. p.4.
...cleaning agency. Applications were received for permission to install kerbside petrol pumps as follows: G. P. Motors, 3 dual pumps, at 35 City Road; Brooks, McGlashan & McHarg.
http://www.gp-motors.com.au/about-us.html

Established in the 1920s in South Melbourne, originally selling galvanized products, G.P. Motors moved to Bairnsdale in the 1930s where it became a car dealership and automotive repairer. It was owned by the Anketell family right up to the year 2000. In 2008 it changed ownership again and the four current directors are all long-serving employees of G. P. Motors with over 100 years' combined service in the industry. We have been the local emergency breakdown depot for over 75 years and a VACC member for almost 70 years.
http://artdecobuildings.blogspot.com.au/2012/12/a-building-in-bairnsdale.html

Re: Bairnsdale Art Deco building
Rob (Moderne Melbourne) December 23, 2012 at 10:01 AM
'Isn't it a beauty! Dates from 1939, built for G. P. Motors (who also had a branch in South Melbourne), designed by John Wright and built by Owen & Hams. The tower (40 feet high) originally carried lettering of 'garage'. It was the latest in styling, material used and facilities offered to customers seeking to buy a car or waiting for theirs to be serviced. The section beneath the roundel was originally the entrance for the service department. See `Spirit of Progress' Autumn 2008 and the 'Herald' 4/10/39.'

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as G. P. Motors Pty Ltd, 35-41 City Road, Southbank.

Apply external paint controls with policy to maintain original finishes and colour schemes.

Crown Chemicals, Anderson & Sons printing works, 63-65 City Road, Southbank

City of Melbourne property number: 110355

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1915, Edwardian-era

Major owners or occupiers: George Simmill Buckley, chemist; John & William Anderson, printers

Heritage Gradings:

Proposed new system (C258):

Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):

Existing: B2, Proposed: C2

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed

Thematic context:

5.3 Developing a large, city-based economy

5.6 Publishing newspapers and periodicals

Boundary of heritage place

Description

This parapeted, two storey-building is constructed of red brickwork (painted over) with ornate giant-order arches with radiating voussoirs, demonstrating the influence of North American architects such as H. H. Richardson. The facade is capped with a plain entablature with cement cornice and string mouldings. Parts of the timber-framed windows and doors remain (see rear elevation), with embossed spandrels on the upper level, while ornament at impost level includes Medieval-inspired arts & crafts cement detailing. The rear elevation is also well-preserved with only the lower-level brickwork over-painted, a timber, upper-level vertical boarded loading door and largely-intact timber-framed windows.

The design relates to the warehouse at 75 City Road, with the facade being dominated by a series of arches that extend down to ground level with brick piers. While similar to a number of warehouses constructed in the City of Melbourne, particularly in Flinders Lane, the building design is rare in the industrial areas of South Melbourne.

History

The property history at 63-65 City Road can be traced to a J. Walker who purchased lots 41 and 42, Section 86, Parish of Melbourne South at a Crown land auction in 1879 (Parish of Melbourne South). Prior to this, the block appears to have remained Crown land. The MMBW plan shows this block to be a vacant site in 1895, although it may have contained some of the ubiquitous timber yards of that period, which then extended along both sides of City Road. In the 1890s, a variety of private residential occupants are listed at 63 City Road, including John Casey Tailor in 1900.

'J. L. Anderson & Sons, 63 City Road, near glacarium,' advertised for 'Boys, at once,' on 6 September 1909 (*The Age*), indicating the business was operational by this time. It is likely to have been started recently, as in the following year, an auction for land in City Road and Kavanagh Street noted that it was located in 'The Centre of Mercantile Activity,' referring to Anderson's Printing Works as one of several in the area. The firm also came to the attention of the South Melbourne Council, which recommended the factory should be registered, as it was then employing 11 males, and six females (*Emerald Hill Record*, 25 July 1909).

The Crown Chemical Company at 63 City Road was also noted in newspapers for the first time in 1909 (*The Argus* 11 Jan 1909). The Crown Chemical Company was formed by 1891, producing disinfectant and taking advantage of the outbreaks of typhoid in Sydney to market its products there (*Sydney Morning Herald*, 22 July 1891, p.4). In 1907, it was listed at City Road as 'medicinal sundries makers', with one of its popular products being 'Bert's Cinnamon Compound'. Other products were ,Iona-brand cordial extract, castor oil and white pine ointment. The works employed six males and 10 females (*Emerald Hill Record*, 27 July 1907, p.2).

There were also Crown Chemical companies in Britain, the United States and, from the 1920s, in O'Riordan Street, Alexandria, Sydney.

The 1910 Sands & McDougall Directory of Victoria identifies the occupants along the south side of City Road as 'Goldfields Diamond Drilling Co, Ltd, store – Winstone, C. J., mgr'; 'Wright, J. & Sons, carron timber yards'; and '41 Moore, J., & Sons Prop Ltd, tmbr yds'. By 1915, however, number 63 was listed as 'Anderson, J. L. & Sons, prnts & stnra', with 'Artaud, M. & Co, mfrs' adjacent.

Rate books indicate that W. & J. Wright Merchants were owners and occupants of 63 City Road, also referred to as 'allotment 41' in 1916-1917. and the owners listed as George Buckley (63 City Road, valued at £100 NAV) and Koske Bros Pty Ltd (65-67 City Road £50 NAV). The occupants in 1916-1917 were J. L. Anderson & W. G. Anderson, printers, at 63 City Road, and the adjoining 65-67 was marked as vacant land. Isabella Buckley is listed in the rate books as owner of 63 City Road in 1928-1929, and Iona Products Co Pty Ltd, chemical manufacturers, in 1936-1937.

The building was partially damaged by a fire at the adjacent Crown Chemical Co in May 1915 (*Bendigo Advertiser*, 31 May 1915, p.3), and was the site of a foiled burglary and dramatic arrest when an armed gang blew open the safe (*Sydney Morning Herald*, 19 April 1930).

The 1920s Mahlstedt Plan indicates that the Crown Chemical Co at 63 City Road was housed in a masonry-walled two-storey building with steel columns and girders. It was flanked by Koske Bros. Factory and G. P. Motors, the latter evidently relocating to a new site to the east in the 1930s.

Another firm known as the Paperized Writing Ink Pty Ltd was registered at the same address in 1923, evidently representing a subsidiary of Anderson & Sons.

> *Paperized Writing Ink Pty Ltd – Regd. 14.6.23. Authorised capital: £10,000 in £1 shares. Directors: Spencer Yates, William Alfred Anderson, George Sutton, and Samuel Percy Marks. Regd. Office: 63 City Road, South Melbourne,*
>
> – *Daily Commercial News and Shipping List*, 4 July 1923. p.5.

Anderson and Sons operated as a printer and publisher from at least 1908, when it printed the Australasian Football Jubilee program (Newby 1908). The firm can be found under the name Anderson's Printing and Publishing Co, Pty Ltd, in reference to a number of notable local publications in from the 1920s to 1950s, including the 'Adult Deaf & Dumb Society of Victoria's Annual Reports', *The Australian Jewish Herald*, 1935-1968'; 'Some Irrefutable Facts about Money';

the 'official souvenir of the 1939 Port Melbourne Centenary Celebrations Committee; and 'The Official Organ of the Honorary Justices' Association of Victoria 1959'.

The company was responsible for the petition for liquidation for the Tivoli Theatre in 1931 (*The Age*, 16 September 1931), but still paid a dividend in 1935 of seven pence and three farthings (*The Age*, 21 June 1934).

The lot numbering along the street may have changed at some point, or part of this building was sublet, as No.63 is noted in 1930 as being occupied by 'Iona Products Co Pty Ltd, chem manfrs', with No.65 being 'Anderson, J. L. & Sons Pty Ltd, prntrs'. Similar listings occur in 1935 with a slight change in name to 'Anderson's Printing Co Pty Ltd'. In 1936, the Multiplex Publicity Service Pty Ltd was registered with a capital – £2,000 in £1 shares with its registered office at 63 City Road – suggesting a further diversification of the company. Shareholders were Donald Malcolm McConnell (director), Ernest Charles Anderson (director) and Julia Emma Anderson (*The Age*, 12 December 1936).

The 1950s Mahlstedt Plan identifies Iona Products as occupying the ground floor, and notes Nos. 63 and 65 as being part of the same building.

Comparative analysis

Victorian- and Edwardian-era warehouses are now uncommon in Southbank, though at one point they were numerous. The tall, arched American Romanesque form, while more common in the CBD in areas such as Flinders Lane, is uncommon in Southbank, with 71-75 City Road (former Willmott Knitting Mill) as the only other existing example; it was graded B2 in 1997, and identified as comparable to 63-65 City Road. However, it also has over-painted brickwork.

Statement of Significance

What is significant?

The Crown Chemical Company warehouse was built for manufacturing chemist George Buckley by 1915, and occupied over a long period by Anderson's Printing and Publishing Co. Pty Ltd.

Contributory elements include:

- parapeted two-storey form, with pitched roof behind;
- face brick and cemented detailing to facade (now painted over);
- tall, arched facade fenestration;
- Romanesque revival-styling, typical of Edwardian-era warehouses; and
- rear elevation red brickwork (partially over-painted) with a timber upper-level vertical-board loading door and largely intact timber-framed windows.

A skillion awning and other joinery elements have been added to the City Road facade.

How is it significant?

The Anderson's Printing and Publishing Co. Pty Ltd warehouse is historically and aesthetically significant to Southbank.

Why is it significant?

The Anderson's Printing and Publishing Co. Pty Ltd warehouse is significant historically as an example of the major industrial development that occurred along the south bank of the Yarra River during the Victorian-era and Inter-war periods. (Criterion A)

Aesthetically, the warehouse is significant for its tall, arched fenestration of the facade that demonstrates an interest in medieval architectural sources and arts & crafts detailing in the Edwardian-era warehouse design. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

i-Heritage
63 to 65 City Road, Southbank, 3006.
South Melbourne Conservation Study 1997 – Bryce Raworth
Period 1876-99 – Victorian
Construction date: 1895

History
This warehouse is one of only three late-Victorian warehouses that were given decorated facades that remain substantially intact in the industrial area of South Melbourne, the others being at 272 & 75 City Road.

Description/Notable Features
Notable features include an elaborate and high standard design of cement rendered surfaces. This two-storey building is constructed of cement rendered brickwork. Its ornate arches demonstrate the influence of contemporary American architects such as H. H. Richardson. Although altered internally, it remains in excellent condition for its age. The design of this warehouse is similar to that of 75 City Road, with the facade being dominated by a series of arches that extend down to ground level with brick piers. The influence of the American Romanesque is clearly evident in the design, and while similar to a number of warehouses that were constructed in the City of Melbourne, particularly in Flinders Lane, it is rare to find this style in the industrial areas of South Melbourne. The building has also been altered internally.

Recommended Alterations
Signage, external air conditioner (inappropriate – remove).
Painted brick (inappropriate – remove).
Awning (extremely inappropriate – remove).

COMMAP
Building Details: 2-storey warehouse/factory. Built 1900.
MMBW 1895
Australia, Death Index, 1787-1985
Name: George Simmill Buckley
Birth year: about 1863
Age: 60
Death place: Balwyn, Victoria
Father's name: George Buckley
Mother's name: Emma Simmill
Registration year: 1923
Registration place: Victoria
Registration number: 4177

Newspapers:

The Age, 1 Jun 1915, p.10.
FIRE AT SOUTH MELBOURNE.
Pills and Patent Medicine Factory.
Chief Officer with 2 men, were in attendance at an outbreak of fire in a two-storied brick premises in City Road, South Melbourne, at 7 a.m. yesterday, prepared with ample equipment to meet a possible Spread to the many large stores and workshops in the vicinity. The premises are owned by Mr. George S. Buckley, of Canterbury Road, Camberwell, who, under the name of the Crown Chemical Company, occupied the ground floor of the building, and had therein a large stock of patent medicines, pills, etc. The upper storey is occupied by Mr. J. E. Anderson, book publisher, and, thanks to the efforts of the firemen, escaped serious damage. The building was insured in the Union company for £2,000, and the damage done is estimated at £200. The stock was also insured for £2000 and damage to the extent of £800 was caused. Appearances seemed to show that the fire started near a copper at the western end of the building, and was discovered in its early stages by George Richardson, night patrol, whose promptness in giving the alarm enabled the brigades to arrive on the scene before the flames had gained too strong a hold to be easily grappled with.

The Argus, 6 Apr 1923, p.1.
Family Notices
BUCKLEY — On the 2nd April (suddenly) at his residence 'Zenda,' Canterbury Road, Camberwell, George S. Buckley, loved brother of Mrs W. H. Gill, Camberwell. (Privately interred.)

VPRO Probate
George S Buckley, Chemist, Canterbury Rd, Camberwell
2 Apr 1923 189/783 VPRS 28/P3, unit 1336; VPRS 7591/P2, unit 676
Includes: part CA42 Section 86 South Melbourne, City Road 50x225 links, with factory - valued at £4,400, also Camberwell house and farm at Warburton – total £7,800 – nett assets £38,871; widow, Isabelle Buckley, executrix. Will 1906.
Isabelle Buckley, Widow, Camberwell, 20 Oct 1951 444/461 VPRS 28/P4, unit 233;
VPRS 7591/P2, unit 1547
Anderson's Printing and Publishing Co., Pty Ltd, 63 City Road, South Melbourne, S.C4.
http://nla.gov.au/nla.news-article167785403

Paperized Writing Ink Pty Ltd — Regd. 14.6.23. Authorised capital: £10,000 in £1 shares.
Directors: Spencer Yates, William Alfred Anderson, George Sutton, and Samuel Percy Marks.
Regd Office: 63 City Road, South Melbourne.
http://nla.gov.au/nla.news-article159919355).

Sands & McDougall Directory of Victoria
1910
Goldfields Diamond Drilling Co. Ltd, store – Winstone, C. J., manager
Wright, J. & Sons, carron timber yards
41 Moore, J. & Sons Pty Ltd, timber yards

1915
63 Anderson, J. L. & Sons, Printers & stationary
Artaud, M. & Co, manufacturers

1930
63 Iona Products Co Pty Ltd, chemical manufacturers

65 Anderson, J. L. & Sons Pty Ltd, printers

1935
63 Iona Products Co Pty Ltd, chemical manufacturers
65 Anderson's Printing Co Pty Ltd

South Melbourne Rate Books
Year No. On Roll, Occupier Occupation. Owner Occupation, Description of Property
Rate Detail (N.A.V.)
1916 3 W. & J. Wright
Merchants W. & J.
Wright
Merchants £75
1916-
1917 9 John Anderson
and William Anderson
Printers (T) George
Buckley
63 City Road,
no property
details given
£100
1916-
1917
9210 VL William Jay
Allotment 41 £50 £5
1922-
1923
8 J.L
Anderson &
W. G.
Anderson
Printers (T) George
Buckley
63 City Road £134 16,15

Recommendations

Revise Heritage Places Inventory.

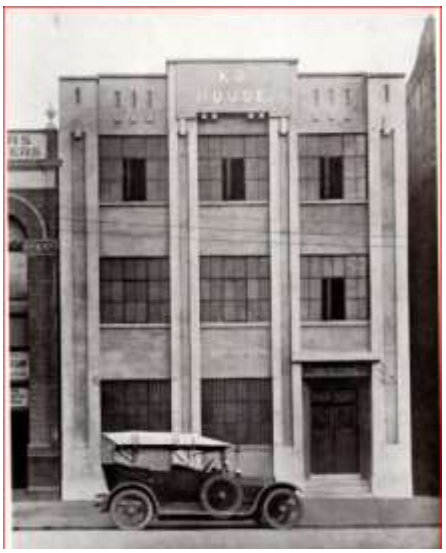
Proposed heritage overlay as Anderson's Printing & Publishing Co. Pty Ltd, 63-65 City Road, Southbank.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Kosky Bros. Pty Ltd, furriers, 67-69 City Road, Southbank

City of Melbourne property number: 110356

Type of place: warehouse



Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1923-4, Inter-war (WW1-WW2)

Major owners or occupiers: Kosky Bros

Designer: Gordon John Sutherland Bates, Smart & McCutcheon

Heritage Gradings:

Proposed new system (C258):

Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):

Existing: none Proposed: C2

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed**.**

Thematic context:

5.5 Building a manufacturing industry

Boundary of heritage place

Description

The building presents a three-storey facade with large, square window openings between paired minimalist pilasters and recessed spandrels. The central bay projects slightly while the entrance is marked by an asymmetric hood. The parapet has similarly modern cubic mouldings, stepped to the central bay in a ziggurat form. Behind are reinforced concrete columns and beams forming the main structure. The long narrow form is provided with abundant natural light by recessed side light wells and rows of windows (for lighting the sales and production areas) on both sides. The rear elevation has a variety of sizes of steel-framed windows barred on the ground and first floors, and offset loading doors with windows lighting the internal stairwell to one side.

History

Kosky brothers Boris and Solomon established their fur business around 1917, after having left Leningrad in Russia in 1907 and arrived in Australia in 1912. Solomon claimed he did not '...speak, read or write Russian and had never had the opportunity to do so as a child in Russia as he lived in a Hebrew house'. (*The Age*, 24 July 1954).

They were located in 377 Chapel Street, South Yarra, in 1917 where they traded in fox and rabbit skins among other furs. The firm was manufacturing fur coats as well as importing furs, and titled their shop London Fur Stores, offering natural and seal-dyed Musquash, Russian Squirrel, Seal Dyed Coney and New Zealand rabbit, advertising extensively in the Jewish *Herald*.

They are first listed in the rate books as owners of 65-67 City Road, Allotment 41, in 1922-1923 when the property described as vacant land and valued at £91 net assessed value, and rated at

£11,96. This rose to £400 and £50 respectively in 1923-1924, and £700 and £87,10 in 1928-1929. However, in the following year, it had dropped to £200 and £87,10, possibly as a result of the crash in the Great Depression, although the Koskys were not relieved of the annual rate.

In 1923, Kosky Bros. Pty Ltd engaged Bates, Smart & McCutcheon Pty Ltd to design a new premises in City Road, South Melbourne, with architect Gordon John Sunderland undertaking the work (MU Archives). The building was to be known as K B House.

The design for the building employed reinforced concrete throughout using the British Reinforced Concrete system. Re-infroced concrete had been an accepted building construction material for less than a decade when Kosky Bros. built their new premises. It had been pioneered by John Monash and the Reinforced Concrete and Monier Pipe Co. around 1904-1908 with buildings such as Mitchells Building in Oliver Lane, Melbourne, and the rival Turner System used in Sniders & Abrahams Building in Drewery Lane, Melbourne, in 1908-1909. The British Reinforced Concrete Engineering Co. Ltd (BRC) was founded in 1908 and established an Australian subidiary in 1920 known as the Australian Reinforced Concrete Engineering Co. Pty Ltd (ARC). The firm took out local patents and erected a factory in Sunshine in 1920, becoming the first Australian company to produce fabricated steel mesh. Kosky Bros. was one of the first entire buildings to employ the BRC system for its construction.

Gordon John Sutherland (1891-1958) attended Caulfield Grammar and studied architecture at Melbourne University. He became an associate of the Royal Victorian Institute of Architects in 1917 and began his career in 1918 by winning a competition for the design of a Melbourne University building in conjunction with established architects Bates, Peebles & Smart. His architectural work consisted largely of houses, flats and maisonettes, designed in a variety of styles including the moderne, Tudor revival and Georgian revival style. Many of these residential designs were illustrated in the *Real Property Annual* in the late 1910s, the *Australian Home Builder* in the early 1920s and *The Argus* in the 1930s. Sutherland's commercial work for the Kosky Bros.' offices and warehouse in City Road, designed in a modernist asymmetric style, is unusual for his output.

The new premises proved unlucky as they were robbed of furs three times in as many weeks in 1925 (*The Age*, 29 Jan 1925, p.10) and was nearly engulfed by a fire in the adjoining Willmot Knitting Mills (formerly Artaud & Co.) the following year.

In the 1950s, the Kosky Bros. were claimed to hold £100,00-worth of imported furs, mostly from Russia. This may have been the source of the connection between Kosky and the Petrov Affair. Following Petrov's defection, documents implicated Kosky as a Russian agent, codenamed 'Private', but the 60-year-old Solomon Kosky, described as, 'a very short, bald man, with a fringe of white hair low on his head, and heavy, horn-rimmed glasses,' said the only reason he could suggest for Moscow's interest in him was his support of the 'Sheep Skins to Russia' appeal during the war, and his successful efforts to expand trade on a purely commercial basis (*The Age*, 24 July 1954, p.1). He gave evidence at the 1954 Espionage Royal Commission that he had sold furs to Evdokia Petrov and other women at the Russian Embassy, but that he was not a traitor. This was in response to Vladimir Petrov having named him as 'our agent' working for the Russian Ministry of Internal Affairs (MVD - forerunner of the KGB) as a spy. Evdokia was shown to have been an MVD agent, but Kosky does not seem to have been pursued further (*The Argus*, 15 September 1955, p.7).

The company was still operating in 1981, at least in the ACT (*Canberra Times*, 10 November 1981, p.8).

Comparative analysis

The austere modernist facade of Kosky Bros. is unusual in Southbank. It could be compared with the utilitarian facades of the GPO workshops in Sturt Street, or the geometric moderne of the GMH offices in Salmon Street, Fishermans Bend.

Kosky Bros. is one of a small number of early all-reinforced concrete buildings surviving in Melbourne. While smaller and a little later, it compares with the pioneering Sniders & Abrahams and the Mitchells Buildings, and the more contemporary Cann's Pty Ltd building, 135-137 Swanston Street, Melbourne. Also, to Swanston House, Ezywalkin Boot Shoe and Slipper Store, 163-165 Swanston Street, Melbourne, although demonstrating a different reinforcing system.

Bourke House, 179-183 Bourke Street, is also a larger structure, but is closer in construction date to the Kosky Bros. building, and also built using the ARC reinforcement system.

What makes Kosky Bros. stand out from this group of early reinforced-concrete buildings is its use of a much more unadorned facade which acknowledges the materials used in construction, rather than trying to replicate the earlier traditional appearance of masonry buildings.

Statement of Significance

What is significant?

Kosky Bros. Pty Ltd, furriers, 67-69 City Road, Southbank.

Contributory elements include:

- parapeted three-storey form with pitched roof behind;
- cement rendered facade (since painted over);
- modelled parapet detail;
- recessed side light wells and rows of windows (for lighting the sales and production areas);
- austere modernist styling, typical of Inter-war-era warehouses; and
- rear elevation with barred steel frame windows.

How is it significant?

Kosky Bros. Pty Ltd furriers is historically and aesthetically significant to Southbank and the overall city of Melbourne.

Why is it significant?

Kosky Bros, Pty Ltd furriers is of historical significance as being characteristic of the Inter-war warehouses which typified the architectural style and function of City Road in most of the 20th century. It was one of a number of fabric and clothing companies in the area (such as Maurice Artaud, next door) with international origins reflecting the role of European immigrants in the import and rag trades in Melbourne. (Criterion A)

It is also significant as an example of early reinforced-concrete construction in a design that recognises the modernity of the material. (Criterion D)

The place is also indirectly related to the Petrov affair, through Kosky's selling of furs to Petrov's wife and other embassy officials, and being accused in the Petrov papers of being an MVD spy. (Criterion H)

The building is also of historical significance for demonstrating the style of prominent architect Gordon John Sunderland in one of his rare commercial/industrial commissions. (Criteria B & H)

It is of aesthetic significance as a distinctive modernist treatment of the standard warehouse form, hinting at the Egyptian revival employed by the architect at the Sandringham Masonic Centre. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

City of Bayside Inter-War & Post-War Heritage Study, Heritage Alliance 2008.

Frank Cain, *The Australian Security Intelligence Organization: An Unofficial History*, Routledge, 12 November 2012.

Lewis, M. B. *Two Hundred Years of Concrete in Australia, Concrete Institute of Australia*, North Sydney, 1988.

History ARC, Smorgon, The Stone Family in Australia. http://www.stonefamilyinaustralia.com.au/uploads/document/file/1135/History_ARC_Smorgon.pdf

Australian Reinforced Concrete Engineering Company. Applications of the B.R.C. system of reinforced concrete construction, The Australian Reinforced Concrete Engineering Company Pty. Limited, The Company, Melbourne, 1928.

Rate Books
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1923 9309 Vacant land Kosky Brothers ltd 377 Chapel St., South Yarra Allotment 41 £91 £11.76
1924 9335 Kosky Brothers Pty ltd (65-67 City Road, next address is 71/73, there is no 69 City Road) Merchants Same Brick factory £400 £50

COMMAP
Building details: 2-storey warehouse/factory. Built 1900.

MMBW
1895 shown as vacant site
Mahlstedt Plans,
1920s & 1950s

MU Archives
Bates, Smart & McCutcheon Pty Ltd, 35/9/4 Kosky Bros. Premises, City Road, South Melbourne, being erected by G. J. Sunderland. August 1923.

Newspapers
The Advertiser, 24 July 1954, p.1.
Fur Trader Denies Link With M.V.D.
MELBOURNE City Furrier was Witness Regularly Attended London Fur Sales Before War
Kosky told Mr. Gorman that he had no predilection towards any form of government. He was a commercial man interested in commerce, not politics, he added. 'No. They don't like...'

WITNESS AT COMMISSION Questioned About Russian Contacts Sol Kosky, senior member of the Melbourne firm of Kosky Bros. Pty. Ltd., furriers, appeared before the Royal Commission on

Espionage yesterday. Senior counsel assisting the commission (Mr. W. J. V. Windeyer, Q.C.) said. Kosky had been served with a summons to attend because a man of that name was referred to in exhibits D5, Dll, A10 and G4. He said Vladimir Petrov had claimed the Kosky referred to was Solomon Kosky. Soviet Government. This deal fell through. He had imported plywood on his own account. He had also acted as agent for the Soviet Government In the purchase of 60,000 worth of wool.' He regularly attended fur sales in London until the outbreak of war. The first time he visited Russia after leaving it in 1907 was when he went to the fur sales In Leningrad In 1950. He was there for 14 days examining furs, and rive days for the actual auction, and never moved out of Leningrad. He could not speak, read or write Russian and had never had the opportunity to do so as a child in Russia as he lived in a Hebrew house. ... there were 102 foreign fur buyers in Leningrad and they all kept to themselves and apart from the Russians, whom they only saw at the actual sales. He was the only Australian there and kept with the fur buyers. He bought as much fur as his Import licence permitted. Mr. Gorman: Was any approach or advance made to you during your stay In Russia. Kosky: No. Kosky said two of his brothers attended the fur sales in 1951 and 1952 and he went again last year.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Kosky Bros. Pty Ltd, furriers, 67-69 City Road, Southbank.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Maurice Artaud & Co., 71-75 City Road, Southbank

City of Melbourne property number: 110357

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1911, Edwardian-era

Major owners or occupiers: Maurice Artaud

Designer: R. Roberts

Heritage Gradings:

Proposed new system (C258):

Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Raworth, 1997 study Proposed: C2

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed.

Thematic context:

5.5 Building a manufacturing industry

Boundary of heritage place

Description

Three-storey brick parapeted factory with five tall though ornate giant-order arches to the facade with prominent capitals to the pilasters and key stones. The ground floor has a simple trabeated form with a cornice at the first-floor level, while the facade is topped by a tall parapet, originally intended for the company signage. The tall arch form and details demonstrate the influence of North American architects such as H. H. Richardson. The facade is capped with a plain entablature with cement cornice and string mouldings. Most of the timber-framed windows and doors remain (see rear elevation) while ornaments at the impost level include Medieval-inspired arts & crafts cement detailing. The rear elevation is also well-preserved, with only some bricked up ground-floor openings and largely-intact timber-framed windows.

The design relates to the warehouse at 63-65 City Road, with the facade being dominated by a series of arches that extend down to ground level with brick piers. While similar to a number of warehouses constructed in the City of Melbourne, particularly in Flinders Lane, the building design is rare in the industrial areas of South Melbourne.

History

Maurice Artaud was an importer and hat manufacturer who was born in France and made a substantial business in Melbourne from about 1890 into the 1920s. He was recorded in the press and courts in 1891 as a Frenchman trading in fancy goods at the Palais Royal, Bourke Street, but that these were seized by customs for failure to pay duty and using false invoices, resulting in Artaud being fined £100. (*The Australasian*, 29 August 1891, p.24). He was trading again in Smith Street in 1892, dissolved his partnership with F. Maxey in 1894, was living and trading from

Lansdowne Street, East Melbourne, around 1895-1902, and then moved the business to larger premises in the rag trade district in the Oriental Building in Flinders Lane by 1904. In 1906 he was in Marshalls Building, Russell Street, and in 1906-1908 he leased the top floor of 160 Flinders Lane from Thomson Davies & Co. Unfortunately the first of several fires to plague Artaud destroyed most of his stock in 1908. The brigade was assisted by Lord and Lady Dudley and a party from Government House, with Lady Dudley herself taking the hose and directing it on the burning timbers on the top floor. (*The Argus*, 24 December 1908 ,p.5). Maurie's brother Gustav was also in the rag trade, but died in 1910 while resident at Flinders Lane, adding further tragedy to the Artaud family business.

Numerous situations vacant ads over the next few years hint at a growing business, and in 1911 the company moved to a new premises in City Road, 'near the Glacarium,' the construction of which was announced in the papers as: 'Builders invited by R. Roberts, architect, 418 Melbourne Chambers, Little Collins Street, City, for large 3-storied factory to be erected for Maurice Artaud and Co. City Road, South Melbourne" (*The Age*, 6 May 1911, p.3). R. Roberts is recorded as having designed a number of Melbourne buildings around this time, including houses in Domain Road in 1901,Clarendon Street in 1908 and 1910, and Drummond Street in 1913 (Miles Lewis Architects Index).

The new factory was in operation by early-1912, as Artaud was advertising for more machinists to staff it. Artaud apparently had also bought more land than needed and was offering a vacant site next door for sale in 1912. Unfortunately, a fire in 1914 caused thousands of pounds worth of damage, but was confined to the upper-floor, causing part of the roof to collapse. It was prevented from spreading further by a stout internal brick wall.

The business appears to have been a prosperous one. One measure was the fact that thieves were caught with £1,200 worth of silk (*The Age*, 21 June 1923).

Artaud retired from the business in 1923, offering as a parting concern that he would be willing to stay on for another six to twelve months to assist the new owner in establishing themselves (*Sydney Morning Herald*, 21 March 1925, p.28).

Another fire was reported as having gutted the building in 1926 when it was occupied by the Willmott Knitting Mills, who leased it from Artaud (*The Argus*, 19 February 1926, p.8). Artaud subsequently lived at 8 Acland Street, St Kilda. He died in 1936 in Mildura, leaving an estate of real estate and personal property worth over £14,000 (*The Argus*, 6 September 1936, p.5).

Comparative analysis

Victorian- and Edwardian-era warehouses are now uncommon in Southbank despite once being more numerous. The tall, arched American Romanesque form, while more common in the CBD in areas such as Flinders Lane, is uncommon in Southbank. Maurice Artaud & Co. compares closely with Crown Chemicals two doors down at 63-65 City Road.

Statement of Significance

What is significant?

Maurice Artaud and Co., 71-75 City Road, Southbank.

Contributory elements include:

- parapeted three-storey form, with pitched roof behind;
- brick face and cemented detailing to facade (since painted over);
- tall, arched facade fenestration;

- Romanesque revival styling typical of Edwardian-era warehouses; and
- rear elevation red brickwork (partially over-painted), a timber upper-level vertical-boarded loading door and largely-intact timber-framed windows.

How is it significant?

The Maurice Artaud and Co. warehouse is historically and aesthetically significant to Southbank.

Why is it significant?

The Maurice Artaud and Co. warehouse is historically significant as an example of the factory and warehouse buildings that were characteristic of the Southbank area in the late-19th and early-20th century. (Criterion A & B)

Artaud was an importer of fancy goods and a hat manufacturer, and one of a number of clothing businesses concentrated in Flinders Lane and the inner suburbs of Melbourne as an important part of the cities business prosperity. As such, it represents an important phase in the history of Melbourne and Southbank.

The building is of aesthetic significance for its tall, arched fenestration of the facade that signals an interest in medieval architectural sources and arts & crafts detailing during the Edwardian era of warehouse design. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Miles Lewis Architects Index

Rate Books
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1912 9048 Vacant Land Maurice Artaud Manufacturer Brick factory & 82 ft £250 £25.25 / £125 £12.10
1913 9080 Maurice Artaud Manufacturer Same Brick store £400 £40

COMMAP
Building Details: 2-storey warehouse/factory. Built 1900.

MMBW
1895 shown as vacant site.
Mahlstedt Plans, 1920s & 1950s.
Sands & McDougall Melbourne & Suburban Directories.

Newspapers
The Australasian, 29 August 1891, p.24.
DEFRAUDING THE CUSTOMS, *The Argus*, 15 September, p.7.
Viewed 5 March 2017, http://nla.gov.au/nla.news-article8651042
The Age, 6 May 1911, p.3; 21 June 1923.

Sydney Morning Herald, 21 March 1925, p.2.
SOUTH MELBOURNE FIRE. *The Argus*, 19 February 1926, p.9. Viewed 5 March 2017. http://nla.gov.au/nla.news-article3735646.

SOUTH MELBOURNE FIRE.
Three-storey premises in City Road, South Melbourne, owned by Maurice Artaud and Co. and occupied by the Willmott Knitting Mill were gutted by fire last night.
The Argus, 24 December 1908, p.5; 6 September 1936, p.5.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Maurice Artaud & Co., 71-75 City Road, Southbank.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Spencer Street Bridge, Clarendon Street, Southbank

City of Melbourne property number:

Type of place: bridge

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1929-30, Inter-war (WW1-WW2)

Major owners or occupiers: Victorian Government

Designer: Victorian Railways Construction Branch

Heritage Gradings:

Proposed new system (C258):

Individually significant,

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: A3

Heritage values:

Aesthetic, Historical, Scientific

Heritage status:

Heritage Overlay Proposed

Thematic context:

6.6 Street-making, drainage and river works

6.7 Transport

Boundary of heritage place

Description

The Spencer Street Bridge is a riveted steel, five-span road bridge with cast metal handrail and bluestone abutments with prominent masonry towers as a form of giant detached newel posts. The bridge presents a low-profile arched structure of three spans. However, it is actually of five spans, of approximately 35', 98'6",130', 98'6" & 35', (7.62, 25.9, 33.5, 25.9 and 7.62 metres) as the abutments are bridged between piles on the higher part of the bank and sunken piers, with some on the edge of the water. The main spans comprise nine parallel riveted-steel plate girders with arched lower flanges and a humped overall profile, while the abutment spans have eight short, concrete girders placed between the cantilevered ends of the main metal girders. The cantilevered section is 80 feet (14.5 metres).

The variable-depth arched plate girders are in three sections, with each of the two longer outer sections being supported by a pair of bluestone and concrete half-piers, tapered to provide small cut-waters. The girders are fabricated from large steel-plate verticals, with a gently curved upper flange and shallow elliptical arched lower flanges between each pair of piers. Each of these sections has a short half-arch section cantilevered over the outer and inner piers to form the abutment spans and part of the central 110-foot span. The centre section of the central span is suspended over the cantilevered ends of the shorter approach spans with the join located about 25 feet from each of the inner piers. Top and bottom flanges of the girders are formed from 20-inch wide plates, attached with eight-inch wide angles and braced with 4-inch by 5-inch angle vertical stiffeners. The girders are held on 18 fixed bearings on the outer piers and 18 expansion bearings on the inner piers. Cross-braced frames between the girders are welded panels, riveted into the girders, which are part of the original design.

The 110-foot wide deck is of reinforced concrete keyed to the girders with threaded bars bolted through the upper flanges of the girders and cast in situ. These do not appear to be intended to add to the stiffness or bearing strength of the girders, as the girders have constant and similar-sized upper and lower flanges. The through-bolting may simply be intended to prevent lateral movement of the girders in relation to the deck. The 1935 Lynch's Bridge in Footscray was the first composite steel/concrete girder bridge, built on a Tasmanian Model by the Country Roads Board (CRB). The walkways are carried on reinforced concrete cantilevered beams and slabs. The abutments and parapets are of finely-dressed ashlar bluestone masonry with eight-metre-high pylons at each corner of the bridge. The handrails are of cast iron with deeply slotted panels of a very similar pattern to those on Princes Bridge and Queens Bridge.

Cast iron plates for the original light poles are located on the balustrade posts and retain their tie-down bolts. 24 lamp standards were located on the regularly-spaced small cast iron panels along the handrail and four on either side on the abutments.

A partially-glass-roofed modern-styled footbridge was constructed downstream in 1998 to connect the Melbourne Trade and Conference Centre and the Exhibition Centre. This has involved cutting out panels in the handrails to allow crossing between the two bridges.

The bridge is located at the foot of Spencer Street, with the Flinders Street Viaduct separating the bridge visually from the city. The former Melbourne Power Supply cooling water inlet building on the upstream north bank complements the bridge abutments in its dressed bluestone finish. The new footbridge is intrusive, but reflects the other dominant buildings nearby – the Exhibition and Conference Centres – and at least has a similar profile and pier-spacing to the road bridge.

History

By the 1920s Melbourne had become one of the most prosperous cities in the world. Its services had expanded to provide one of the most extensive tram and train networks, reticulated water, hydraulic power, gas, electricity and telephone. Its road system was being improved upon and reconstructed after years of neglect. However, the difficulty of obtaining adequate loan funding for the construction of major bridges, particularly on municipal boundaries, was creating major traffic bottlenecks. The State government was more concerned with rural interests, and local municipalities were too small to undertake large-scale capital works individually. Municipal rivalry as well as between government departments, including the MMBW, CRB, PWD and Victorian Railways, prevented the cooperation required for a joint construction project. As the Yarra River formed the municipal boundary, it was a formidable barrier which councils found difficult to cross.

Motor vehicle registrations had increased eight-fold between 1917 and 1928, causing acute traffic chaos, with bottlenecks particularly between the city and its industrial and transport facilities near the docks, as well as on the routes to the growing suburbs of the south and east. Only a handful of widely-spread bridges linked these areas. It seemed that the most urgent connections were needed to link the poorer areas to the affluent suburbs – South Melbourne and Footscray to Melbourne, Richmond to Hawthorn, Collingwood to Heidelberg. As joint building often fell unequally on the residents of the adjoining areas, there was the general feeling that funding should come from general revenue, and considerable resentment that revenue from licence fees collected by the State government from drivers who contributed to the congestion were not applied to metropolitan municipalities.

The Yarra River presented a considerable barrier to transport and communication in Melbourne once the initial sea- and river-born settlement had been established. The pastoral estates and the more salubrious wooded and seaside suburban lands south of the river were connected to

the town from the 1840s, first by punt and then by a rickety timber bridge near the foot of Swanston Street. Lennox's grand single-arch stone bridge replaced this in 1855, and was itself replaced by the present Princes Bridge in 1888. However, the major transportation hubs for Melbourne and Victoria were the docks and railways at the west end of the city, and the deep-water piers at Sandridge or Port Melbourne. The connecting route via Princes Bridge or Queens Bridge (built in 1886) was circuitous and congested.

A ferry operated across the Yarra at the foot of Spencer Street from about 1860. This was progressively upgraded, and by the 1920s had grown to a steam-hauled vehicle ferry with its own inset docks either side of the river to ensure it did not cause a hazard to shipping. The Little Dock lay on the downstream side of the ferry and provided a small berthing area off the main river channel, mainly used by fishing boats and small coastal sailing vessels. The major impediment to constructing a bridge at this point was the need to keep open the Queens Wharf area at the original Port of Melbourne. At the turn of the century, this area still welcomed a significant proportion of Melbourne's shipping and was jealously guarded by traders because of its convenience to the central city. However, the extensions to the North and South Wharves, construction of the Appleton Dock, and improvements to the Victoria Dock had enabled the Harbour Trust to accept the closure of the wharves upstream of Spencer Street.

The Spencer Street Bridge required a special Act of Parliament due to the need to raise funds for such a large bridge building project and to accommodate the conflicting needs of the several councils depending on it, as well as the various statutory authorities with an interest in the bridge including the MMBW, Melbourne Harbour Trust, railways, CRB and the Public Works Department. The Spencer Street Bridge Act was proclaimed in Parliament on 28 September 1927 by then-Premier E. J. Hogan. However, the Government was replaced in late-1928 by the McPherson National Party Government (Rasmussen, 1992).

The responsibility of the CRB did not then extend to major metropolitan roads and bridges, and the adjoining municipalities did not have the capacity on their own to erect such a large and expensive structure. The then-Labor Party was opposed to any increase in the powers of the MMBW (Dingle & Rasmussen, 1994, p.194).

When Labor came into government they threw aside the previous plans for the MMBW to construct the bridge and pushed through legislation to have the bridge built by the railways. The bridge was constructed by the Board of Land and Works, Railway Construction Branch. The design was the primary responsibility of Charles Heber Perrin, Chief Engineer of the Victorian Railways Construction Branch.

Perrin had begun his career as a junior draftsman in the Railways Department on 28 August 1885 and was to gradually work his way up through the hierarchy to become Chief Engineer for Railway Construction in 1923, a position he held until his retirement on 30 September 1932. During this period he was involved in many major projects including the construction of the Flinders Street Terminus, the Moe-Walhalla narrow-gauge railway (1901), Gheringhap-Maroona Railway (1912-1913), Bairnsdale-Orbost Railway (1914-1916, on which he is attributed with the design of the Nicholson, Mitchell & Tambo River Bridges), the South Kensington-West Footscray Goods Line (including design of the Maribyrnong River Bridge), the Albion-Broadmeadows Goods Lines (1928-1929, including the Maribyrnong/Albion Viaduct and Moonee Ponds Creek Viaduct), the Murrabit (Gonn Crossing) and Robinvale (Euston) road/rail bridges over the Murray River (1927-1929). During the early-1930s, the Railways Construction Branch under Perrin also oversaw major strengthening work on the Bridge Road & Victoria Street bridges over the Yarra, which included pioneering the use of electric arc welding.

Designs for the Spencer Street Bridge were completed in mid-1928, but construction did not commence until 1929, possibly because of the change in government in the intervening months. The first stage of construction involved the demolition and filling of the ferry dock to create space for the bridge abutments. Timber staging was constructed from each bank to provide access to the bridge piles, which were constructed as several steel cylinders jacked down through the mud and filled with concrete. A narrow channel was maintained in the centre of the river in the early stages of construction for the few ships still using the upstream berths. Steelwork was fabricated by Kelly & Lewis Pty Ltd of Springvale, and transported to the construction site by rail and then horse-drawn jinker in 110-foot sections. It was then erected with the assistance of floating cranes and movable derrick cranes on a temporary timber bridge built on the upstream side of the new structure. All nine main girders were in place by September 1929, allowing in situ casting of the concrete deck to begin over-form work.

The Spencer Street Bridge was opened on the 12 February 1930 by the Hon. J. P. Jones, Minister for Public Works. When opened, the bridge immediately changed transport and commerce patterns in the area. While the river wharves upstream were closed to shipping, the industrial areas of South and Port Melbourne gained easier access to Victoria Dock and the rail yards. By the late-1930s the change was manifest as Doyle describes:

> *How rapid has been the progress since the erection of the Spencer Street Bridge, particularly noticeable in the north-western area of the city (of South Melbourne), where a few years ago the Robur Tea property stood almost alone, extensive factories and bulk stores have been built from Clarendon Street westward in great numbers and of large extent.*

Comparative analysis

Each of the main Yarra River bridges in Melbourne represents a peak of bridge design of its period. The Spencer Street Bridge was only the second new bridge built across the lower Yarra following a considerable lull in major bridge building lasting from 1900 until 1920. It followed closely the construction of the open-spandrel reinforced-concrete arched Church Street Bridge (completed in 1924), however, this structure replaced an earlier wrought-iron box girder bridge built in the 1850s. The Spencer Street Bridge was therefore the first new crossing over the Yarra built in over 20 years and, more importantly, was the first bridge to be built below the Falls, effectively cutting off Melbourne's original port to all ocean-going and coastal shipping.

Its proportions, profile and materials intentionally complemented the existing Princes and Queens Bridge, which lie within eyesight further upstream, down to the almost identical handrails.

The design of the Spencer Street Bridge reflects some of the innovative ideas emerging from the Victorian Railways Construction Branch during the 1920s. The use of variable-depth steel girders was a first for the Victorian Railways and although, in part an aesthetic consideration, can also be seen as an interesting response to the constraints of the site, particularly the need to maximise high-water clearance and span width for the benefit of smaller recreational and passenger river craft that would continue to use the river upstream of the bridge.

Whilst some aspects the Spencer Street Bridge parallel ideas emerging from the Country Roads Board's design office in the same period, the Spencer Street Bridge was in many ways ahead of its time, particularly in the use of variable-depth plate girders, which did not become common until the 1950s when welded variable-depth girders were introduced by the CRB for the Napier Street Bridge in Footscray and, the first such structure built in Victoria, the Woolsthorpe Caramut Road Bridge over the Merri River in 1949.

Other major CRB road bridges built around the same time as the Spencer Street Bridge, which are in other aspects comparable, include the Barwon River Bridge (1924-1926, with four cantilever and suspended 104-foot constant-depth riveted steel plate girder spans and a reinforced concrete deck, which may not have been keyed to the girders), the Tambo River Bridge at Swan Reach (1931-1932, which used arc-weld steel plate girders and a reinforced concrete deck) and Lynch's Bridge over the Maribyrnong River (1936-1938, with composite T-beams formed from 70-foot, constant-depth welded steel plate girders keyed to an integral reinforced concrete deck by shear connectors).

Statement of Significance

What is significant?

The Spencer Street Bridge, built by the Victorian Railways Construction Branch in 1929-1930, is significant as a major new crossing of the Yarra River, reflecting engineering and design standards intended to enhance the Yarra River as both an aesthetic and recreational adjunct to the City of Melbourne.

Contributory elements include:

- low triple-arched form;
- cantilevered and suspended, riveted girder design;
- cast iron balustrade and handrails; and
- bluestone Newell post pillars, wingwalls and commemorative plaques.

How is it significant?

The Spencer Street Bridge is significant for aesthetic/architectural, historic, and technical reasons at a state level.

Why is it significant?

The Spencer Street Bridge was constructed after a long period of stagnation in road and bridge development in Victoria, in a climate of controversy and rivalry between public authorities, local councils and politicians.

The Spencer Street Bridge is of historical significance as it is, in the 1920s, the first major new crossing (as opposed to replacement of older bridges on existing crossings, such as the 1924 Church Street Bridge) to be created over the lower Yarra in Melbourne after a considerable lull in such projects – the previous one was the Morell Bridge of 1899-1900. Its lagging construction demonstrates the political difficulties of the time and the growing importance of motor vehicle traffic to Melbourne's commerce. The Spencer Street Bridge was the first permanent structure over the Yarra built below the Falls and, as such, is historically important because it was the first bridge to effectively cut the city off from direct contact with its port. For five decades Spencer Street was the furthest downstream bridge on the Yarra River, and today it still forms a principal gateway to the CBD, and is one of the most significant Yarra crossings. (Criterion A)

The bridge is also of historical significance as it is the largest and most prominent road bridge built by the Victorian Railways Construction Branch during a decade during which the influence and importance of the railway design office reached a peak, undertaking several major bridge and railway construction projects in New South Wales and Malaya, in addition to the construction of some 700 kilometres of new railway and several major railway bridges within Victoria. (Criterion A)

The Spencer Street Bridge is also of historical significance for being a focus in the political and local infighting that hindered cooperation between the various authorities with a stake in the

crossing, preventing the bridge being built for many years. It is also noteworthy for the social change it created in Melbourne, altering travel and communication patterns between suburbs, the industrial areas and the city following its construction. (Criterion A)

The bridge is of technical significance as it is the earliest known variable-depth steel plate girder bridge in Victoria, and one of the earliest examples of composite road bridge design in which plate girders were 'keyed' to a cast in situ, reinforcing the concrete deck by shear connectors to form an integral structure with enhanced stiffness. While this was not part of structural design for increasing bearing capacity of the bridge, this design choice foretells design trends which would become a standard in the 1930s. (Criterion C)

The riveted steel girders were fabricated by Kelly & Lewis Pty. Ltd., one of Victoria's most prominent engineering firms in the early-20th century, and are a rare, early example of both variable-depth plate girders and the combination of cantilevered and suspended spans. The 33.66 metre centre span of the Spencer Street Bridge is the second-longest extant riveted metal plate girder road bridge span in Victoria (after the 42.7 metre Keilor Bridge over the Maribyrnong River), and the ninth-longest span of all plate girder road bridges in Victoria. The unusual length and innovative design of the Spencer Street Bridge girders, and their application in a composite structural form with a shear connected, reinforced concrete deck, is of importance in the development of bridge engineering technology in Victoria during the inter-war years, a period when standardisation in bridge design was becoming the norm under the CRB, but experimentation and innovation was still also apparent. (Criterion A)

The bridge is of aesthetic significance as a representative example of the nature of large civic construction of the inter-war period, with its subdued art deco design. The aesthetic design qualities of the bridge are apparent in its understated and somewhat austere parapets and pylons using the standard Melbourne building material of bluestone, as well as the combination of humped or arched overall deck profiles over the three individual arches of each variable-depth girder span. (Criterion E)

Alterations to the bridge in recent years have demonstrated a lack of appreciation of the significance of the bridge design. However, its historical and technical values are still intact and can be appreciated, despite changes that have taken place, such as the addition of a modern footbridge on the downstream side.

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Victoria, 1922, Report of the Board of Inquiry in regard to the erection of a bridge over the River Yarra at Spencer-Street, Govt. Printer, Melbourne, 1922. (SLV SF 624.25099451 R42R)

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Chapman, Wilfred Dinsey & Hughes, Harold, and the Institution of Engineers, Australia. Spencer Street Bridge. Sydney, The Institution of Engineers Australia, 1929.

Hogan, E. J. Speech by the Hon. E. J. Hogan, MLA (Premier), delivered at State Parliament House, Victoria, on, 27 July 1927. H. J. Green, Govt. Pr, Melbourne, 1927.

Institution of Engineers, Australia. Victoria Division 1984, Melbourne Yarra Bridges, Victoria Division of the Institution of Engineers, Parkville, Victoria.

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VICTORIA BUILDING
Construction Official Organ of the Master Builders' Association of Melbourne. Victoria. No.572, Vol.20. 12 December 1925.
SPENCER STREET BRIDGE, MELBOURNE
After nearly two months of deliberation, reinforced, we understand, by outside technical opinion, the committee of adjudicators appointed to select prize designs from the thirty competitive efforts submitted for a bridge over the River Yarra at Spencer Street, have at last announced their decision. Prizes of £750 and £300 respectively were offered for the designs placed first and second. A glance at the illustrations published in the Melbourne daily papers of the selected designs would suggest that the mountains of labour and preparation and expectancy had brought forth a mouse – or, should one say, a cat and a mouse, for there are, necessarily, two offspring, and the first prize design might have swallowed the second if points were awarded for originality. Altogether, it would be hard to arouse enthusiasm over either of these designs. The small height above water level permissible without unduly steep grades on the approach streets, limited the designers consider ably in the range of types of construction from which to choose. The plate girder bridge awarded second prize was probably the best design of its class submitted, and this possibly influenced the judges in giving it a place.

WINNING DESIGNS FOR SPENCER STREET BRIDGE (from Melbourne, *The Argus*)
The Committee of Adjudicators in the Spencer Street Bridge Competition have selected the two designs illustrated from among a total of 30 submitted from Victoria and other States, and from overseas. The first prize of £750, for a three-span cantilever type, reinforced concrete bridge has been awarded to Messrs. Edward Saunders and Alan Wilson, engineers, and Messrs. Alfred R. La Gerche and W. F. Gower, architects, all officers of the Victorian Electricity Commission. The second prize goes to Mr. C. S. Steele, consulting engineer, in collaboration with Messrs. Stephenson and Meldrum, architects, for a five-span plate web girder bridge. These designs are criticised above.

Building: the magazine for the architect, builder, property owner and merchant. Vol.37, No 221.
12 January 1926
SPENCER STREET BRIDGE.
Prejudice Against Reinforced Concrete.
The unfortunate experiences that Melbourne has had lately with regard to reinforced concrete has created some prejudice against building the Spencer Street bridge according to the design awarded first prize in the recent competition. Recently, the Chairman of the Melbourne and Metropolitan Board of Works expressed himself as being opposed to the building of any large structure in reinforced concrete, whilst he questioned whether, in the case of the Spencer Street bridge reinforced concrete would be a safe medium, because, in its use the ingredients may not be maintained at the contract standard, and the result may mean disaster. From such conclusions one can deduce that the chairman is not well-informed upon this subject with which he has to deal and if he is not in a position to take a few University courses to keep up to date with the advances science is making, then he should step down and allow a more practical and better-learned man to take his place. Lack of proper supervision and failures in consequence should not prejudice the use of such a powerful building material. All over the world large buildings and bridges, including the Church Street bridge, in Melbourne, have been erected with excellent results, yet it seems that if the building of the bridge is entrusted to the Board of Works, that seems to know so little of the subject, then, like the chairman, we would all fear for its safety. There is a likelihood of the first-prize design being passed over, and the second-prize design, which provides for a five-span plate-web girder bridge, which has nothing aesthetically.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Spencer Street Bridge, Spencer Street Melbourne and Clarendon Street Southbank.

Apply external paint controls with policy to maintain original finishes and colour schemes.

Eckersley & Sons soda fountain works, 93-103 Clarendon Street, Southbank

City of Melbourne property number: 110481

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1913, Edwardian-era

Major owners or occupiers: Thomas & Arthur Eckersley

Heritage Gradings:

Proposed new system (C258):

Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):

Existing: --, Proposed: C2

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed

Thematic context:

5.5 Building a manufacturing industry

Boundary of heritage place

Description

Single-storey brick factory with timber-framed windows and sawtooth roof. The facade features prominent pilasters extending above the parapet, with dog-tooth corbelled frieze. A deep cornice runs above the windows and a curved, bracketed window hood is above the main pedestrian door. Several bays of the facade to Clarendon Street appear to have been removed or stripped back and reclad, as modern laminated alloy sheeting is in place. The other elevations are intact.

History

Allotments 1 & 2, Section 79, were purchased by D. Boud in 1879. The blocks appear to have remained unbuilt up to the end of the century. Eckersley & Sons established a soda fountain manufacturing works in Clarendon Street, South Melbourne, by 1913, selling electrically-operated and -refrigerated equipment to the catering and hospitality trade (*The Age*, 15 October 1913). They had previously operated from 623 Bourke Street producing Mentoline and other health concoctions as well as equipment for the manufacture of aerated water.

Eckersley & Sons branded bottles are known from the early-20th century, generally packaging cordial. The company expanded from cordial and aerated water manufacture to manufacture of retail refrigeration and dispensing equipment. Advertising as 'SODA FOUNTAINS – Eckersley's for Electric Automatic Refrigerated Fountains', they stressed that they were the 'actual makers', and trademarked their claim that their soda was 'made from pure carbonic acid'. They also had the trademark brand 'Clown'. In the 1920s the firm was making complex fittings incorporating counters, soda dispensers, refrigerators, ice cream servers, sinks and cabinets, which were

advertised as the most modern and scientifically constructed. The firm had retail branches in Queensland, South Australia and Western Australia (*The Argus*, 6 July 1927, p.9).

In the 1940s, Eckersley & Sons were advertising as refrigeration and air conditioning engineers, but by the 1950s the factory had been taken over by Johnson & Phillips (Mahlstedt Plans). By the 1960s A. J. Eckersley & Sons Pty Ltd of Melbourne had been taken over by the South Australian firm of Coldstream Refrigeration Ltd, which was the parent company of a number of manufacturing businesses (GABR).

Comparative analysis

The more angular Edwardian elements of Eckersley & Sons are uncommon in Southbank, although the much-defaced *Herald Sun* television studio in Dorcas Street would have once been similar.

There are almost no other single-storey sawtooth-roof factory buildings left in Southbank. This was once the ubiquitous style of building, particularly in the area west of Kings Way and Hannah Street and concentrated around Whiteman Street, which Miles Lewis and Peter Milner defined as 'Melbourne's Industrial Seedbed'.

Austral Otis within the City of Melbourne, Johns & Waygood, and Union Can Company, just outside the municipal boundaries, are the remaining comparative examples.

Statement of Significance

What is significant?

Eckersley & Sons soda fountain works, 93-103 Clarendon Street, Southbank.

Contributory elements include:

- parapeted brick and cement rendered Edwardian-style facades to Clarendon Street, Haig Street and Haig Lane;
- timber- and steel-framed windows;
- deep mouldings and brick decorations; and
- corrugated iron clad sawtooth-roof profile.

How is it significant?

The Eckersley & Sons soda fountain works is historically and aesthetically significant to Southbank and to the broader city of Melbourne.

Why is it significant?

The Eckersley & Sons soda fountain works is historically significant as it is one of few remaining relatively intact engineering works in the Southbank area representing what was once the characteristic building form and use. Eckersley & Sons was an unusual manufacturer as well, and reflects the diversity of industrial activity that developed in Southbank in the early-20th century. (Criterion A)

Eckersley & Sons is of aesthetic significance for its well-resolved utilitarian Edwardian style which was typical of both the period and function. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Lewis, Miles. 'South Bank architectural and historical study'. Area history and development analysis: An Industrial seed-bed, Volume 2. Victoria Deptartment of Planning, 1983.

Milner, P. 'Some significant industrial sites in South Melbourne'. National Trust of Australia (Victoria), 1986.

CoMMap
Building Details: Single-storey brick warehouse and office building. Built 1913 and 1955.
Primary land use: Warehouse/Store.

Mahlstedt & Sons fire insurance plans
1920s
Eckersley & Sons Engineers
Single-storey, sawtooth galvanised iron roof
earth floor

c1928
Eckersley & Sons Engineers
Single-storey, sawtooth galvanised iron roof
timber floor
concrete floor on east side

SMCC Rate Books
93-103 Clarendon Street
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1912 7909 Vacant Land Whiting and Weatherley Solicitors 135 Ft £80 £8
1913 7953 Thomas & Arthur Eckersley Manufacturer Arthur J. Y. ... 628 Bourke Street Brick Factory £180 £18
1935 8318 Eckersley & Sons Pty Ltd Eckersley & Sons Pty Ltd Brick Factory £450 £56.50
Australian Soft Drink Distributors, Manufacturers and Bottlers c 1830-1930

Eckersley & Sons. 'Reliable recipes for the preparation of syrups and cordials.' Compiled by Eckersley & Sons, Eckersley, South Melbourne, 1950s.

Newspapers:
'Advertising' *The Age*, 15 October 1913, p.6. Accessed online 3 Mar 2017, from http://nla.gov.au/nla.news-article196240174.

Royal Victorian Institute of Architects, Journal of the Royal Victorian Institute of Architects: 1940. http://hdl.handle.net/11343/108591

GABR, Guide to Australian Business Records Coldstream Refrigeration Ltd. http://www.gabr.net.au/biogs/ABE1726b.htm

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Eckersley & Sons soda fountain works.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Melbourne and Metropolitan Tramways Board electricity substation 'S', 67-69 Clarke Street, Southbank

City of Melbourne property number: 110464

Type of place: substation

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1926, Inter-war (WW1-WW2)

Major owners or occupiers: Melbourne and Metropolitan Tramways Board (MMTB), VicTrack

Designer: Alan G. Monsborough, M&MTB

Heritage Gradings:

Proposed new system (C258):

Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):

Existing: --, Proposed: C3

Heritage values:

Historical

Heritage status:

Heritage Overlay: Proposed

Thematic context:

3.2 Expressing an architectural style

6.3 Providing essential services

6.7 Transport

Boundary of heritage place

Description

A tall brick structure with a hipped roof and rendered parapet, gables and upper part of the walls, with large corner pilasters in the style of square Doric columns with large square capitals. Three sides have recessed panels created a trabeated effect. Windows at the lower level are small, deeply recessed and barred, while those high on the rendered part of the wall have steel frames. A rendered geometric motif runs around the top of the pedestrian entrance on Hancock Street (with steel fire door), a large vehicle entrance to Clarke Street (with modern roller door) and upper windows. Another pedestrian door is on a mezzanine on the south wall accessed by external staircase. Brickwork is of engineering red, machine-made bricks in English bond. Fittings include metal grilled vents, large fabricated iron rain heads, through-wall glazed ceramic insulators for carrying the high-tension cables, and circular roof vents. The letters 'M.M.T.B.' are set into the rendered panel above the vehicle entrance.

History

The expansion of the electric tram network under the Melbourne & Metropolitan Tramways Board (MMTB) created a need for greater capacity and control of the electricity distribution system. This led to a series of new substations and refitting of existing substations. As technology improved and various installations degraded, a variety of new installations were also carried out which upgraded some equipment. All tramways used direct current (DC), and originally power stations generated DC current and sold DC current to users. However, alternate current (AC) technology was better for generation and transmission, and so was converted back

to DC at the tramway substations. Electricity supply was purchased from the railway supply (Newport Power Station) and later SEC generators, and transmitted via the power existing grid. The exception was the North Melbourne and Essendon Tramway, which had its own steam-powered generators, as it also provided a domestic electric supply. The earliest systems used rotary converters which employed a mechanical system using an electric motor to drive a generator.

With the establishment of the MMTB came the provision of new substations for the converted cable lines and new routes, and to systematise the distribution of power from the SEC Latrobe Valley generation with 12 new substations. In some cases the cable tram tunnels were re-used for power cables. The South Yarra substation in Daly Street was one of the first projects carried out under the direction of MMTB architect, A. G. Monsborough, who designed a series of large substations with common art deco elements between 1924 and 1929. These were built in Camberwell, South Yarra, Ascot Vale, South Melbourne, Malvern Depot, Fitzroy (Young Street) and Carlton as part of the aggregation of the former separate private and municipal trust operated systems (Jones, 2014).

Extensions and conversion of cable trams in South Melbourne meant new electric routes along Clarendon Street, Sturt Street, and, during WWII, Queens bridge and Hanna streets. Substation S, therefore, was required to provide capacity in this area, and was commissioned in 1926 (Trams Down Under).

Comparative analysis

This is one of a number of tramway substations constructed by the MMTB in the 1920s, generally to the design of their in-house architect Monsburgh. It is one of the more austere, with similar treatments evident on the examples from the same year at Young Street, Fitzroy, and Maribyrnong Road, Ascot Vale.

In the City of Melbourne, the MMTB substation at Bouverie & Queensberry streets is similar, but features a more elaborate facade, possibly reflecting the differences between the commercial activities in the north and the industrial character of South Melbourne at the time.

Statement of Significance

What is significant?

The Melbourne and Metropolitan Tramways Board electric substation 'S', located at 67-69 Clarke Street, Southbank, constructed in 1926.

Contributory elements include:

- simple stripped classical- or Greek Revival-style parapeted single-storey form;
- brick and cement rendered Inter-war-style facades facing Clark Street, Hancock Street and City Link;
- refined rendered decorative details; and
- integrated fittings including wall and ridge vents and rain goods.

How is it significant?

The MMTB electric substation is historically and aesthetically significant to Southbank and to the broader city of Melbourne.

Why is it significant?

Substation S is historically significant as one of several suburban tram substations erected by the newly-formed MMTB to simplify and expand the Melbourne tramway system, and so creating one of the world's largest single-city tram networks. In particular, it reflects the extension of existing tramways in the city into the southern suburbs and the gradual replacement of cable tramways with electric traction. By the late-1920s this created both commuter connection with the bay-side suburbs, and provided workers much easier access to the South Melbourne industrial areas. (Criterion A)

It is also significant as one of several related tramway substations designed by the MMTB's architect A. G. Monsborough in the 1920s. (Criterion H)

The substation is also of architectural interest due to its Greek Revival style design, which uses a variety of traditional forms and decorative elements of brick and rendered masonry, adopting a grand contemporary style for a utility building. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Trams Down Under Archive.
http://tdu.to/85680.msg

Vines, G. Melbourne Tramways Heritage Study.
http://www.dtpli.vic.gov.au/__data/assets/pdf_file/0005/218417/Tram-Heritage-Places_Part2.pdf

Russell Jones. From rotary converters to solid-state: tramway substation architecture in Melbourne, 2014. http://www.hawthorntramdepot.org.au/papers/substations.htm

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Melbourne and Metropolitan Tramways Board electricity substation 'S', 67-69 Clark Street, Southbank.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Thornycroft (Aust) Ltd, later Herald Sun television studio, 49-61 Coventry Street, Southbank

City of Melbourne property number:

Type of place: garage, showroom, studio

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1930, 1956, Inter-war (WW1-WW2) and Post WW2

Major owners or occupiers: Thornycroft (Aust) Ltd

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: C3

Heritage values:

Historical

Heritage status:

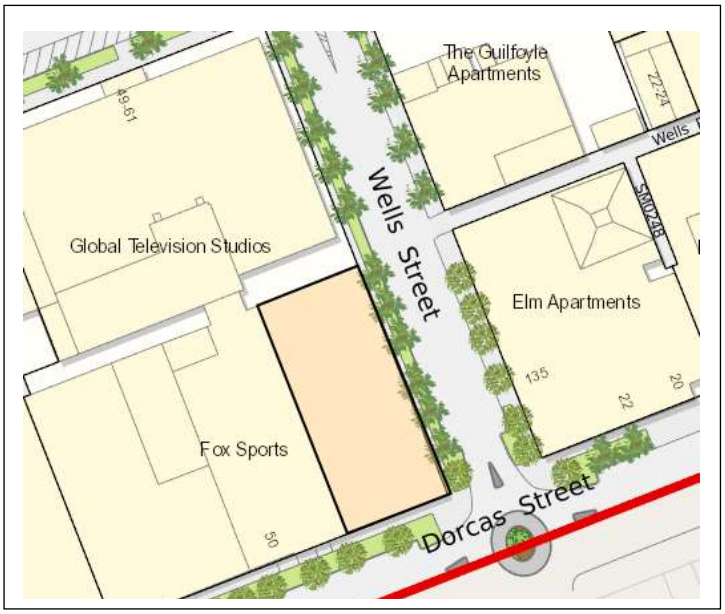
Heritage Overlay: Proposed

Thematic context:

5.5 Building a manufacturing industry

6.7 Transport

10.1 Arts and creative life in the city



Boundary of heritage place

Description

Only the Dorcas Street frontage and main building along Wells Street are a part of the original study site, which was previously listed as 50 Dorcas Street, South Melbourne. The brick and concrete facade to Dorcas Street wraps around one bay on Wells Street and is backed by a modern concrete panel wall to the rear of the site. The corner section has a corrugated iron clad hipped roof upper storey hidden behind the parapet. Presumably a timber-framed structure supports this roof.

The over-painted brick facade has some remaining steel-framed hopper sash windows with pilasters between rising to the parapet with small projecting caps. Other windows appear to be similar replacements.

Later extensions have incorporated the original building into a much larger complex.

History

In 1954, the Menzies government formally announced the introduction of the new two-tiered television system, with the government-run Australian Broadcasting Commission (ABC) station, and licences for competing commercial stations. Television began in Australia with the first test transmissions broadcast by HSV-7 in July 1956, and broadcasting officially commenced on 4 November 1956, shortly after the first television broadcast licences were issued by the Commonwealth government. (*Australian Television: the first 24 years*. Melbourne, Nelsen/Cinema Papers, 1980).

Premier Henry Bolte officially opened the studios on 5 November (*Canberra Times*, 5 November 1956). This was the first television broadcast in Victoria, and the second in Australia (after TCN-9 in Sydney a week earlier). An interview with Mrs. Edna Everage (a comic creation of performing

artist Barry Humphries) was one of the programmes screened on HSV-7's first day of programming in 1956.

In the opening ceremony, Eric Pearce declared, 'We dedicate this station to the full service of the community. To Australian life, the happy families in the homes, we promise to serve you faithfully and well.'

HSV-7 was soon joined by ABV-2 (today, the ABC) and rival commercial station GTV-9, both in time to broadcast the Melbourne Olympics. HSV-7 was originally owned by *The Herald Sun* and *Weekly Times Ltd*, with the station name coming from a combination of the titles *Herald* and *The Sun*, with the *V* standing for Victoria.

The station's main studios were in Dorcas Street, South Melbourne. Two sites were taken over on the north side of Dorcas Street, with the offices and transmission tower on the east side of Wells Street and the main studios in a converted industrial building on the west side. This latter was previously occupied by Wyalla Pty Ltd, architects and builders, and prior to that it was the workshop and showrooms for Thornycroft Trucks from about 1925 to the early-1950s.

HSV undertook extensive alterations, gutting the building and installing purpose-built sound stages. Bridges were constructed across Wells Street and the lane to the north to provide access to the various buildings (Mahlstedt Plans).

Programs broadcast from the Dorcas Street studios included *World of Sport* hosted by Ron Casey and Doug Elliott, with regulars like Ron Casey and Jack Dyer, who were on the show until 1987, helping forge Channel 7's reputation as the sports channel. In the 1970s, the variety entertainment show The Penthouse Club was hosted by Mary Hardy, and later productions included *Fast Forward* and *Tonight Live* with Steve Visard.

The South Melbourne studios and offices were progressively closed down between 2002 and 2007 when the station moved to Docklands and leased studio space from other companies. The 50 Dorcas Street Studios were sold to Global Television Australia. In 2012, architects Turner Hughes undertook the extensive redesign of the studios for Fox Sport. The rest of the Channel 7 buildings were demolished and replaced with modern offices and apartments.

Comparative analysis

Intact Edwardian and Inter-war factories have become very rare in Southbank and South Melbourne.

The stripped facade is reminiscent of Kosky Bros. in City Road, as well as the more elaborate Eckersley & Sons on Clarendon Street, which it may have more closely resembled before alterations. A similar example can also be found at 88-92 Kay Street, Carlton.

Early television studios in Melbourne included the GTV-9 studios in the former Heinze/Wertheim Factory in Richmond from 1957, the ABC in adapted industrial buildings in Ripponlea from 1958, and ATV-O in Nunawading from 1964. With the exception of Nunawading, all of these studios have now been or are about to be vacated and converted to other uses.

Statement of Significance

What is significant?

The Thornycroft (Aust) Ltd showroom and service station of the 1920s, later *Herald Sun* television studio, at 50 Dorcas Street, Southbank, established in 1956.

Contributory elements include:

- simple Inter-war style parapeted two-storey brick form, one bay deep;
- red brick cladding (painted) with concrete lintels; and
- steel-framed industrial hopper sash windows with multi-pane glazing.

How is it significant?

The Thornycroft (Aust) Ltd showroom and service station, later the *Herald Sun* television studio is historically significant to Southbank and to the city of Melbourne.

Why is it significant?

The Thornycroft (Aust) Ltd showroom and service station, later *Herald Sun* television studio, is historically significant for its expression of the prevailing motor industry development in the Southbank area during the Inter-war period, and as the last remaining building related the HSV-7's Dorcas Street production, broadcast, administrative and studio facilities. The studio operated for over 50 years from this site and was responsible for the first ever television broadcast in Victoria and the second in Australia. (Criterion A)

The studio is of historical and social significance as it is the location where a large number of long-lived, popular television programs have been produced over the years, including *World of Sport*, *The Penthouse Club* with Mary Hardy, *Fast Forward* and *Tonight Live* with Steve Vizard. (Criterion G)

Sources used for this assessment

The following sources and data were used for this assessment:

Herald Sun Television. A photographic record of the demolition carried out by 'Whelan the Wrecker' and constructional work carried out by Hansen & Yuncken. Robin Clarke photographer. (1955 or 1956) State Library of Victoria, H89.40/1.

Clarke, Robin. Demolition and construction of the *Herald Sun Television* studios and transmitter tower. 1955. http://nla.gov.au/anbd.bib-an52214791.

Turner Hughes Architects, Fox Sports Studios, Melbourne. 2012. http://www.turnerhughes.com.au/fox-sports-studio/

'Australian Television: the first 24 years'. Melbourne, Nelsen/Cinema Papers. 1980.

Rate books

50 Dorcas Street & 49-61 Coventry Street

Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)

1925 9394 Thornycroft (Aust) Ltd (Listed on corner of Dorcas and Wells streets), Manufacturer The Crown U.J. Nicols Iron factory £400 £50.50

Mahlstedt & Son fire insurance plans

1950s, Herald Sun TV

Single-storey gal iron roof, wood columns & roof trusses, concrete floor

2-storey masonry office section in corner

Newspapers

Countryman, 13 December 1929.
Just as British commercial motor vehicles lead the transport world, so Thornycrofts lead the British class. The majority of Britain's motoring achievements on land and sea have been contributed by the John I. Thornycroft Company, an organisation world-renowned as the finest engineering establishment. For the past 50 years it has been demonstrating its high engineering practice – its high ideals in all productions and further, perfection of all lines manufactured.

BUILDING FOR 35 YEARS.
After gaining leadership for the construction of marine engines, coastal boats, launches, motor tube boilers, cruisers, destroyers, shallow draft steamers, etc., Thornycroft decided to further the interests of i motor transport, and from 1896 have never looked back in this regard. For 35 years Thornycrofts have been designing and building the world's best in motor vehicles. They have pioneered the way, conquered many obstacles, and met the needs of trans port users in no uncertain manner. Industrial concerns, municipal bodies, defence departments, government concerns, contractors, carriers, manufacturers, farmers – in every sphere where transport is required – Thornycroft has emphatically won out and shown its definite superiority for service, reliability, economy and efficiency. Thornycrofts are specialists not only in four-wheeled commercial vehicles of 30 cwt., 2, 3, 4, 5, and 6 ton capacities, but in six-wheeled vehicles for which they have secured praise and prestige from every country. There are three Thornycrofts of the rigid six-wheeled design – the A3 3-ton type, 5-ton type, and the XB 5/6 ton. Each carries the latest improvements in six-wheelers.

EASE AND EFFICIENCY. It is well known that if you want to be up-to-date you must be a Thornycroft owner, and this fact is a tribute to the advantages and advancements embraced in the Thornycroft design. Farmers handling wool and wheat the old way, that is by the two- or four-horse team, and only where the roads are made, have been amazed at the thorough ease and efficiency how the Thornycroft six-wheeler makes light of the heavy work. Its foremost feature is the fact that it will traverse cross country, over ditches, through boggy, sandy, rocky country, and up hills. The Thornycroft is definitely made to do this. Thus farmers who would appreciate the great saving of time and convenience of cross-country transport, need have no fear that it will break the vehicle. Not so with the high-grade Thornycroft that has shown and proved what it can do.

DISTINCT ECONOMY. The next feature is its distinct economy. The 'A3' type of 3-ton capacity gives 12 to 13 miles per gallon of petrol and up to 1000 miles per gallon of oil. The 5-ton type is well known for its economy and efficiency. The XB type, which is suitable for carrying loads up to .5/6 tons, has a petrol consumption of approximately 7 miles per gallon and up to 750 miles per gallon of oil. Then again six-wheelers are nor only ideal for cross-country or rough roads transport but for good ' roads. They "give more miles per gallon carrying loads equal to the four-wheelers. There is also decreased cost of registration, and the load limit is extended to 13 tons gross load. Thornycrofts are fitted with an auxiliary gear box which allows eight forward and two reverse speeds. For ordinary work the auxiliary gear box is not used at all. All vehicles work on the standard gear-box. The riding qualities of every type is much improved, the wheel spin is considerably reduced, and there Is much reduced load on each wheel which allows the weight of the axels and wheels to be correspondingly reduced. In the rigid six-wheeler there is also reduced Impact forces due to reduced axle weights and rear bogey suspension.

MANY OIL COMPANIES TESTIFY. Among the hundreds of users can be named at least three famous Oil Companies: the Shell Company, Vacuum Oil Company, Texas Company, who find

Thornycroft six-wheelers a splendid medium in which to carry hundreds of gallons of petrol to outback country districts of Victoria. In South Africa the railway authorities operate a fleet of over three-hundred Thornycrofts as feeders to the railways. Transport has meant something real there because of the satisfactory service given in outlying districts where no roads exist. Agricultural development has there by been tremendously assisted, and the annual production of cream alone has increased from 135,000 gallons to 391,000 gallons, and similar advances have been made amongst cattle farmers and maize producers.

REPAIRS AND SERVICE. In order to offer the most up-to-date service to the great number 6t , Thornycroft owners, the company has installed the most modern equipment for carrying out repairs And service work efficiently and in the shortest possible time. The company is a direct factory branch, of John T. Thornycroft (London). Thus users have the unique advantage of dealing direct with the manufacturers, thereby ensuring a better 'after sales service/ so necessary to operators of commercial vehicles. Thornycroft's service station and showrooms are situated at the corner of Wells and Dorcas streets, South Melbourne, and an inspection or enquiries are specially invited. As farmers are on the threshold of a New Year, it is now a good time to review your transport — work out what it has cost you, then get in touch with an establishment like Thornycroft, and ask them to show you comparative costs.

Central Queensland Herald, 23 February 1956, page 29.
£200 AN HOUR FOR TV SESSION MELBOURNE, February 20.
The Melbourne Herald Sun television station would be on the air well before the start of the Olympic games in November, the manager of Herald Sun Television Pty Ltd (Mr Keith Cairns) announced today.

Mr Cairns also announced the advertising rates far the station, which he said would range from £20 for a 10-second spot announcement to £200 for a one-hour session.

These are the first television advertising rates announced in Australia.

Mr Cairns said the station would run a live-hour nightly service, although arrangements were only tentative, pending discussions with the Broadcasting Control Board.

Canberra Times, 5 November 1956, p.3.
TELEVISION FOR MELBOURNE.
Television got away to a flying start in Melbourne tonight when thousands of people packed town halls, private homes and jammed footpaths outside radio stores to watch the opening programme. Just after 7 p.m. viewers saw a close-up of the Victorian Premier, Mr. Bolte, who officially opened the first television station in Dorcas Street, South Melbourne.

'How Seven trumped Nine'. *The Age*. Melbourne. 14 June 2007. Archived from the original on 17 June 2007, retrieved 27 June 2007.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Herald Sun television studio, 50 Dorcas Street, Southbank.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

William, M. & Thomas Anderson Factory, later Lanes Motors service department, 52-66 Dorcas Street, Southbank

City of Melbourne property number:

Type of place: factory, garage

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1912 – Edwardian-era, c1930-5 – Inter-war (WW1-WW2)

Major owners or occupiers: William M. & Thomas Anderson, Lanes Motors

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: C3

Heritage values:

Historical

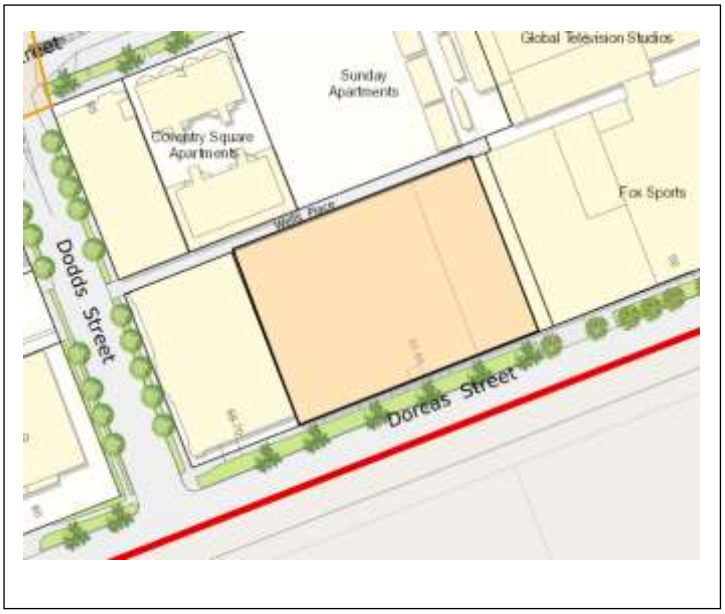
Heritage status:

Heritage Overlay: Proposed

Thematic context:

5.5 Building a manufacturing industry

6.7 Transport



Boundary of heritage place

Description

Lanes Motors is a single-storey timber-and-steel-framed, brick and corrugated iron walled building of several bays. A prominent square section tower is placed centrally above the main Dorcas Street facade and is emblazoned with the company name, 'LANE'S MOTORS', in raised cement lettering running vertically along each side. Tall window openings reveal the internal timber stars to the roof, presumably for adjusting the company flag. The front wall has several vehicle entrances, generally corresponding with the middle of each bay, with shallow rendered pilasters between them. Prominent rain heads match the position of valley gutters, with the roofs mostly hidden behind a plain, tall parapet.

The main facade has been altered with new doors and enlarged entrances, although the complex timber truss roof framing and corrugated iron cladding to the other walls are relatively intact.

History

Lanes Motors was one of the very early automobile retailers and service companies in Melbourne. The firm was established in 1916 in Exhibition Street, taking over the premises of Tarrant Motors. This building, however was gutted by a fire in 1922, causing £45,000 damage, as a result of an explosion from a car's petrol tank (*The Age*, 22 September 1922, p.5). Managing Director Robert T. Lane had previously been connected to Maples Furniture stores, having gained financial backing from Joseph and Benjamin Nathan Junior (Lee, 2016). He also played a prominent role in Melbourne society and stood for the Melbourne Council in 1941.

Lanes Motors took a prominent role in promoting the automobile industry, with investments in land for future car manufacture in Fishermans Bend as early as 1924.

In the 1920s, Lanes Motors were agents for Buick Cars among various other models, and in the 1930s they held the Morris franchise and introduced the Chrysler 'Airstream' model. The company was also prominent in early motor racing, assisting clubs by importing vehicles intended especially for racing while the Midget Car Racing Club was stationed at the works during the 1930s, and entered Australian Miss Joan Richmond in the Le Mans 45-hour race in 1935 (MG Archives).

The Dorcas Street site was initially constructed in 1912 for William M. & Thomas Anderson, described as 'Manufacturer' with an Iron Factory and Allotment valued at £75. The previous year, the site was described as 'Vacant'. In Anderson is still present with the value having increased to £100. (Ratebooks). Anderson appears to have been prominent in local business and was secretary to the local Freemason's Lodge (*Emerald Hill Record*, 15 December 1917, p.3). The property appears to have been leased Crown lands at the time, as it was occasionally advertised for tender during Anderson's occupancy (*The Argus*, 20 March 1914, p.2).

The building was occupied by Collins Motors from about 1926 (*The Argus*, 21 June 1926, p.7). Lane's Motors took over the site by 1930 for its repair and service garage, as well as an additional sales outlet (*The Age*, 30 August 1930, p.11). They extensively remodelled the place around 1936, adding the distinctive tower.

By the 1950s, Lanes was one of the largest automotive dealers in Melbourne, with five suburban branches, a turnover of over £7,000,000 and nearly half-million pounds of profit (*The Age*, 13 September 1951, p.6). In 1957, the firm expanded to the point that new offices and a separate commercial division were required, which were erected at the corner of Queensberry and Leicester streets in Carlton in 1957 to the design of Harry Norris.

In 1961 Lanes Motors became the main Melbourne dealer for Mercedes Benz, ultimately being absorbed into the multinational organisation, but continuing to operate in the Southbank area.

Comparative analysis

Lanes Motors was one of a number of Edwardian- and moderne-style motor garages in the Southbank area, which also including Cheney, Coffee/Morley Ford, Melford and the remaining GP Motors. The use of streamlined moderne and other architectural styles was a signature of the early motor garages that aimed to present themselves as up-to-date or even futuristic. The prominent tower and wide frontage was characteristic of the form, for which Lanes is now the only remaining example of this type.

Elsewhere in the City of Melbourne, Melford's Showroom survives in Elizabeth Street, and the Kellow Falkiner showroom remains on St Kilda Road; Kellow Falkiner's service department is on City Road in the City of Port Phillip.

Lanes Motors, however, is one of the only substantial surviving pre-WWII major automotive dealer service centre left in Melbourne.

Statement of Significance

What is significant?

Lanes Motors is an extensive timber and corrugated iron, single-storey workshop building with brick facade and prominent tower.

Contributory elements include:

- simple moderne style parapeted single-storey form to street elevation;
- steel-framed industrial hopper sash windows;
- central tower with company name, internal stairs; and
- internal bays of framed roof and posts with central doors.

How is it significant?

Lanes Motors is historically and aesthetically significant to Southbank and to the city of Melbourne.

Why is it significant?

Lanes Motors is of historical significance as, in part, an early factory in this part of Southbank and, as a facade, one of the last remaining of the early South Melbourne automotive service centres of the pre-WWII period. It represents a phase in the area's historical development, when a number of prestigious motor retailers established service and repair centres convenient to commuters from the southern and eastern suburbs. The building represents the status and character of these firms in its extensive undercover service areas and prominent tower emblazoned with the company's name. (Criterion A)

The building is of aesthetic interest for its towered form, giving architectural expression to its commercial purpose in the form of an austere service tower. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

University of Melbourne Archives, J. B. Were Collection, 351 Lanes Motors (Holdings) Ltd.

State Library Picture Collection, Exterior, Lane's Motors, cnr Queensberry & Leicester streets, Carlton. Commercial Vehicle Division. Lyle Fowler, 1891-1969.

Mahlstedt & Son fire insurance plans
1950s
Lanes Motors Ltd Workshops, 66 Dorcas St
Single-storey gal iron roof, wood columns & roof trusses, concrete floor, concrete mezzanine floor on east side with stairs at rear masonry front wall; also occupied no. 38.

Rate books
52-66 Dorcas Street
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1911 All of the Land within Section 101A is Vacant Land
1912 8929 Anderson, William M. & Thomas Manufacturer Same Iron Factory and Allotment 25 £75 £7.10
1913 9004 Anderson Manufacturer same Iron Factory £100 £10.10
Note: street numbering appears to have changed in Dorcas Street, so confirmation needed of the rate records.

Newspapers
'Display Advertising' *The Argus*, 21 June 1926, p.7. Accessed online 2 March 2017, http://nla.gov.au/nla.news-article3790193.

'COLLAPSE AT WHEEL' *The Argus*, 13 July 1939, p.1. Accessed online 2 Mar 2017, http://nla.gov.au/nla.news-article11235034.

MG Car Club Archives.
http://prewar.mgcc.info/Archives/archives%201.htm

The Commercial, Abe Nathan. The Furniture King. By Richard Lee, Albury & District Historical Society Bulletin #564. https://alburyhistory.org.au/wp-content/uploads/2017/01/ADHS-Bulletin-564.pdf

Sands & McDougall Directory of Victoria
1925
Thornycroft (Aust.) Ltd, motor engineers, Garage being built
Say, 0. J., gen engnr
Metrop Bd. sir yti
Duncalfe, Arth.
Joinery' works
McPherson's Pty Ltd, bulk stores
Goldby White Lead Co Pty Ltd
Vacant

1930
42 Evans & Lewis, mtr pntrs
42 Spence, C., mtr engnr
44 Lyon, Percy E., panel beater
50-66 Collins Mtrs Pty Ltd, servce statn
68-70 Neon Light Co (Aust) Pty Ltd, gas
72 Vacant

1935
42a Edmondson, E. M., electrical engineer
44-66 Lane's Motors Pty Ltd, service station
68-70 Claude Neon Lights (Vic) Ltd, elect signs

72 Caslake, C. R., art metal works

1942
34 Botterill, J., & Fraser, boat builders
38-40 Leysun Spring & Eng wks, spring mkrs
42-66 Lane's Motors Pty Ltd (service only)
68-72 Claude Neon Lights (Vic) Ltd, elect signs

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Lanes Motors, 52-66 Dorcas Street, Southbank.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Vault sculpture, Grant & Dodds streets, Southbank

City of Melbourne property number:

Type of place: public art

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1980, Post WW2

Major owners or occupiers: City of Melbourne

Designer: Robertson Swann, Ron

Heritage Gradings

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: -- Proposed: A2

Heritage values:

Aesthetic, Historical, Social

Heritage status:

Heritage Overlay Proposed

Thematic context:

3.4 Defining public space

10.1 Arts and creative life in the city

Boundary of heritage place

Description

'Vault' is an abstract, minimalist sculpture constructed out of large, flat, thick polygonal sheets of prefabricated steel, assembled in a way that suggests dynamic movement. It is painted a bright 'high alert' yellow in synthetic polymer paint.

History

'Vault', by contemporary artist Ron Robertson-Swann, was unveiled in 1980 in City Square as a major public art commission to complement the newly-created open space in the middle of the city. Robertson-Swann's design immediately drew controversy due to its striking and modern form. It was dubbed the 'Yellow Peril' by Councillor Osborne. The organised competition criteria, as put forward by the square's architects, had stated that entries must meet the challenge of being a 'grand, interlocked sculpture'. 'Vault' met these criteria, as well as the requirement of being bold, visually simple and a strong focal point, which would offset the formal character of the square. But while 'Vault' met these objectives, it was a little too abstract for public taste.

Born in Sydney in 1941, Ron Robertson-Swann studied in Sydney and London, and worked as Henry Moore's assistant from 1965 until his return to Australia in 1968. A sculptor, painter and teacher, his most controversial work was the large, bright yellow steel sculpture, 'Vault' placed in Melbourne's City Square, and later moved to a site near the Yarra River. Robertson-Swann has held lecturing appointments in London and Sydney and has won several awards. His work is represented in the National Gallery of Australia, in most state galleries and several public, regional and tertiary collections.

Professor Patrick McCaughey gave his full support to the work, applauding it for its design excellence. Recognising McCaughey's reputation in visual arts, Council approved the plans. When

the sculpture was installed it was yet to be named, and despite Robertson-Swann soon naming it 'Vault', 'Yellow Peril', with its racist overtones, has stuck.

The main criticisms of 'Vault' were focused on its colour. A probably apocryphal story is that the Queen was reported to have asked whether they couldn't have made it a more agreeable shade.

Following its installation in 1980, Councillor Osborne tabled a survey showing Melburnians' lack of support for the sculpture's prominent position based on the opinion that it was not sympathetic to the nearby historic St Paul's Cathedral and Town Hall. Council resolved to relocate the work, but not before it was scrawled with graffiti and used as a play structure. The sculpture was dismantled later in 1980 when the Victorian government sacked the City Council. The Builders Labourers Federation consequently placed bans on further works in City Square.

Despite the artist's objections, 'Vault' was moved to Batman Park in 1981 where, among other things, it served as a shelter for the homeless.

In 2002, 'Vault' was unveiled at its new home outside ACCA, where most consider it in keeping with the surrounding built environment.

Comparative analysis

A number of large steel sculptures have variously graced Melbourne's public spaces, although none has had the public profile and controversy of 'Vault'. Inge King's 'Forward Surge' at the Arts Centre has a similar dramatic scale, while 'Dervish' by Clement Meadmore sits between Southgate and Hamer Hall. 'Vault' has influenced other designers around Melbourne, being said to be the inspiration behind Denton Corker Marshall's vivid yellow diagonal beam for the City Link International Gateway, while Wood Marsh 'embraced this unloved artwork as the design inspiration for their Australian Centre for Contemporary Art' (RBA Architects).

"High alert' yellow appeared to become the city's signature motif; a self-conscious disavowal of 'Vault"s rejection nearly 20 years earlier.' Robertson was commissioned to help design several tram safety barriers that evoke the yellow triangular shapes (Pederson 2015).

Statement of Significance

What is significant?

'Vault' sculpture, currently located in the Malthouse Plaza, corner of Dodds and Grant streets, Southbank.

Contributory elements include:

- painted yellow steel folded into abstract geometric forms; and
- a 360° view to the sculpture.

How is it significant?

'Vault' is historically and aesthetically significant to Southbank and to the city of Melbourne.

Why is it significant?

'Vault' is historically significant as the main public art element that had been proposed for Melbourne City Square as part of the revitalisation of the central city in the 1970s and 1980s. It was intended to demonstrate the progressiveness of the city and act as a focal point for the square, but due to public and media criticism, it became a controversial symbol of conservative backlash, resulting in its dismantling and banishment to the much less-frequented Batman Park on the Yarra. It is therefore historically significant as an iconic representation of the politicization

and responses to public art, and the conflict between conservative and progressive aesthetics and urban planning ideas. (Criterion A)

It is of aesthetic significance as a finely-finished minimalist abstract sculpture, which has ultimately been accepted and embraced by the art world and general public. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Geoffrey J. Wallis, PERIL IN THE SQUARE: THE SCULPTURE THAT CHALLENGED A CITY, Indra Publishing, 2014.

Engberg, J. 'Vault', Australian Centre for Contemporary Art. Accessed 4 December 2014. https://www.accaonline.org.au/about/vault

Courtney Pedersen, Art and the Anxious City: public art, public interest and the public good, Queensland University of Technology, 2015.

RBA Architects, The Vault Sculpture – Relocation.
http://rbaarchitects.com.au/projects/monuments/the-vault-sculpture/

City of Melbourne maps
Title: Vault
Date Created: 1980
Makers Details: Robertson Swann, Ron
Born 1941, Sydney, Ron Robertson-Swann studied sculpture at St Martin's School of Art, in London, under Tony Caro. Robertson-Swann was also an assistant to renowned sculptor Henry Moore before returning to Australia in 1968.

Description: Yellow painted, welded plate steel sculpture.

History:
The unveiling of 'The Vault' in 1980 in the City Square by contemporary artist Ron Robertson-Swann gave rise to one of the biggest art controversies. His work has often divided critics, but none has been so controversial as Vault, unveiled in City Square in 1980.

Dubbed the 'Yellow Peril' by Councillor Osborne, the yellow metal sculpture caused a storm of protest over its suitability for City Square. Ironically, it was commissioned for its compatibility with the square's design. The winner of a competition organised by the square's architects, Robertson-Swann's design met the challenge of being a 'grand interlocked sculpture'. It also met the requirement of being bold, visually simple and a strong focal point, which would offset the formal character of the square. But while 'Vault' met these objectives, it was a little too abstract for public taste.

Professor Patrick McCaughey gave his full support to the work, applauding it for design excellence. Recognising McCaughey's reputation in visual arts, council approved the plans. When the sculpture was installed it was yet to be named, and despite Robertson-Swann soon naming it 'Vault', 'Yellow Peril', with its racist overtones, has stuck.

Following its installation in 1980, Councillor Osborne tabled a survey showing Melburnians' lack of support for the sculpture's prominent position, based on the opinion that it was not sympathetic to the nearby historic St Paul's Cathedral and Town Hall. Council resolved to relocate the work, but not before it was scrawled with graffiti and used as a play structure. Despite the artist's objections, in 1981 'Vault' was moved to Batman Park, where among other things it served as a shelter for the homeless. In 2002, 'Vault' was unveiled at its new home outside ACCA, where most consider it in keeping with the surrounding built environment.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as individually significant place.

Apply external paint controls with policy to maintain original finishes and colour schemes.

Austral Otis engineering works, later Regent House, 63 Kings Way, Southbank

City of Melbourne property number: 110412

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1888, Victorian-era

Major owners or occupiers: The Austral Otis Engineering and Elevator Company Limited

Heritage Gradings:

Proposed new system (C258):

Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: C2

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed

Thematic context:

3.2 Expressing an architectural style

5.5 Building a manufacturing industry

Boundary of heritage place

Description

The site comprises a brick and stone masonry two-storey, Victorian Italian Renaissance revival corner office section at 127 Kavanagh Street, which fronts a single double-height timber- and iron-framed and corrugated iron-clad factory space behind. The office building features round arched window openings to the ground floor and segmental arches in the upper floor, with a splayed corner entrance (now bricked in). Partly rendered surfaces are articulated with rusticated pilasters between pairs of windows with recessed panels, deep cornice mouldings and shaped keystones. The whole has been over-painted. The post-WWII office block has a concrete and steel structure with aluminium-framed windows.

History

The engineering firm of Hughes, Pye & Rigby was formed in 1878 to manufacture mining plants, steam engines, elevators, and wool and other hydraulic presses. They had a small premises in Moray Street, South Melbourne in the late 1880s. Hughes, Pye & Rigby was incorporated as a public company in 1887 as The Austral Otis Engineering and Elevator Company Limited (*The Argus*, 12 November 1887, p.7) and in October 1893, changed its name to The Austral Otis Engineering Co Ltd. The company epitomised the boom era, having been founded with only £600 in capital, but by the end of the 1880s it employed 300 workers and was producing large numbers of pumping engines, mining machinery, hydraulic lifts and huge steam engines for the city's cable trams and first electric power stations (Milner 1989).

The new office premises in South Melbourne were designed by prominent architect Charles D'Ebro, and built by W. Hearnden in 1888 (Architect Index), with the works overall covering about four acres.

Austral Otis won numerous tenders for large steam engine installations as well two steam traction engines, and had important agencies for machinery including Worthington pumps and the Otis Bros & Co. elevators. The company undertook many major contracts for mining and other machinery equipment and it was awarded prizes for its steam engines and hoisting equipment at the Centennial Exhibition in 1888, at Melbourne. The company made steam engines for the Melbourne cable tramway system, for gold mines and sluicing plants, and the Ballarat Woollen Mills. It also built steam rollers, but only two examples of these are known in the world. One of its more unusual products was Big Lizzie, constructed for the Mount Gunson copper mine around 1912 as a super-heavy truck using Frank Bottrill's 1906 patent for 'Dreadnaught Wheels' to handle swamps and to ford small rivers.

Between 1895 and 1897 the Melbourne and Metropolitan Board of Works sewage pumping station at Spotswood was being built and fitted with large, triple-expansion steam engines built by Hathorn Davey & Co. of Leeds, UK, and Thompson & Co. Worthington-type triple-expansion engines. Austral Otis built an engine for the No. 6 pumping well in 1901 which was patterned on these earlier engines. Austral Otis subsequently prepared plans for four additional pumping engines in 1909 based largely on the successful Hathorn Davey design. Austral Otis was able to demonstrate its substantial expertise in steam engineering. The first two new Austral Otis engines were commissioned in June and July 1911, with the remaining two following in mid-1914.

The development of multi-storeyed iron- and steel-framed buildings during the skyscraper boom in the 1880s, was in part facilitated by the invention of safe, fast and reliable passenger lifts such as those developed by the Otis Elevator Company in the United States and Waygood in Britain. An initial system was developed in 1889 using a reticulated hydraulic power system, one of very few in the world at that time. Austral Otis had a substantial part of this market. The Melbourne City Building was originally served internally by an early Otis hydraulic lift, and Otis lifts were also installed at the new Melbourne Stock Exchange Building in 1891. The 1932 Manchester Unity Building has a rare surviving original Otis-Waygood escalator between the ground floor lobby and mezzanine. This was the first building in Victoria to have escalators installed.

In 1958, a modern, two-storey concrete and steel warehouse and office building was constructed along the Hannah Street (now Kings Way) frontage of the old Austral Otis Site, which was known as 'Regent House'. Austral Otis changed its name to the Food Machinery Australia Ltd in 1952, and then to FMC Ltd in 1962 (Defunct Companies Index).

Comparative analysis

Other Italian-style Victoria industrial premises in the study area include Sharp's and Moore's timber yards, as well as White & Hancock's warehouse. All of these are in City Road.

Unlike many of the early manufacturing buildings of the period that incorporated relatively plain company offices, Austral Otic adopted an elaborate architectural style consistent with shopfronts and commercial premises commonly seen in the central business district, rather than the more basic face brick of many of the contemporary industrial buildings of South Melbourne. Johns & Waygood, for example, had a plane brick facade with minimal decorative elaborations.

It is necessary to look to the later warehouses on City Road, such as Maurice Artaud and Crown Chemicals, or to some of the CBD warehouses such as Thomas Warburton's warehouse at 365-367 Little Bourke Street to find comparable buildings.

Statement of Significance

What is significant?

Austral Otis engineering works, 127-129 Kavanagh Street, Southbank.

Contributory elements include:

- Classical masonry facade to Kavanagh Street with return section;
- brick and cement render finishes including mouldings;
- timber-framed windows;
- corrugated iron clad timber and steel framed factory buildings, with original cladding to east and south; and
- a steel and concrete modern addition along Kings Way

How is it significant?

Austral Otis is historically and aesthetically significant to Southbank and to the city of Melbourne.

Why is it significant?

Austral Otis is of historical and aesthetic significance as a distinctive and long-lived engineering firm which pioneered the development of steam and electric power installations in Melbourne, and was a major contributor to the development of fast electric passenger lifts which facilitated the design and construction of multi-storey office buildings in the late-19th century. As such, it contributed to the Melbourne building boom and economic development in the state. (Criterion A)

The corrugated iron clad factory buildings are of historic significance as a very rare survivor of South Melbourne engineering works, which once formed the distinctive building type and use in this area. (Criterion A & B)

The Kavanagh Street office building is of architectural significance with its elaborate Victorian Italianate masonry facade on a shallow, two-storey office space and backed by characteristic timber and steel-framed and corrugated iron double-height factory shell. This reflects the dual function of such prominent industrial sites, providing an impressive public face with functional works behind. The office building is also significant as an early example of the work of prominent architect Charles Debro, who went on to design a number of important Melbourne buildings, including Stonington, the Prahran Town Hall clock tower and the Winfield Building. (Criterion E)

The place is of aesthetic significance for its well-designed Victorian-era commercial elevation in the prevailing Italian Renaissance revival manner only occasionally used for the higher status engineering firms in Victoria at that time. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Milner, P. Cnr. Kavanagh Street and Kings Way, South Melbourne. University of Melbourne, Dept. of Mechanical and Manufacturing Engineering, Parkville, Victoria, 1989.

eMelbourne School of Historical Studies Department of History, University of Melbourne, July 2008.

Latreille, Anne. 'The ups and downs in the world of lifts'. *The Age*, 3 March 1981.

Lewis, Miles. Melbourne: The City's History and Development.

The Australasian ironmonger, builder, engineer and metal worker: a strictly inter-colonial journal. May 1889.

Ratebooks
127-129 Kavanagh Street
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1887 Vacant Land Grant St and Kavanagh
1890 8201 Austral Otis Elevator and Engineering Co. Ltd of Grant Street Austral Otis Elevator and Engineering Co. Ltd Brick and Iron Buildings £2250 £168.15

City of Melbourne maps
Regent House:
Two-storey brick and concrete warehouse and office building. Incorporates a brick building built in 1890 and a concrete extension built in 1958. There are two rateable advertising signs on the roof.

Lewis, M. Australian Architecture Index:
1888 Chas D'EBRO
Acceptance of tender - erection of new factory, stores and offices for the Austral Otis Elevator & Engineering Co, South Melbourne, W. Hearnden.

National Trust b6088 Austral Otis Building
Melbourne University Archives
Engineers. Founded 1878 as Hughes Pye & Rigby. 1887 gained franchise for local manufacture of Otis elevators and called Austral Otis Engineering and Elevator Co. Ltd., 1893 Austral Otis Engineering Co. Ltd. 1927-1937 formed a subsidiary Austral Otis Andebar Cannery Equipment Pty. Ltd. 1948 controlled by United States Food Machinery and Chemical Co. and called Food Machinery (Australia) Limited.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Austral Otis, 63 Kings Way, Southbank; also 127-129 Kavanagh Street.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Kings Bridge & Kings Way, Southbank

City of Melbourne property number:

Type of place: bridge

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1959-61, Post-WW2

Heritage Gradings

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: none Proposed: C3

Heritage values:

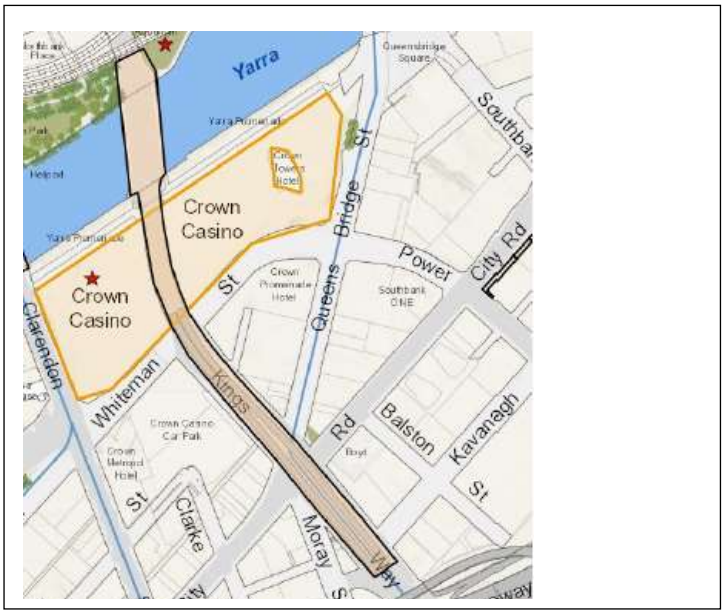
Aesthetic, Historical, Scientific, Social

Heritage status:

Heritage Overlay Proposed

Thematic context:

6.7 Transport



Boundary of heritage place

Description

Kings Bridge and Kings Way comprise a continuous elevated roadway of 23-span steel girder and concrete spans with a total length of 793 metres, and maximum spans of 73.76 metres over City Road and 35 metres over the Yarra River (VicRoads database). The river crossing incorporated dual-lane roadways in each direction for the main route, and two further lanes on either side to provide crossings between Queens Wharf Road and Yarra Bank Road, as well as on/off ramps to these roads and footways. This gives a total width of about 40 metres.

The longer span over the Queens Bridge Street and City Road intersection features very deep girders while all spans incorporate cantilevered sections over doubled piers of about 40 feet, with 160-foot suspended sections. The girders are of several types and depths. The southern spans up to the north side of Queens Bridge Street have deep girders of about 2.5 metres in depth, with welded vertical web stiffeners spaced between 1 and 1.8 metres apart. The spans from Queens Bridge Street to Whiteman Street and the approach spans at either end comprise shallower girders of about 1.5 metres' depth with web stiffeners up to 7 metres apart. The southern approach spans have concrete panels cladding the sides, disguising the steel structure beneath (VicRoads bridge files, Project 2806, drawings 19509-25, 202931-69).

The reinforced concrete deck is keyed to the upper flange of the steel girders providing an integrated load-bearing element of the overall composite structure.

The foundations comprise a series of 123 five-foot diameter steel cylinders filled with concrete, sunk by the "Benoto" method through the Coode Island Silt and founded on bedrock. The piers are a combination of reinforced concrete and steel trestle frames. A feature of the pier design is the pairing of closely spaced piers to carry the cantilever spans.

The bridge crosses the river on a skew of about 25 degrees and then follows a gentle curve to align with the former Hannah Street route – now Kings Way. The Yarra Bridge is a low structure with a pronounced curve in the deck, with the side spans giving it the impression of a gentle arch, while the main roadway rises gradually to the elevated road.

The original aesthetic effect has been partly reduced by the truss span footpaths with curved top chord (referencing ships gangways) and the steeply-dipping new roadway on the south bank, which now gives access to the River Promenade and Crown Casino car park.

The bridge handrails are a simple post and rail system with vertical pickets in welded square section steel with vertical bars.

The Flinders Street Overpass (now demolished) was similar in design, but had shorter spans, shallower girders and no suspended spans (National Trust Classification Report, Bridge Reg. No.4040).

The Kings Way elevated roadway is now seen in two discrete sections. The low river crossing is framed by the casino tunnel and Flinders Street railway viaduct and, being wide and skewed, presents a considerable bulk to the viewer on the riverbank. The elevated road is most apparent at City Road. When on the elevated road, the narrowness of the carriageway (with no emergency stopping lanes or verges) and steepness of the approaches contrasts with the more modern City Link elevated roadways nearby, revealing its late-1950s gestation and the different design speeds – originally 80 km/h for the King Street Bridge and 130 km/h for the West Gate Bridge. The enclosure of a substantial section of the structure within the Casino building obscures the fact that this is a particularly long bridge.

Beside Kings Way, a number of prominent 19th and early-20th century buildings provide unusual views from the elevated roadway. These include the Castlemaine Brewery and former City Road primary school, later the J. H. Boyd Domestic College. The Flinders Street Overpass, part of the initial conception over the bottom of King Street, was a more conventional steel girder design. The Flinders Street Overpass was demolished in 2005 to open up the bottom end of the city to the re-landscaped riverbank precinct, being replaced with a traffic-light controlled intersection.

History

The layout of central Melbourne was established in 1837 by surveyors Robert Russell and Robert Hoddle. They laid out a grid of 24 blocks, each 10-chain square aligned along the straight reach of the Yarra River at the point where a natural rock bar separated the fresh and salt water, and so defined both the upper limit of navigation and the lowest available fresh water. Initially, communication was by boat from the south, and land to the north, so the river crossing was not so much of an issue. However, once the settlement south of the river had expanded and the Sandridge Beach became a significant port of call for ships not able to traverse the shallow channel of the River, a bridge became essential. Initially the privately-built and -operated Balbernie's Toll Bridge served the function, soon to be replaced by Lennox's grand stone arch Princes Bridge. A second crossing was provided by the Falls Bridge and, in the 1880s, both the crossings were improved with the present Princes and Queens Bridges being constructed.

Early routes south of the Yarra originally traversed undesirable swamp or flatland and converged on crossings between The Falls and Swanston Street. Kingsway was plotted as an alternative to join King Street to a south-eastern exit point. Later, in the 1980s, the West Gate Elevated Freeway was routed to carry vehicles around instead of through the central city.

The industrial settlement on the south bank was part of the settlement of South Melbourne. Early wharves, building trades and a few noxious industries were displaced by manufacturers and warehouses. The wharves fell into disuse as port facilities were moved downstream, particularly after the low bridge joining Spencer and Clarendon streets was opened in 1929.

In 1997 the Crown Casino was opened, comprising a gambling complex with a 500-room hotel, ballroom, shops, restaurants, a 14-theatre cinema and space for over 8,000 parked cars. Kings

Way is bridged by the complex, adding a dimension of competition for inner urban space to the view of the bridge.

The role of road- and bridge-building in the metropolitan area became a matter of debate between various public works authorities in the mid-20th century. The 1929 Melbourne Strategy Plan was an attempt by the Town and Country Planning Commission to provide consistent urban planning across Melbourne. The Commission was an advocate for road development and addressed issues of the bottlenecks in and out of the central city and, in particular, those caused by the limited crossings of the Yarra River, where only two bridges (Princes and Queens) served much of the south and south-eastern suburbs. An element of this plan was the development of Hannah Street (now Kings Way) through South Melbourne as an alternative city approach to St Kilda Road. The original intention was to link Hannah Street to a proposed ring road along Grant Street and eventually to Clarendon Street and the Spencer Street Bridge. However, this changed with the 1954 MMBW town plan that identified a need for three more river crossings and, following preliminary inquiries, King Street was given first priority. The project was initially conceived as just a river bridge, but was expanded into an overpass from Flinders Street to Grant Street as a result of a preliminary 1955 study by the Country Roads Board (CRB) (Lay 2003, p.173).

A precedent for Kings Way can also be found in the Spencer Street Bridge, built by the Board of Land and Works Railway Construction Branch as the third city river crossing in 1929-1930, authorised by an Act of Parliament of 28 September 1927. The Spencer Street Bridge was the first structure in Victoria to use a combination of cantilevered and suspended steel girders with a reinforced concrete deck, achieving a clear span of 110 feet (33.66 metres) for the main river span.

Like its predecessor, Kings Street Bridge incorporated the most up-to-date engineering and design practises of the time. As Melbourne's main gateways crossing the principal river of the metropolis, the Yarra River bridges have always claimed a highest status, and therefore the chosen designs needed to demonstrate the importance of each crossing.

Heavily-congested roads resulted from the dramatic increase in car ownership in the 1920s, when traffic jams in the southern part of the city led to the construction of the Spencer Street Bridge, and even more so in the post-WWII boom of the 1950s and 1960s. One of the most pressing demands on bridges and bridge engineers in the post-war period was the increase in legal mass limits for heavy vehicles, which meant that many older bridges required replacement or were given restrictive load limits.

After WWII, the Melbourne & Metropolitan Board of Works (MMBW) was given responsibility for metropolitan planning and developed a Melbourne Metropolitan Planning Scheme in 1954. As part of this strategy a series of interlinking arterial roads were proposed which appeared to draw to some extent on the 1929 plan, but introduced freeway standard roads with a series of controlled-access, divided roads, radiating from the CBD and circulating around the city in three ring roads. About 450 kilometres of controlled-access arterial roads were proposed in the scheme, only a fraction of which were subsequently built, and some (such as the Metropolitan Ring Road and Scoresby Freeway, now the Eastlink) have only recently come to fruition.

Initially, road-widening had accommodated increased traffic, but this was clearly having destructive results for urban areas. For example, widening Hoddle Street resulted in the removal of all the houses and shops along the west side of the street. The Country Roads Act of 1956 dealt in part with bypass roads, and can be seen as the first stage in the development of freeways in Victoria, but it only applied to country towns. The MMBW, however, began to take a more prominent role in road planning and construction at this time and was constituted as the

Metropolitan Main Roads Authority in 1956 (MMBW Act 1956) on the basis that it administered town planning (Anderson 1994, p.91). Its freeway proposals were slowly implemented, with the first projects being initiated by the MMBW over the following decade. The South Eastern Freeway was seen as a means to reduce congestion on Toorak Road and other routes to the eastern suburbs. The MMBW commenced construction of the freeway in 1962, while the CRB constructed Victoria's first freeway-standard road in 1961, with the completion of the Maltby Bypass around Werribee. By 1968, the Tullamarine Freeway had been jointly constructed by the MMBW and CRB, linking the city to the new international airport (Anderson 1994, p.200-204).

Both the 1929 Melbourne Strategy Plan and the MMBW 1954 Melbourne Metropolitan Planning Scheme, identified a major traffic route to the city along Hannah and Roy streets in South Melbourne, and discussed the need for three new river crossings in the city area. Following preliminary enquiries, King Street was given the first priority among these crossings (Darwin 1960, p.167).

The project was seen as part of the road strategy for Melbourne, developed by the MMBW as the metropolitan planning authority at the time and, once completed, the bridge would be the responsibility of the MMBW. However, the expertise in bridge construction lay more with the CRB, and the latter organisation was made the responsible authority for supervising construction under the King Street Bridge Act (1957). The CRB had previously been given responsibilities for major bypass roads which were eventually incorporated into modern freeways. The King Street Bridge was perhaps the beginning of a new age of road building, which saw multi-lane bypass roads and freeways as the solution to road planning. Such roads relied on grade separation a major intersections, and so demanded a new type of bridge – a road over a road. A key part of the design was the Flinders Street overpass across the bottom of King Street to ensure traffic could enter the city grid from the south unhindered by traffic lights or cross-traffic.

A number of industrial and warehouse sites along the south side of the river on Yarra Bank Road – including Gunnersen Nosworthy's plywood store, Taubman's Paints, H. T. Parker, Caldwells Pty Ltd, J. S. Lee and the Forest Products Laboratory of CSIRO – were compulsorily acquired for the bridge, as were many other properties along the Kings Way route through South Melbourne.

The CRB provided preliminary drawings for tender purposes which determined the location and general form of the bridge, including the unusual side ramps on the river crossing. The brief was to prepare specification:

> *...with a view to the invitation of worldwide tenders, for the design and construction of a bridge 410 feet long and 149 feet wide with a continued elevated structure of 1,800 feet long and 63 feet wide over the Yarra River at King Street, together with an overpass at Flinders Street 600 feet long and 58 feet between kerbs. The whole project is estimated to cost £3,500,000. (CRB Annual Report, 1956, p.22)*

Tenders were invited on a worldwide basis for design and construction in 1957, with seven tenderers submitting a total of 14 tenders. The CRB had the responsibility of assessing the tenders and advised the Government to accept the tender of Utah Australia Limited, for £2,374,360, noting that construction was due to start in early 1958 with a scheduled completion date in September 1960. The contract between Utah and the CRB was signed on 13 August 1957.

The design and construct tender form was unusual in Australia at the time. It had been employed 30 years earlier for the Sydney Harbour Bridge, in circumstances where specifications were very constrained, limiting opportunities for alternative designs. With the King Street Bridge, the design and construct tender system allowed for a wide range of designs and materials, and was apparently chosen out of the belief that it would deliver a superior result in terms of cost

savings. There was also an implied assumption that local consulting engineers would not be able to meet the workload involved in the bridge design (Charrett, 2004).

Cec Wilson, Senior Design Engineer with the CRB, was in charge of overseeing the tenders and received a wide variety of designs and costings, including both pre-stressed concrete girder and steel beam designs. One unusual proposal was for a concrete bridge formed from closely-spaced mushroom columns, connected at the top to form the roadway. Raleigh Robinson, who assisted Wilson, suggested that the CRB was fairly conservative in its design approach at the time, and so the more radical designs were not considered. Among these was a nonconforming foundation design using slender piles prevented from buckling by the lateral support of the soft silt, using a theory developed by Professor Arthur Francis of the University of Melbourne (CRB Annual Report 1957, p.21; 1961, p.48; Anderson p.192-196; VicRoads Retirees Association, 1995 p.63-64).

Wilson went on to be associated with the West Gate Bridge, and his experience with Kings Way perhaps explains the preference for bolting to welding, which had unfortunate consequences.

Design and construction of the bridge was undertaken by Utah Australia Ltd as part of a consortium known as King Street Bridge Design Ltd. The CRB's chief engineer responsible was J. Mathieson and the deputy chairman was C. Roberts, whose signatures on the drawings indicate the organisation's approval of the drawings submitted by Utah Australia.

Utah Australia was a subsidiary of the Utah Construction Company, originally formed in Ogden, Utah, in 1900 by prominent Mormons including Thomas D. Dee (the first company president) and several members of the Wattis family. The company prospered with lucrative railroad contracts and soon expanded into building dams. In 1931, Utah Construction became a major partner in Six Companies, which built the $55 million Hoover Dam. Projects further diversified to include residential and commercial construction, spreading to 13 countries across five continents. Utah undertook the enlargement of the Eildon Dam in 1951 and established the subsidiary Utah Australian as part of the King Street Bridge consortium. Utah Australia went on to work on major projects such as the Jindabyne Dam in 1963. In 1976, Utah merged with General Electric, but continued to operate as an individual entity until it was purchased by BHP in 1984.

The King Street Bridge drawings record the designers only by their initials, W. H. and H. R. Roy Hardcastle led the design team as part of the firm King Street Bridge Design Ltd, which was formed specifically to carry out the design of the bridge. Roy was seconded to KBD from Hardcastle & Richards (H & R) Consulting Engineers. H & R was first established in Melbourne in 1952 after having initially won the competition for the design of the 1956 Olympics' main stadium grandstand that was to have been built at Carlton football ground (now Optus Oval). The main stadium was moved to the Melbourne Cricket Ground by the first Cain Labour government after H & R had left the structural engineering manufacturers Johns and Waygood, and set up H & R on the strength of their winning the competition. H & R eventually expanded to have offices in Melbourne, Perth, Sydney, Brisbane and Broken Hill, before being absorbed into URS in the 1990s (URS website).

Clearance of properties was completed in June 1958 and Utah Australia began their operations on the site on 25 November 1957, constructing a temporary bridge over the river to give access to the river pier locations. The first piers to be constructed were adjacent to Riverside Avenue and at the north bank of the river (CRB Annual Report 1958, p.26-27). Because of the difficulty of constructing foundations in the Coode Island silt, the contractors employed the Benoto method, importing two machines for the purpose directly from France. Using this method, 123 five-foot-diameter welded steel cylinders lined with concrete were sunk into a firm foundation, then belled out to provide a greater bearing area. The lower portions of the cylinders were concreted

by means of a tremie, a device used to place concrete or grout underwater, to make an adequate plug. The cylinder was then pumped out and the remainder cast in the dry (CRB Annual Report 1958, p.26-27).

Traffic commenced using the east and west lanes of the low-level bridge in November 1960. The King Street Bridge was completed and officially opened in conjunction with the elevated section of Kings Way and the Flinders Street Overpass on 12 April 1961 by the then-premier, the Honourable H. E. Bolte, and The Commissioner of Public Works, the Honourable Sir Thomas K. Maltby, unveiled the commemorative plaque (CRB Annual Report 1961, p.42).

The bridge became the responsibility of the MMBW under the terms of the King Street Bridge Act (1957) and the MMBW Act (1956), a responsibility that, according to historians at the MMBW, was assumed with some reluctance (Dingle & Rasmussen 1991, p.246).

This was the first example in Victoria of a major grade-separation bridge extending across multiple road intersections. However, it did not include on-and-off interchange ramps with the main roads it crossed. While the side lanes of the river bridge gave access to Yarra Bank Road and Queens Wharf Road, there was no access to City Road, the main road crossed by the elevated section. Therefore, it did not serve the same purpose as the full freeway interchanges which came soon after with such projects as the Maltby Bypass and South Eastern Freeway.

The design incorporated several innovative features. Firstly it used all-welded, high-tensile steel girders instead of the usual mild steel, with suspended and cantilevered spans, and incorporated a mix of concrete and steel-trestle piers. The CRB engineers were sufficiently impressed by the importance of the project that a substantial article was produced on the engineering of the bridge, under part authorship of the chairman himself, who had a hands-on involvement with the development of the project (Darwin et al 1960).

However, Darwin's enthusiasm was perhaps premature, since the King Street Bridge gained unfortunate notoriety when, a little over a year old, on a cold morning on 10 July 10 1962, a girder cracked due to loss of ductility, resulting in the partial collapse of a section of the roadway.

A subsequent royal commission into the failure found that the cause of the collapse was inadequate contract coordination, inadequate supervision (in which the form of tendering was a factor) and deficient systems for testing of the steel. The CRB was not found primarily responsible for the failure, but was criticised for preparing an unsuitable contract which failed to provide the necessary overall supervision of the various aspects of the work, as well as for the absence of a proper coordination of the contract. The board's specifications and drawings were also described as being unsuitable, and the systems for acceptance and testing of the steel used on the project were deficient in several respects. The royal commission was chaired by Edward Hamilton Esler Barber, who also chaired the later West Gate Bridge Royal Commission, and went on to become a Supreme Court Justice (Royal Commission 1963; Anderson 1994, p.190-198).

The MMBW Highways Branch successfully carried out repairs to the King Street Bridge to the design of their engineer Bill Burren. The method of repair by prestressing with high-tensile steel rods was highly innovative. It is likely that, despite the royal commission not directly blaming the CRB for the failure of the bridge, the incident was embarrassing politically for them, and probably delayed the appointment of the CRB as Melbourne's sole main road authority for several years (Manning, 1991, p.70-77; Anderson 1994, p.198, 206).

The collapse of the King Street Bridge became a cause of considerable public interest and possibly derision. The incident was covered dramatically in local papers, and was even quickly written into the *Melbourne University Architecture Revue*, with a piece by a barbershop quartet satirising the various parties involved. Even Zig and Zag got into the act, with fellow comic

"Cousin Roy" (Lyons) when they went out on the infamously cracked bridge and, in silent film mode, pretended to crack it with a coconut for their TV show, *Peters Fun Fair*. It also was the subject of a popular song written by Clem Parkinson, a labour union songwriter, in 1964, 'King Street Bridge or The Bridge of Sighs'.

The failure of more brittle, high-tensile steel under load and cold conditions on the King Street Bridge was perhaps a consequence of unfamiliarity with new materials and construction techniques being employed in Australia for the first time. Construction had employed welding of high-strength steel in a process that later was shown to be less than optimal in its potential for loss of ductility, resulting from the heating during welding. The shortcomings of the systems for design, specification, testing and supervision were perhaps inevitable, given the dramatic change in management practises on this project. Previously, most contractor work was closely supervised by the CRB and other construction authorities, and more often than not, large projects involved most of the design, quality control and construction work being done 'in-house' by the authority's own staff, through a familiar but perhaps inefficient, bureaucratic process.

The failure had an impact on bridge design in Victoria, with more bolted splice designs chosen in preference to onsite welding. This influenced the choice of bolted splices in the West Gate Bridge construction, which would be a factor in its future collapse.

The royal commission drew its members from the engineering establishment, including Professor Neil Greenwood – Dean of Applied Science, University of Melbourne – and Doctor Louis Matheson – a British engineering professor, first vice-chancellor of Monash University, and one-time professor of Civil Engineer at the University of Melbourne (*Monash Magazine*, Issue 9, 2002; Hardcastle).

Because of its creation under a separate act of parliament, the transfer of formal responsibility for the King Street Bridge required an amendment bill to regularise it once the MMBW ceased to play a significant role in planning and roads infrastructure. This was achieved through amendments to the Transport Act in 1997, with a particular clause written to continue an existing immunity provision in relation to obstructions to the Yarra River brought about by the building, presence or maintenance of the King Street Bridge. The King-street (sic) Bridge Act of 1957 was thus repealed and authority for the bridge finally transferred to the successors of the CRB (Transport Acts (Amendment) Bill 1997, Clause 35).

Repairs carried out by the MMBW involved additional strengthening, and the jacking up and replacement of the cracked beams. A unique feature of the repairs was the addition of external post-stressing using underslung high-tensile steel rod tensioners anchored in concrete blocks over each pier crosshead. This is a process rarely used in steel structures (Max Lay 2004).

Further alterations and repairs were carried out by the CRB in the mid-1980s, and then very substantial changes occurred in the 1990s with works associated with the Crown Casino development. This involved the addition of new carriageways on either side south of Whiteman Street, which allow traffic to access the casino car parks. Also, the side spans on the Yarra Bridge were redesigned on the southern side so that rather than turn onto the Yarra Bank, they now led directly into the casino car park.

Comparative analysis

In terms of its date and scale, the King Street Bridge & Kings Way Viaduct form a unique bridge structure. It is difficult with the available data to make precise comparisons among the range of steel-plate girder bridges. On VicRoads and National Trust Bridges databases, only seven bridges are specifically identified as being of welded steel-plate construction, although there are clearly many more which have been identified merely as 'plate girder bridges'. Of the broader category,

there are at least 100 steel plate-girder road bridges in Victoria (as opposed to universal beam/RSJ and riveted plate girder). Almost all of these have been constructed after the 1950s. The following table provides a summary of road bridges in Victoria with welded steel-girder spans that exceed 35 metres.

Kings Bridge and Kings Way forms the second-longest steel road bridge in Victoria after the West Gate Bridge, which has five steel spans totalling 848 metres in length. The main structural element of the West Gate Bridge's steel spans are welded trapezoidal box girders erected in high-tensile bolted sections with steel cable suspension stays.

Kings Bridge and Kings Way also cimprises the longest welded plate-girder road bridge in Victoria, and has the longest span length for this type of bridge with its 73.76-metre span over City Road. Its main river span over the Yarra measures 34.47 metres, being eighth in span length for this type of structure. The next most comparable structure is the Morshead Overpass over Punt Road, completed a year later in 1962, for the first stage of the South Eastern Freeway (now part of City Link). It has a maximum span of 48.77 metres on a high-skew alignment, and is 482 metres in overall length. Since the 1950s a number of freeway bridges have been constructed with welded-plate girder spans in the range of 30-40 metres. However, none are longer in overall length than the Kings Bridge and Kings Way.

Prior to the World War II, all metal-girder road bridges in Victoria typically had maximum span lengths of no more than 30 metres. There were a small number of metal truss road bridges with maximum spans in the range of 30-60 metres. The two standout exceptions built before 1900 were the old Barwon River and Church Street Bridges. Built to a similar riveted, wrought-iron, tubular, box girder design, both opened in 1859 and had two spans of 64 metres, and a single span of 60 metres, respectively. Both were demolished in the 1920s, having proved inadequate for the loadings demanded by modern motor road transport.

Otherwise, only the Bethanga Truss Bridge, at 752 metres overall (a maximum span of 82 metres), and a few railway bridges over wide floodplains come close to the length of the Kings Way Bridge. The now-demolished Wodonga-Cudgewa Railway Bridge over the Kiewa River was 834 metres long, and the Bairnsdale-Orbost Railway Bridge over the Snowy River Flood Plain is marginally shorter than the King Street Bridge at 769 metres, although most of its spans are made of timber.

Statement of Significance

What is significant?

Kings Bridge and Kings Way are located on the southern approach to Melbourne's CBD and incorporates a 23-span steel girder and concrete deck elevated roadway extending from Kavanagh Street, South Melbourne, to Flinders Street. Built between 1959 and 1961, it incorporates a crossing of the Yarra River with unusual split-level side lanes, formerly connecting minor roads (Yarra Bank and Queens Wharf roads) on the north and south banks. The structure comprises cantilevered and suspended spans in varying span lengths up to 160 feet (48.7 metres) in length, with larger spans over the Queens Bridge Street and City Road intersection.

How is it significant?

Kings Bridge and Kings Way are significant for aesthetic, historic, social and scientific (technical) reasons at a national level.

Why is it significant?

It is significant because it is the first major, elevated, controlled-access road structure in Victoria, providing grade separation over multiple intersections, and was probably the first structure of its kind in Australia. It predates the opening of the Cahill Expressway in Sydney by a few months, and was completed five years after the Clifton Hill Overpass that provided Victoria's first grade separation of a major road intersection and railway crossing. (Criterion A)

Kings Bridge and Kings Way provided a new southern approach to the city, relieving congestion on St Kilda Road and Princes Bridge that had become a chronic problem during the post-war period. The bridge was the first example in Victoria of a major elevated road intended to improve traffic flow through multiple intersections by grade separation. As such, it can be seen as a precursor to Victoria's later urban freeways.

It is also historically significant due to the controversy it sparked over the collapse of a section on 10 July 1962, and the subsequent royal commission which took place, that found flaws in the design and management of this major public works project, and would influence government decisions about the issue of responsibility in such projects for some time after.

King Street Bridge is of technical significance, being the most adventurous bridge construction project in Victoria up until its time, with considerable innovation demonstrated in its design and construction through the input of CRB engineers, Melbourne consulting engineer Roy Hardcastle (who led the design team (King Street Bridge Design Pty Ltd)), and the construction firm, Utah Australia. Further, the 'design and construct' tender process for public works of such magnitude was a first in Victoria, the largest precedent in Australia being the Sydney Harbour Bridge. The tender process was considered by the royal commission to be a factor contributing to the bridge's later collapse. (Criterion C)

Kings Bridge and Kings Way was the largest structure erected on the Coode Island silt at that time, resulting in a great deal of design and construction attention being devoted to its foundations, and eliciting a non-conforming tender (which was not adopted) for a foundation design with slender piles prevented from buckling by the lateral support of the soft silt, a theory which had been developed by Professor Arthur Francis of the University of Melbourne.

When completed, Kings Bridge and the Kings Way elevated roadway (with an overall length of 793 metres) was the longest continuous road bridge in Victoria. It is still the second-longest metal road bridge in Victoria, after the 848-metre long cable-stayed metal girder section of the West Gate Bridge, and is the sixth-longest bridge in Victoria in overall length after the Bolte Bridge and City Link Elevated Tollway (4,110 metres, opened 1999), the West Gate Bridge (2,582.6 metres, opened in 1978), the West Gate elevated freeway (1,850 metres, opened 1987-1988), the Kooyong elevated viaduct on the former South Eastern Freeway (now CityLink Tollway, 1,197 metres, opened 1970) and the Melbourne Airport Departure Terminals Bridge (850 metres, opened 1970). The City Road span of the King Street Bridge is the second-longest non-truss metal road bridge span in Victoria, after the 336 metre cable-stayed main span of the West Gate Bridge. Prior to the 1950s, most metal bridges in Victoria with span lengths over 30 metres were of truss designs.

The use of high-tensile welded steel for a bridge of this scale had not been undertaken before in Australia, and while the novel materials and unfamiliarity of the CRB in managing such a project may have contributed to a failure of a girder, the knowledge gained in building this bridge contributed to the development of not only further welded-steel bridge construction, but also a more thorough approach to inspection, control and management of major bridge projects.

Kings Bridge and Kings Way are of aesthetic and architectural significance as a major landmark at the southern approach to Melbourne which, while compromised by its partial enclosure by the casino complex, still presents a dramatic engineered form in the complex urban streetscapes

of the Southbank area. The river crossing section of the bridge is also of aesthetic significance for its gentle, curved form – suggesting an arch form – and skewed angle, contrasting with the modern materials. (Criterion E)

Kings Bridge and Kings Way are of social significance because of its prominent landmark quality. It is also significant because of its dominant role in city travel, the quantity of traffic it carries on a regular basis, and the shared experience of the many travellers who experience the congested commuter traffic queuing to cross the bridge. The unique tunnel through the casino section further enhances this experience. (Criterion G)

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Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Kings Bridge and Kings Way.

Apply external paint controls with policy to maintain original finishes and colour schemes.

Government Aircraft Factory (GAF) Boeing, 226 Lorimer Street, Port Melbourne

City of Melbourne property number: 559377

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1939, Inter-war (WW1-WW2)

Major owners or occupiers: Commonwealth Government

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: C3

Heritage values:

Aesthetic, Historical

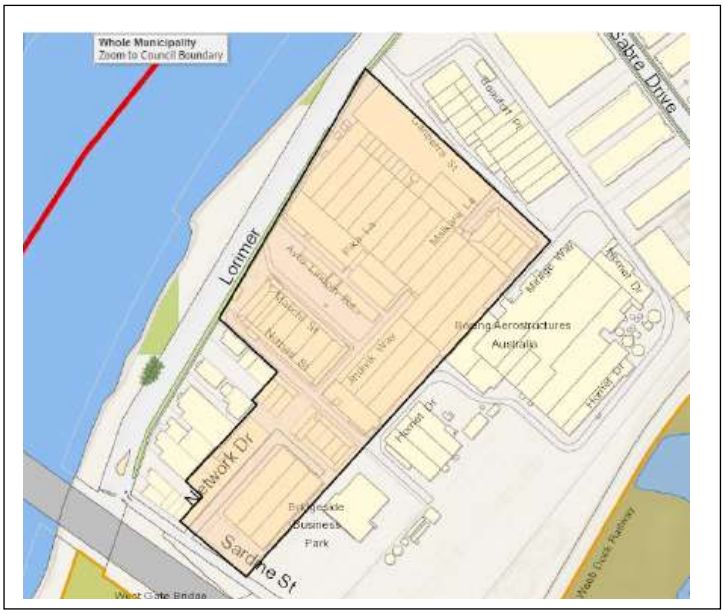
Heritage status:

Heritage Overlay Proposed

Thematic context:

4.8 Defending the city

5.5 Building a manufacturing industry



Boundary of heritage place

Description

Moderne-style main building fronting Lorimer Street with some WWII-era sawtooth wings behind. Extensive ranges of steel-framed, sawtooth roof factory buildings with both corrugated steel and brick wall cladding extend to the south and east of the main office. Roofs are southeast-facing (as opposed the more common south-facing sawtooth), apparently accommodating the diagonal alignment of Lorimer Street as it bends around the river. They are generally clad in fibre-cement sheeting, some having been renewed in corrugated metal. A number of modern buildings have been erected to the southeast on the site of the former runways, and to the west corner of the site, reflecting the recent updating of the factory for Boeing.

History

In the 1930s, concern about international militarisation in Germany, Italy and Japan led Essington Lewis of BHP and several other prominent Australian industrialists, including General Motors Holden, to consider creation of an Australian aircraft manufacturing company capable of supplying the Royal Australian Air Force with locally-built military aeroplanes as a contingency against the eventuality that aircraft might not be available from overseas in time of war. In 1936, the CAC was established in Fishermans Bend to manufacture aero engines and complete aircraft.

Lawrence Wackett, a captain with the Australian Flying Corps known for his engineering ingenuity, began designing and manufacturing civil aircraft after World War I. He was in command of the RAAF Experimental Section, established at Randwick, Sydney, in 1924. The chief of air staff, Sir Richard Williams, nominated Wackett to set up and manage the CAC operation at

Fishermans Bend. Wackett selected an American aircraft with which to begin production, which was named the Wirraway I. The first prototype was flying by June 1938, and the first deliveries to the RAAF took place in July 1939. It was a general purpose military aeroplane chosen primarily because it would be useful to the RAAF, and was relatively simple to build.

In 1939, the Commonwealth government decided to set up facilities to manufacture the British-designed Bristol Beaufort twin-engine bomber in Australia, and a new factory was erected for the Beaufort Division of the Department of Aircraft Production, later named the Government Aircraft Factory (GAF). During World War II, CAC manufactured Wirraway general purpose aircraft, Wackett trainers, Boomerang fighters and Mustang fighters at its Fishermans Bend plant.

In 1942, when the threat of invasion of northern Australia seemed highly possible, manufacturing facilities were concentrated in southern Australia for safety. Two United States butler hangars were erected at the CAC facility at Fishermans Bend in which aeroplanes arriving from the United States were assembled, with an additional demountable bellman hangar added by August 1943. The butler hangar was also the wartime base of Associated Airlines, the private corporate airline of BHP and its associated Collins House group of companies. Its aircraft were also used by Essington Lewis in his role as Director of Munitions, and were also often used by the Prime Minister in preference to airline services at Essendon Airport. The US army and naval attaches also based their executive transport aircraft at the butler hangar during the war due to the high level of security there, as well as because of easier access to Melbourne.

Comparative analysis

The offices of the GAF and the Material Research Laboratory are similar in period and architectural style, as well in their related historical functions. The adjacent CAC and Aeronautical Research Laboratories also have steel-framed sawtooth-roof industrial buildings of the similar period. General Motors Holden has one surviving pre-war range of sawtooth-roof buildings, while part of the Kraft factory may retain a few bays of 1945 examples of the sawtooth-roof style. A small part of the GPO workshops in Sturt Street may also date back to the WWII period. Overall, however, pre-war sawtooth-roof factory buildings have become rare. Timber-framed versions of factory sawtooth roofs are nearly extinct.

Statement of Significance

What is significant?

The Government Aircraft Factory, Lorimer Street, Fishermans Bend.

Contributory elements include:

- red brick, two-storey moderne-style office buildings;
- corrugated iron, brick-clad, and timber- and steel-framed factory forms;
- sawtooth and pitched roof forms; and
- garden plantings and landscaping.

How is it significant?

The GAF is historically and aesthetically significant to Southbank and to the city of Melbourne.

Why is it significant?

The GAF is historically significant for its role in the development and manufacture of aircraft during and after WWII as an essential part of Australia's war effort. The factory was created in 1939 from scratch in a very short period of time, demonstrating Australia’s capacity and skills in a highly-technical endeavour. (Criterion A)

Aesthetically, the office block facing Lorimer Street is a good example of the distinctive Commonwealth government style used during the Inter-war period. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

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State Library of South Australia Commonwealth Aircraft Corporation factory PRG 247/143/1. http://collections.slsa.sa.gov.au/resource/PRG+247/143/1

CAC Australia – 25 Years of Construction in the Aircraft Industry, Commonwealth Aircraft Corporation Pty Ltd: The Corporation, 1962.

Commonwealth Aircraft Corporation Pty Ltd, Commonwealth Aircraft Corporation Pty Ltd, Port Melbourne.

National Trust Classification Report – Butler and Bellman Hangars at Commonwealth Aircraft Corporation, Fishermans Bend. http://vhd.heritagecouncil.vic.gov.au/places/12650/download-report

The Story Of The Commonwealth Aircraft Corporation. http://www.beaufortrestoration.com.au/Pages/ProductionChild/Manufacturers/CAC.html

Alex Post, 'Wackett, Sir Lawrence James (1896-1982)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University. Published first in hardcopy 2012, accessed online 16 September 2016. http://adb.anu.edu.au/biography/wackett-sir-lawrence-james-15887/text27088

Geoff Goodall Collection, 114112c6800-121R. http://www.goodall.com.au/australian-aviation/tugan-gannet/tugan-gannet.htm

Prime Minister's Department, 'Immigration Artisans. Commonwealth Aircraft Corporation', 23 pages, 1938.

National Archives

Excerpt from *Research Guide Immigration to Australia 1901-39*, Chapter 8, Vocational Immigration A461, N349/1/6. http://www.naa.gov.au/Publications/research_guides/guides/immig/chapt08.htm

In January 1938, the Managing Director of General Motors Holden Ltd wrote to the Prime Minister on behalf of the Commonwealth Aircraft Corporation, pointing out that the aircraft industry was handicapped owing to the lack of skilled tradesmen. He suggested that the assisted passage scheme, the resumption of which was then under consideration, might be utilised to overcome the shortage and, if the operatives were unavailable in Great Britain, Northern Europe might be tried. The Corporation guaranteed 8-12 months' employment although this was considered insufficient to induce skilled men to emigrate with their families. In view of the importance of the aircraft industry to Australia's defence, assisted passages were granted to selected artisans from the United Kingdom; however, since the men were manual labourers coming to Australia under contract, it was necessary that the terms of engagement were acceptable to the Minister for the Interior in accordance with the Contract Immigrants' Act. The Minister required the Corporation to guarantee employment for at least three years at not less than award rates.

The Commonwealth Aircraft Corporation, 1999-2007 CTIE.
http://www.ctie.monash.edu.au/hargrave/MEGGS_CAC.html

In 1936, the Victorian Government purchased 140 acres for the establishment of the Commonwealth Aircraft Corporation (CAC) with a factory in Lorimer Street and an airstrip extending from where the AMRL main gate now stands.

The CAC built 1683 aircraft from this Lorimer Street factory and flew them out from this airstrip, the fourth to be built in the Fishermans Bend area.

Government Aircraft Factories (GAF), Aerospace Technologies of Australia (ASTA).
http://www.globalsecurity.org/military/world/australia/gaf.htm

In 1937, the Department of Aircraft Production (DAP) established its own factory to build fighter and bomber aircraft alongside CAC, sharing the runway at Fishermans Bend, Melbourne. This facility became known as the Government Aircraft Factories, and later as AeroSpace Technologies of Australia (ASTA) before it was bought by Rockwell, then Boeing.

With the outbreak of war inevitable, the Australian Government began planning for the acquisition of more modern combat aircraft. Eventually settling on the British-designed Beaufort bomber, the Beaufort Division of the Department of Aircraft Production (DAP) established a factory alongside CAC at Fishermans Bend. The first of 700 Beauforts was delivered to the RAAF in November 1941, making the Beaufort the first Australian-built type to be used in the defence of the country. In 1942, the Australian War Cabinet decided to follow the Beaufort program at DAP with the construction of the Beaufighter. The RAAF received 365 of these twin-engined heavy fighter aircraft between May 1944 and November 1945.

The Government Aircraft Factories manufactured the Lincoln bomber that saw service with one squadron in Malaya. Following World War II, aviation technology moved at a very rapid rate, with the introduction of the jet engine requiring new aircraft for the RAAF. By 1946, DAP Beaufort Division had become the Government Aircraft Factories, and along with CAC and de Havilland Australia, all of the local companies were heavily involved with licence production of military aircraft for the RAAF. Major programs included the Avro Lincoln, with 73 built by GAF and the Canberra bomber, with 48 built by GAF. GAF was later to produce the first Australian manned jet, the Pika, the Jindivick jet target drone and the Nomad. Two aircraft were designed initially: a manned version called Pika and the unmanned radio-controlled Jindivick. Only two of the manned Pika were built to prove the basic Jindivick design and its electronic guidance and control systems. It was the smallest jet aircraft in the world at that time. They were flown between 1950 and 1954. Jindivick was an unmanned, jet-propelled target plane designed to measure missile performance. Between 1952 and 1997 Jindivick made $34 million in sales to Britain, Sweden and the US Navy.

By the late 1950s, the Avon Sabre fighter was becoming ou-tdated, and in 1960, the Dassault Mirage III was selected as the new fighter for the RAAF. In an indication of the future of the aircraft industry in Australia, responsibility for the Mirage program was divided, with GAF the prime contractor and responsible for construction of the fuselage and final assembly, and CAC manufacturing the wings, fin and engine.

In addition to the continuing military programs, the Australian industry also produced a locally designed civilian type during this period. Designed in the late 1960s, GAF produced the prototype Nomad light transport aircraft in 1971. During a production run lasting until 1984, 170 Nomads were built for civil and military use.

Another area of expertise for the Australian industry was in the field of guided weapons design and production. During the 1950s, GAF had developed the Malkara anti-tank missile for the

British Army, and later that decade used this knowledge to develop the Ikara system. A torpedo-carrying guided missile, Ikara was used by the Royal Australian Navy, as well as the Brazilian and British navies. The Ikara design later contributed the basis of the Turana target drone for the Royal Australian Navy.

By the late 1970s, structural problems with the Macchi trainer resulted in a study for the replacement of this aircraft and the CT4 basic trainer with a new type. In 1981, a consortium consisting of CAC, GAF and HdH had formed to design and produce a training aircraft to this requirement. After changes in specifications, the failure of a possible British order for the aircraft and the expenditure of approximately $70m, the Wamira project was cancelled at the end of 1985. In its place, the Pilatus PC-9 was ordered for the RAAF, and HdH, who by this time had taken over CAC, built 65 of the 67 PC-9s ordered by the RAAF. This project was to be the last time aircraft were produced under licence in Australia. Subsequent programs such as the Sikorsky Black Hawk and Seahawk helicopters were assembled by HdH and GAF respectively, from imported components with minor local modifications.

Hawker de Havilland [HdH] and Commonwealth Aircraft Corporation [CAC] were merged on 09 July 1986. The merger produced a streamlined organisation but, importantly, gave the two companies the range of skills and a large enough workforce to compete internationally, and to countenance risk-sharing projects. But the merger also left GAF, already the odd man out as the only State owned manufacturer, as the distinct outsider. As a State-owned concern, GAF's dependence on Government work, and particularly defence work, was even greater. GAF was overmanned and unprofitable, yet technologically probably more advanced than any other Australian aerospace firm. The Government Aircraft Factories were incorporated as Aerospace Technologies of Australia Pty Ltd in November 1986 and became operational in March 1987.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Government Aircraft Factory (GAF) Boeing, 226 Lorimer Street, Port Melbourne.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Commonwealth Aircraft Corporation (CAC), 226 Lorimer Street, Port Melbourne

City of Melbourne property number: 589450

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1936, Inter-war (WW1-WW2)

Major owners or occupiers: Commonwealth Aircraft Corporation

Designer: Commonwealth Government

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: C3

Heritage values:

Historical

Heritage status:

Heritage Overlay Proposed

Thematic context:

4.8 Defending the city

5.5 Building a manufacturing industry

Boundary of heritage place

Description

A single range of original sawtooth-roof production buildings survive adjacent to the modern buildings erected for various commercial businesses. The former CAC buildings are now part of the adjacent Boeing Aerostructures Australia works to the west, having previously been part of the CAC to the east. The remaining CAC buildings are flanked by Beaufort and Canberra streets.

Reclad but original in form, the structures retain their sawtooth-roof profile of two ranges of buildings at different heights – five bays of the taller section and seven of the lower section.

It is now occupied by the adjacent Boeing Firm, which occupies a substantial part of the former Government Aircraft Factory, but is differentiated from these by its five-degree off-set alignment, which matched the alignment of the rest of the CAC to the east, now demolished.

History

In the 1930s, concern about international militarisation in Germany, Italy and Japan led Essington Lewis of BHP and several other prominent Australian industrialists, including General Motors Holden, to consider creation of an Australian aircraft manufacturing company capable of supplying the Royal Australian Air Force with locally-built military aeroplanes as a contingency against the eventuality that aircraft might not be available from overseas in time of war. In 1936, the CAC was established in Fishermans Bend to manufacture aero engines and complete aircraft.

Lawrence Wackett, a captain with the Australian Flying Corps known for his engineering ingenuity, began designing and manufacturing civil aircraft after World War I. He was in command of the RAAF Experimental Section established at Randwick, Sydney, in 1924. The chief

of air staff, Sir Richard Williams, nominated Wackett to set up and manage the CAC operation at Fishermans Bend. Wackett selected an American aircraft with which to begin production, named the Wirraway I. The first prototype was flying by June 1938 and the first deliveries to the RAAF took place in July 1939. It was a general purpose military aeroplane chosen primarily because it would be useful to the RAAF and was relatively simple to build.

In 1939, the Commonwealth government decided to set up facilities to manufacture the British-designed Bristol Beaufort twin-engine bomber in Australia, and a new factory was erected for the Beaufort Division of the Department of Aircraft Production, later named the Government Aircraft Factory (GAF). During World War II CAC manufactured Wirraway general purpose aircraft, Wackett trainers, Boomerang fighters and Mustang fighters at its Fishermans Bend plant.

In 1942, when the threat of invasion of northern Australia seemed highly possible, manufacturing facilities were concentrated in southern Australia for safety. Also, two United States butler hangars were erected at the CAC facility at Fishermans Bend in which aeroplanes arriving from the United States were assembled, with an additional demountable bellman hangar added in August 1943. The butler hangar was also the wartime base of Associated Airlines, the private corporate airline of BHP and its associated Collins House group of companies. Its aircraft were also used by Essington Lewis in his role as Director of Munitions, and were also often used by the prime minister, in preference to airline services at Essendon Airport. The US army and naval attaches also based their executive transport aircraft at the butler hangar during the war due to the high level of security there and easier access to Melbourne.

Comparative analysis

The adjacent GAF and Aeronautical Research Laboratories also have steel-framed sawtooth-roof industrial buildings from the similar period. General Motors Holden has one surviving pre-war range of saw tooth roof buildings, while part of the Kraft factory may retain a few bays of 1945 sawtooth-roof designs. A small part of the PMG workshops in Sturt Street may also date from the WWII period. Overall, however, original, pre-war sawtooth-roof factory buildings are becoming increasingly rare. Timber-framed versions of sawtooth-roof factory buildings are nearly extinct.

Statement of Significance

What is significant?

Commonwealth Aircraft Corporation, 262-276 Lorimer Street, Fishermans Bend

Contributory elements include:

- sawtooth-roof factory forms;
- CGI-clad steel-framed structure; and
- Steel-framed hopper-sash and roof-light glazing.

How is it significant?

The Commonwealth Aircraft Corporation is historically significant to Fishermans Bend and to the city of Melbourne.

Why is it significant?

The CAC sawtooth factory building is of historical significance as it is the only remaining fabric of the earliest major aircraft-manufacturing enterprise in Australia, created specifically to develop local capacity in the event of war, and which became a major supplier of military aircraft and other munitions during World War II. (Criterion A)

Sources used for this assessment

The following sources and data were used for this assessment:

Mellor, D. P., *The Role of Science and Industry, Australia in the War of 1939-45* series, Canberra, 1958, p.381-422.

State Library of South Australia Commonwealth Aircraft Corporation factory PRG 247/143/1. http://collections.slsa.sa.gov.au/resource/PRG+247/143/1

National Trust classification report, 'Butler and Bellman Hangars at Commonwealth Aircraft Corporation Fishermans Bend'. http://vhd.heritagecouncil.vic.gov.au/places/12650/download-report

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Alex Post, 'Wackett, Sir Lawrence James (1896–1982)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University. Published first in hardcopy 2012, accessed online 16 September 2016. http://adb.anu.edu.au/biography/wackett-sir-lawrence-james-15887/text27088

Geoff Goodall Collection, 114112c6800-121R. http://www.goodall.com.au/australian-aviation/tugan-gannet/tugan-gannet.htm

CAC Australia – 25 years of construction in the aircraft industry, Commonwealth Aircraft Corporation Pty Ltd. The Corporation, 1962.

Commonwealth Aircraft Corporation Pty Ltd. Commonwealth Aircraft Corporation Pty Ltd, Port Melbourne.

Prime Minister's Department, 'Immigration Artisans. Commonwealth Aircraft Corporation', 23 pages, 1938.

Excerpt from *Research Guide: Immigration to Australia 1901-39*. Chapter 8, Vocational Immigration A461, N349/1/6.

National Archives

http://www.naa.gov.au/Publications/research_guides/guides/immig/chapt08.htm

In January 1938, the Managing Director of General Motors Holden Ltd wrote to the Prime Minister on behalf of the Commonwealth Aircraft Corporation, pointing out that the aircraft industry was handicapped owing to the lack of skilled tradesmen. He suggested that the assisted passage scheme, the resumption of which was then under consideration, might be utilised to overcome the shortage and, if the operatives were unavailable in Great Britain, Northern Europe might be tried. The Corporation guaranteed 8-12 months' employment although this was considered insufficient to induce skilled men to emigrate with their families. In view of the importance of the aircraft industry to Australia's defence, assisted passages were granted to selected artisans from the United Kingdom; however, since the men were manual labourers coming to Australia under contract, it was necessary that the terms of engagement were acceptable to the Minister for the Interior in accordance with the Contract Immigrants' Act. The Minister required the Corporation to guarantee employment for at least three years at not less than award rates.

The Commonwealth Aircraft Corporation, 1999-2007, CTIE. http://www.ctie.monash.edu.au/hargrave/MEGGS_CAC.html

In 1936, the Victorian Government purchased 140 acres for the establishment of the Commonwealth Aircraft Corporation (CAC) with a factory in Lorimer Street and an airstrip extending from where the AMRL main gate now stands. The CAC built 1683 aircraft from this Lorimer Street factory and flew them out from this airstrip, the fourth to be built in the Fishermans Bend area.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Commonwealth Aircraft Corporation (CAC), 226 Lorimer Street, Port Melbourne.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Aeronautical Research Laboratories Department of Defence, 502-550 Lorimer Street, Port Melbourne

City of Melbourne property number: 110508

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1939, Inter-war, (WW1-WW2) and Post-WW2

Major owners or occupiers: Commonwealth of Australia (CSIRO)

Heritage Gradings

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: B3

Heritage values:

Aesthetic, Historical, Scientific

Heritage status:

Heritage Overlay Proposed

Thematic context:

4.8 Defending the city

5.5 Building a manufacturing industry

14.5 Establishing scientific institutions

Boundary of heritage place

Description

A complex with numerous buildings, the core of the Aeronautical Laboratories from the World War II period comprises a range of sawtooth-roof process buildings, two-storey brick administrative wing, The site is partly enclosed within a red-brick-and-iron barred fence, complementing the brickwork of the main office building. The moderne style, two-storey hipped roof brick laboratory wing faces Lorimer Street with a centrally-projecting parapeted and hipped porch that has a copper parapet cornice. The moderne-style attributes include the centrally-attached flagpole with tripartite bracket, metal ribbing, inset window and entry with faceted reveals, clad with terra-cotta faience. Two sawtooth-roofed wings (as shown in the 1945 aerial photograph) extend to the south behind the main building. The grounds, between the facade and Lorimer Street, have mature trees and planting typical of the immediate post-WWII era.

History

The Aeronautical and Engine Research Test Laboratory was created in 1939 as part of the CSIR Division of Aeronautics to conduct research in the area of aeronautics, especially in aircraft and later missile design. H. E. Wimperis, a former director of scientific research in the British Air Ministry, recommended that an engineering research establishment be established by CSIR, emphasising the need for it to be located close to centres of aeronautical industry and performance testing and identifying the site at Fishermans Bend as excellent for this purpose.

Construction of the Fishermans Bend site commenced in August 1939, one month before the start of World War II. The first staff to work at 'the Bend' arrived in April 1940 and in May 1940,

and the laboratory formally became the Division of Aeronautics, part of CSIR, with L. P. Coombes, formerly of the Royal Aircraft Establishment Farnborough, as chief.

The organisation changed its name to the Aeronautical Research Laboratories in 1949. In March 1994, the Aeronautical Research Laboratory merged with the Materials Research Laboratory to form the Aeronautical and Maritime Research Laboratory of the Defence, Science and Technology Organisation (DSTO).

The facility has been responsible for a number of world innovations, including the 'black box' flight recorder, with the prototype of the first airborne flight memory recorder unit invented by Doctor David Warren at the Aeronautical Research Laboratories.

Comparative analysis

The moderne-style brick office building is similar to that at the nearby Government Aircraft Factory (GAF), and reflects the Commonwealth house style of the period. The adjacent GAF and Commonwealth Aircraft Corporation sites also have steel-framed sawtooth-roof industrial buildings of the similar period. General Motors Holden has one surviving pre-war range of sawtooth-roof buildings, while part of the Kraft factory might retain a few bays of 1945 sawtooth-roof buildings. A small part of the GPO workshops in Sturt Street may also date back to the WWII period. Overall, however, original pre-war sawtooth-roof factory buildings are increasingly rare. Timber-framed versions of sawtooth-roof factory buildings are nearly extinct.

Statement of Significance

What is significant?

Aeronautical Research Laboratories Department of Defence, 502 Lorimer Street, Fishermans Bend.

Contributory elements include:

- parapeted and hipped-roof form;
- inset windows and entry with faceted reveals;
- red brick, cement render and terracotta faience finishes’
- moderne-style attributes – attached flagpole, tripartite bracket, metal ribbing; and
- Sawtooth-roofed fabrication buildings.

How is it significant?

The Aeronautical Research Laboratories are historically and aesthetically significant to Southbank, the city of Melbourne and the state of Victoria.

Why is it significant?

The Aeronautical Laboratories are historical significance for the critical role they played in providing scientific backing for the military operations during World War II, testing and proving airframes and engines for RAAF and allied use. (Criterion A)

The place is of scientific significance for its historic and ongoing developments in aeronautics, including the first black box flight recorders.

The place is of aesthetic significance for its characteristic moderne style used for Commonwealth buildings in Victoria during the Inter-war and World War II eras, as well as for its mature garden plantings, typical of the World War II era. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Long, G., *The leading edge: sixty years of aeronautical research and development for Australia's defence 1939 - 1999*, Aeronautical & Maritime Research Laboratory, Melbourne, 1999.

Kepert, J. L., Fishermans Bend – A Centre Of Australian Aviation Department Of Defence, Defence Science and Technology Organisation, Aeronautical Research Laboratory, Melbourne, Victoria.

Museum Victoria Collection. http://collections.museumvictoria.com.au/items/405748

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Aeronautical Research Laboratories, 502-550 Lorimer Street, Port Melbourne.

Apply external paint controls with policy to maintain original finishes and colour schemes.

Apply tree controls to mature garden plantings.

Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank

City of Melbourne property number: 108040

Type of place: hotel

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1927, Inter-war (WW1-WW2)

Major owners or occupiers:

A. Borthwick, Carlton Breweries Ltd

Designer: Peck & Kempter

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system - (building A-E, streetscape 1-3):

Existing: D, Proposed: C3

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed

Thematic context:

13.6 Eating and drinking

Boundary of heritage place

Description

The Queens Bridge Hotel occupies a prominent, splayed corner site facing the city from across the river. The building is designed in a stripped, classical style and constructed of reinforced concrete, incorporating a rendered facade with giant order pilasters with neo-Egyptian reeded capitals that rise through the first and second floors to support an entablature with deep cornice and central comer pediment with flagpole. The hotel name is emblazoned on the raised corner parapet, while deep verandas shade a tiled dado, glazed mottled cream with a brown stripe.

History

The Yarra River created a barrier to traveling to Melbourne's south for most of the city's existence. A rock bar near the foot of Market Street originally prevented further navigation upstream, but also provided a fording place when water levels were low, and the privately-tolled Balbirnie's Bridge was built just upstream of there in 1845. John Batman's only son was drowned at the age of nine while playing on the rocks. The Falls Bridge replaced Balbirnies Bridge in 1860, but was itself replaced in 1880-1881 by the present Queens Bridge. The effect of this was to funnel a large part of Melbourne's traffic into the Southbank area (as an alternate to the St Kilda road route crossing at Princes Bridge). The south side of the Falls Bridge was therefore the ideal location for a hotel to serve these travellers, as well as the many workers and salesman attending the area's warehouses and factories.

The Falls Bridge Hotel was built by 1888-1889 in what was then Moray Street North. With the opening of the new Queens Bridge, the street was renamed Queens Bridge Street, and the hotel

was renamed the Queens Bridge Hotel. The hotel was considered to be a death trap, as there was a varnish works operating at its rear, and following intervention of the Liquor Licensing Board, the earlier building was replaced by the existing modern, reinforced-concrete structure in 1926 when the hotel was acquired by Carlton & United Breweries (CUB). The firm of Peck & Kemter, who also designed the Heidelberg Town Hall and Capitol Theatre, was engaged to transform the Victorian building, providing a three-storeyed, stuccoed, neo-Classical framework. Below the cantilevered veranda, the exterior was finished with glazed tiling in mottled cream with brown stripes. In 1940, further updating was carried out by CUB.

Comparative analysis

The Queens Bridge Hotel has a stripped classical style with neo-Egyptian motifs, reflects a style applied to several hotels built during the same period, with prominent examples including the Greyhound Hotel in Swan Street, Richmond and the Tankerville Arms in Fitzroy. Locally, Kosky Bros. also suggests a displays a Modernist geometric form.

Statement of Significance

What is significant?

The Queens Bridge Hotel, 1-3 Queens Bridge Street, Southbank.

Contributory elements include:

- parapeted three-storey corner form;
- stuccoed ornamentation in a trabeated form in a neo-Classical style, terminating on a cornice at the parapet;
- stepped parapet, entablature and central flagpole, providing a moderne flavour;
- neo-Egyptian, reeded capitals to the pilasters, in keeping with the exotic derivation of the stepped parapet;
- cantilever street veranda;
- glazed tiling in a typical mottled cream with a brown striped pattern, with dado;
- openings still fitted with their varnished-timber doors; and
- concertina wrought-iron security grilles.

The hotel exterior is very close to the original.

How is it significant?

The Queens Bridge Hotel is historically and aesthetically significant to Southbank and the city of Melbourne.

Why is it significant?

It is of local historical significance for its role in serving travellers and workers in the Southbank area. Its history is notable for the association with the nearby Queens Bridge and its precursor, the Falls Bridge, after which the hotel was named and then renamed. It is also notable for its associations with architects Peck & Kemter. (Criterion A & H)

As a major focus for workers from the Southbank area, as well as travelling salesmen visiting the districts businesses, it reflects the former historical makeup of the Southbank area.

The hotel is aesthetically significant for its stripped Classical style and Egyptian motifs, as well as its prominent corner position giving it a landmark status on one of the main entries from the city into the Southbank area. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

SBCS V1 FOOTNOTES
18. Queens Bridge Hotel
1. Cole Collection (SLV)
2. MMBW, 17727
3. (a) ibid
(b) photograph, 1925, (MUA)
4. Cole Collection (State Library of Victoria)
Rate books
1-7 Queens Bridge Street

Ratebooks
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1920 8117 James Dwyer of 1/3 Queens Bridge Licensed Victualler (LV) James Dwyer 20 Bedrooms £300 £30
1920 8118 Shanks & Cox Pty Ltd of 5/7 Queens Bridge Merchants James Dwyer Brick store £240 £24
1921 8146 James Dwyer of 1/3 Queens Bridge LV James Dwyer 20 Bedrooms etc £350 £39.76
1921 8147 Shanks Co. Pty Ltd of 5/7 Queens Bridge Merchants Borthwick AJ Bros. Brick Store $260 £29.50
1923 3587 Ellen Dillon of 1 Queens Bridge LV J. Dwyer 45 Bedrooms £800 £100
1923 3586 Shanks Pty Ltd of 3 Queens Bridge Merchant Borthwick AJ Bros Brick Store £260 £32.10
1925 8365 Shanks Pty Ltd of 3 Queens Bridge Merchant Borthwick AJ Bros Brick store £260 £32.10
1929 8353 Mildred Cass of 1/3 Queens Bridge LV Carlton Breweries Ltd 33 Bedrooms + Bar £1200 £150
1929 8354 Shanks Pty Ltd of 5/7 Queens Bridge Merchant Borthwick AJ executors Brick store £260 £32.10
1934 8373 Mildred Cass of 1/3 Queens Bridge LV Carlton Breweries Ltd Queens Bridge Hotel 33 Bedrooms + bar £900 £112.10
1934 8374 Shanks Pty Ltd of 5/7 Queens Bridge Merchant Shanks Pty Ltd Brick store £200 £25

MMBW map series. 40 feet to 1 inch. 1892. State Library of Victoria.
Mahlstedt Fire Insurance Plans, South Melbourne, c1920, c1930, c1950, State Library of Victoria.

Newspapers
LICENSING COURT: Hotels to be Reconstructed.
The Licensing Court, sitting in the Court of Marine Inquiry, yesterday considered the cases of further hotels in the Emerald Hill subdivision of the Port Melbourne Licensing District, in connection with its deprivation proposals.

One of the hotels concerning which evidence was taken was the Queen's Bridge Hotel, Queen's Bridge, of which A. V. Scott is the licensee.

Licensing-inspector Brown said that the existing hotel building was of unsatisfactory construction in view the possibility of fire, and it should be rebuilt.

Mr. Wilson (Messrs. Pavey, Wilson, and Cohen), appearing for the owners (the Carlton and United Breweries Pty. Ltd.) and also for the licensee, said that the owners were prepared, in the event of the hotel being permitted to remain, immediately to pull down the structure, and erect a thoroughly modern building, at a cost of £17,000, independently of the value of the land.
The Court reserved its decision.

When the Main Point Hotel, Moray Street, the owner of which is Mrs. Rubira, was under consideration, Mr. J. Rubira, husband of the owner, said that if this hotel were permitted to remain he contemplated erecting an establishment for the south side of the river on the lines of his Bourke street cafe. The serving of meals would be properly carried out in trading hours, and would not be limited to half an hour. He owned extensive properties on both sides of the site of the Main Point Hotel Mr. Lewers (Instructed by Messrs. Snowden, Neave, and Demonic) appeared for Mrs Rubira.

Concerning the Castlemaine Hotel, Moray street, the Court was informed that if the hotel were not delicensed it was proposed to add an additional storey to the building and to reconstruct the interior at a cost of £6,000.

Decision was also reserved in these two cases.

The Age, 11 November 1927, p.6, 'THIEVES BREAK INTO HOTEL'.
Breaking into the storeroom of Queen's Bridge Hotel, Queen's Bridge Street, South Melbourne, between 7 and 11 o'clock on Wednesday night, thieves stole a quantity of spirits, including two cases of gin, to the value of £16. The hotel is in course of being rebuilt, and the entrance was gained by forcing a street door with a jemmy.

'Advertising', *The Age*, 4 November 1929, p.16. Accessed online 9 February 2017.
http://nla.gov.au/nla.news-article203256733
Queens Bridge Hotel recently rebuilt.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Robur Tea Company factory/warehouse. 107-127 Queens Bridge Street, Southbank.

City of Melbourne property number: 108050

Type of place: warehouse

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1904, Edwardian-era

Major owners or occupiers: W. Train (1881), Robur Tea Company

Designer: Barnet, Nahum

Heritage Gradings:

Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):

Existing: D1 Proposed: C2

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed

Thematic context:

5.3 Developing a large, city-based economy

5.5 Building a manufacturing industry

Boundary of heritage place

Description

The building appears to have been built in two stages and later refurbished, making both additions and modifications to the two upper storeys. Nevertheless, much of the original warehouse character remains. The building is noteworthy for its tall-arched Romanesque evival facade derived from North American sources, cement mouldings, multi-pane glazing and an ornate string line derived from Greek sources on the first floor and along the windows. The building's red brick rear and side elevations along City Road are very well preserved and typical of multi-level warehouse construction. The warehouse greatly enhances the adjoining Castlemaine Brewery complex, and both combine to form a significant streetscape within the warehouse precinct. Notable features include an elaborate/ high standard design of cement rendered surfaces. This warehouse has been extensively modified. The building has been refurbished as commercial premises which has included modifications to the upper two storeys. Nonetheless, much of the original, warehouse character remains. The building is noteworthy for an ornate string line derived from Greek sources at the first floor and for windows derived from American sources above.

History

Its proximity to the Port Melbourne and Southbank wharves as well as the city made Queens Bridge Street an advantageous location for the numerous warehouses and trading companies located there in the late-19th century. Originally known as Moray Street North, by the 1890s, both sides of the road were densely developed, with foundries, timberworks, stores, warehouses and the Castlemaine Brewery. The largest of the warehouses erected was for the Robur Tea Company, in 1904 (MMBW Plan).

W. Train purchased lot 32 in 1881 in an area of the south of Melbourne that had yet to be developed. The Robur Tea Company already had a presence in Queens Bridge Street from as early as 1900, when the manager, J. H. Thompson, gave it as the company address in newspapers (*The Age*, 29 November 1900, p.8).

The earliest references to the Robur Tea Company are in the mid-1890s, when articles began to appear in the papers. In June 1900, new owners acquired the brand and embarked upon an aggressive advertising campaign, expanding the firm's sales considerably. The Robur Tea Company grew into one of Australia's largest suppliers of packet tea, operating out of a large six-storey red brick building in South Melbourne. Robur Tea Company was one of a number of business interests of James Service (1823-1899) and his firm James Service & Co., one of the larger trading firms in Melbourne. The Robur Tea Company Ltd was registered in Victoria in 1928 and from its inception, was one of the larger tea firms, taking over Griffith Bros. in the 1960s. It was, in turn, acquired by D. & J. Fowler Ltd in 1974.

By 1903, the Robur Tea Company was advertising its warehouse at Queens Bridge Street, South Melbourne (*Brisbane Courier*, 1 August 1903, p.13). However, two years later they give their address as 28-34 Clarendon Street, South Melbourne (*Emerald Hill*, 7 October 1905, p.3). It would appear that Robur Tea Company occupied both buildings for some time, with listings for 'Robur Tea Company, James Service, Proprietor, tea stores & blending warehouse' at 107 and 109 Queens Bridge Street. By 1910, however, C. Hall, C. 3., perambulator manufacturers, are at 107-109 Queens Bridge Street, Robur Tea Store is at 111 Queens Bridge Street, and McIntyre Bros. tea warehouse is at 117 Queens Bridge Street. These occupants are the same in 1909 and 1915, with the addition of the ordnance store of the Defence Department at number 115. By 1925, the occupants along this stretch are Newnham & Roberts, engineers, at 109; Service, Jas., & Co, bulk store, at 111-113; and the Austral Canning Co Pty Ltd, butter exporters, at 115-117 (Sands & McDougall Directory of Victoria).

The Mahlstedt Plan in the 1920s indicates that Disher & McBrien, pram-makers, were occupants of the three-storey building at 107-109, with Eclipse Radio Pty Ltd in the five-storey building at 111-115, as well as in the two-storey section and rear yard behind.

Over the years, numerous fires broke out in the buildings, each causing extensive damage to stock. Fortunately for the buildings, however, the fire brigade appears to have been able to contain the fires. Employees of C. J. Hall in the lower levels and James Anderson, furniture-maker, on the third floor, alerted the brigades on 14 December 1907, The fire on 11 April 1908 affected Hall and the Standard Chemical Company; this fire was noted as being the third to occur within 12 months (*The Age*, 13 April 1908 p.8). Another fire occurred in 1935, gutting the second floor of the three-storey building occupied by Disher & McBrien and Eclipse Radio (*The Age*, 3 Oct 1935, p.13).

Comparative analysis

Victorian- and Edwardian-era warehouses are now uncommon in Southbank, though they were once more numerous. The tall-arched American Romanesque form, while more common in the CBD in areas such as Flinders Lane, is uncommonly seen in Southbank. Maurice Artaud & Co. at 71-75 City Road and Crown Chemicals at 63-65 City Road compare closely in style to the Robur Tea Company factory/warehouse.

Statement of Significance

What is significant?

The Robur Tea Company factory/warehouse, 107-127 Queens Bridge Street, Southbank.

Contributory elements include:

- multi-storey form with Romanesque and Classical facade elements;
- cement moulding details;
- multi-paned glazing;
- exposed red brick utilitarian industrial rear and side elevations; and
- rear loading doors.

How is it significant?

The factory/warehouse is historically and aesthetically significant to Southbank and to the city of Melbourne.

Why is it significant?

It is of local historical significance as it is one of the largest warehouse buildings in the Southbank area, comparable with the Jones Bond Store and the Clarendon Street Teahouse. It represents the important mercantile activity that developed along the south bank of the Yarra River around the turn of the 20th century, and as such, is representative of the major industrial development that occurred in the Victorian-era and Inter-war periods in the area. It is also significant for its association with James Service & Co., one of Melbourne's most successful import and trading firms. (Criterion A)

The factory/warehouse is aesthetically significant for its well-developed architectural treatment and its tall-arched fenestration of the facade, demonstrating the style's interest in medieval architectural sources as well as arts & crafts detailing observed in the Edwardian-era warehouse design. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

i-Heritage
Image used from i-Heritage c1997, 107 to 127 Queens bridge Street, Southbank, 3006.

South Melbourne Conservation Study 1997 – Bryce Raworth.

Milner, P. 107-113 Queens Bridge Street, South Melbourne. University of Melbourne, Dept. of Mechanical and Industrial Engineering, 1989.

Geoffrey Serle, 'Service, James (1823–1899)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, published first in hardcopy in 1976, accessed online 7 March 2017. http://adb.anu.edu.au/biography/service-james-4561/text7483

Robur Tea Company Limited (1928 - 1974). Guide to Australian Business Records. http://www.gabr.net.au/biogs/ABE2323b.htm

State Library of South Australia, D. & J. Fowler archives. http://www.slsa.sa.gov.au/archivaldocs/brg/BRG14_DandJFowler_serieslist.pdf

Building Identification Form 1997 (BIF)
Graded D/1

Built c1910, has 'elaboration/high standard design of cement rendered surfaces.'

COMMAP 2016
Building Details: Three refurbished older buildings. At 107-115 Queens Bridge, a five-storey former Victorian warehouse. At 117 Queens Bridge, a two-storey brick office building built in1888. At 216 (sic) City Road a two-storey brick building built in the mid 1930s. Consolidated, refurbished and subdivided in 1988 with a further subdivision in 2004.

Mahlstedt & Son c1928 (MUA)
shown as 107-109 (3 storey, Disher & McBrien), 111-115 (five-storey Eclipse Radio Pty Ltd) with 2 storey (Eclipse Radio P/L) covering rear yard.

Rate books
107-127 Queens Bridge Street
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1902 7275 James Ormond Randall Alcock 107/109 Queens Bridge Street Tea Merchants The Australian Deposit and Mortgage Bank Ltd. Brick store £213 £21.6
1902 7276 James Ormond Randall Alcock 111/113 Queens Bridge Street Tea Merchants The Australian Deposit and Mortgage Bank Ltd. Brick store £127 £12.14

Sands & McDougall Directory of Victoria
1904
107 Robur Tea Co; Service, J., & Co, proprietors
109 Service, Jas., & Co, tea strs & blending warehouse

1910
107 Hall, C. 3., perambulator. etc., mfr
111 Robur Tea Store
SUN ACETYLENE COMPANY, Queen's Bridge St., opposite Castlemaine Brewery, South Melbourne
117 McIntyre Bros. tea wrehse

1915
107 Hall. C. J.. perambulator, etc. mfr
111 Robur Tea Store —Service. Jas. &
115 Ordnance store, Defence Dept
117 McIntyre Bros. tea wrehse
117 Moran Loftus, tea merch

1920
107 Hall, C. Z., perambulator. etc. mfr
111 Robur Tea Store —Service, Jas. & Co
115 Bond Manfg Co, salt merchts

1925
109 Newnham & Roberts. encnrs
111-113 Service, Jas., & Co, bulk store
115 Austral Canning Co Pty Ltd

1942

107 Disher & McBrien Pty Ltd, pram manfrs
109 Cosynook Sandwich Shop
111-113 Vacant
115-117 Austral Canning Co Pty Ltd. Butter exporters

Newspapers:

'ROBUR TEA COMPANY.' Albury Banner and Wodonga Express (NSW : 1896 - 1938) 11 September 1896: 35. Web. 7 Mar 2017 <http://nla.gov.au/nla.news-article99434684>.

'TEA CULTURE IN VICTORIA.' The Age (Melbourne, Vic. : 1854 - 1954) 29 November 1900: 8. Web. 7 Mar 2017 <http://nla.gov.au/nla.news-article188637803>

'Advertising' The Brisbane Courier (Qld. : 1864 - 1933) 1 August 1903: 13. Web. 7 Mar 2017. <http://nla.gov.au/nla.news-article19234474>

SOUTH MELBOURNE CITY COUNCIL' Record (Emerald Hill, Vic. : 1881 - 1954) 7 October 1905: 3. Web. 7 Mar 2017 <http://nla.gov.au/nla.news-article162258899>

OUTBREAK AT SOUTH MELBOURNE. The Age (Melbourne, Vic. : 1854 - 1954) 13 April 1908: 8. Web. 7 Mar 2017 <http://nla.gov.au/nla.news-article196107025>.

Record (Emerald Hill, Vic. : 1881 - 1954) Sat 13 Feb 1904 Page 2.
About Robur warehouse in Queens Bridge St.

Geraldton Express (WA : 1906 - 1919) Wed 1 Apr 1908 Page 4.
Detailed account of operations at Clarendon St warehouse

Record (Emerald Hill, Vic. : 1881 - 1954) Sat 12 Oct 1901.
Robur complains of footpath in Queens Bridge St to Council.

The Mercury (Hobart, Tas. : 1860 - 1954) Fri 15 Dec 1933 Page 11.
FACTORY FOR ROBUR TEA CO.
The erection of additional factory premises for the Robur Tea Co. Ltd. At Clarendon Street, South Melbourne, marks another stage in the growth of a concern which has been little affected in its trading operations by constantly changing fashions. Other factories, however, have rendered it necessary for the company to provide extra facilities, including Increased accommodation for employees, improvements in the general lay-out, and the introduction of special methods. The plans contain provision for the construction of a brick, steel and concrete two-storey building. The main structural items specified for the work, which will be put in hand immediately, comprise a steel roof of saw-tooth design, an unusually large number of windows, taking: up about half the area of the walls, and a well for a goods lift.

The Age (Melbourne, Vic. : 1854 - 1954) Tue 17 Oct 1933.
Factory for Robur Tea Co.
The erection of additional factory premises for the Robur Tea Co. Ltd. at Clarendon-street, South Melbourne, marks an other stage in the growth of a concern which has been little affected in its trading operations by constantly changing fashions. Other factories, however, have now rendered it necessary for the company to provide extra facilities, including increased accommodation for employees, improvements in the general lay-out,' and the introduction of special' methods which will still further attract attention to the various tea blends with their

distinctive labels. Plans prepared by . Messrs. Twentyman and Askew, architects, of Bourke-street, contain provision for the construction of a brick, steel and concrete two-storey building oil the area south of land between the present premises and the railway line. The building will have a frontage of only 15 feet to Clarendon street, but will widen out to about 60 feet at the western side, with a depth of 140 feet. An interesting aspect is that the foundations, on account of the site being nil old reclaimed portion along the river, will be carried on a concrete raft. To make way for the new structure an existing building of obsolete type will be removed. The main structural items specified for the work, which will he put in hand immediately, comprise a steel roof of saw-tooth (Resign, an unusually large number of windows, taking up about halt the area of the walls, and a yell for a goods lift.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Robur Tea Company factory/warehouse, 107-127 Queens Bridge Street, Southbank, and within City Road industrial and warehouse precinct.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Castlemaine Brewery complex with brewing tower and bottling stores adjoining, 107-127, 129-131 and 133 Queens Bridge Street, Southbank

City of Melbourne property number: 108051

Type of place: brewery

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1888, 1892; Victorian-era

Major owners or occupiers: Castlemaine Brewery Ltd.

Designer: R. B. Whitaker

Heritage Gradings:

Proposed new system (C258):

Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):

Existing: A1 Proposed: A2

Heritage values:

Aesthetic, Historical, Social

Heritage status:

Heritage Overlay Proposed

Thematic context:

5.3 Developing a large, city-based economy

Boundary of heritage place

Description

The Castlemaine Brewery complex comprises a five-storey brew tower flanked by identical two-storey storage warehouses. Notable features include unpainted decorative bi-chrome brickwork surmounted by a tiled, mansard roof. The facades are of red brick with quoins, window heads and string courses at each floor level in contrasting cream brick. A decorative arch motif, five stories in height, relieves the front façade. These stores were a coherent group of three buildings, each built in polychrome brickwork.

The mansard roof of the brew tower is punctuated by two rows of dormer windows. The flanking buildings have decorative rendered parapets, however they have had their original bi-chrome brickwork rendered over, resulting in a loss of coherence over the group. The facade has projecting brick pilasters and arched windows, all originally trimmed in cream brick. Low, shallow-arched vents were set below the ground floor windows. The north wing had a wide door at the ground level of the central bay, while the south wing contained windows matching those on either side, now opened into a new entrance.

The sandblasting of the brickwork of the central tower has been detrimental to its fabric. A large, double-sided advertising sign that surmounts the building significantly detracts from its appearance.

Internally, the south wing retains the cast iron columns and riveted beams that support the first floor, along with the majority of the original timber-lined ceiling. The walls of the ground floor are brick face, with deep arched recesses aligned with the window openings of the adjacent

tower. Granite blocks are built into the north and south walls to support the floor beams which don't sit on the blocks at the north end (the wall of the central tower) but have been packed. The Conservation Management Plan notes that slopes in the floors and packed beam ends suggest that the brew tower has sunk on its foundations by 500-600 millimetres due to the 'notoriously unstable Coode Island silt that underlies the area during construction.' This suggests that the building probably has substantial piled or timber raft footings, as are known to exist under the Jones Bond Store and Robur Teahouse nearby.

The ground floor was 450 millimetres lower than the present floor level, made up of brick laid over a concrete base. A layer of cork with a 50-millimetre thick layer of concrete overtop indicates that part of the area was used for cool storage. The first floor of the bottle store at 133 Queens Bridge Street is of timber and slopes notably. A brick wall enclosing a yard runs along the City Road boundary, where a former brick structure once abutted this wall, probably comprising lean-to sheds or stables (1895 MMBW plan).

To the south was the rear wall and yard of the former Castlemaine Hotel. Gates, visible in a photograph taken in 1905 provided access to the yard. The wall originally extended for the full length of the City Road boundary of the property, but the sections at the rear of 129 and 131 Queens Bridge Street have now been demolished.

History

The south bank of the Yarra River was only partially-developed in the mid-19th century, with a series of shipping-related structures – including wharves, warehouses and engineering works – along the river bank. Sandridge Road ran up to the Falls Bridge and St Kilda Road, where the first private bridge was erected in 1844-1845 (Balbirnie's Bridge), followed by Lennox's Princes Bridge which opened in 1851 and the Falls Bridge in 1860. This last was replaced by the Queens Bridge in 1889, which gave its name to Queens Bridge Street, formerly Moray Street North. As a result, the route between Melbourne and the bay-side piers at Sandridge became one of the principal thoroughfares south of the river, along with St Kilda Road. The proximity of initial industry to the wharves also determined the character of the area, notable for the absence of any residential buildings north of City Road.

Beer-brewing was one of the first industries in Melbourne, with brewers and maltsters located around the fringe of the CBD. Thomas Capel was selling locally-brewed beer from the Britannia Brewery near the Yarra wharves by 18438 (Garyowen). Later in the year, John Moss began to manufacture ale at the Ship Inn Hotel in Flinders Lane and by 1839 a third brewery was established. By 1850 there were seven breweries in Melbourne, mostly concentrated in the CBD. By the mid-1850s, breweries were established in Victoria Parade, Carlton, Fitzroy, Collingwood, Richmond, West Melbourne and South Melbourne, such as Thomas Graham's brewery (later the Shamrock Brewery) in Victoria Street, Abbottsford (1852), Thomas Aitken's 'fire' brewery (later the Victoria Brewery) in Victoria Parade, East Melbourne (1854) and John Wood's Yorkshire Brewery in Wellington Street, Collingwood (1861) (Allom Lovell 2001).

Lack of cold storage and the demand for fresh beer ensured that breweries were located close to areas of consumption. By 1871 there were 125 breweries in Victoria, 80% of which were located outside Melbourne. One of these local breweries was Fitzgerald's Brewery Bond Store, on Castlemaine-Maldon Road in Castlemaine, established by Nicholas Fitzgerald and his brother Edward, sons of an Irish brewer, soon after they arrived to the colony in 1857. By 1872 they had branches in Melbourne, New South Wales and Queensland.

In 1871 they commenced operations on the north side of Queens Bridge Street (then called Moray Street North) with J. B. Perrins as managing director, and by 1874, erected the malthouse

on the north side of Queens Bridge Street for the company (Butler 1982, p.46). 'Tenders are invited for the erection of a Malt House, plans available at Castlemaine Brewery, Moray Street, South Melbourne' (*The Argus*, 24 December 1874, p.2). Presumably this was on the west side of the street.

The site at 115-133 Queens Bridge Street was initially used for the brewery's stables until stores were built here in 1881 (Sands & McDougal Melbourne Directories). In 1887 Nicholas Fitzgerald and Perrins were recorded as occupying the property on the south of Queens Bridge Street, 115-133, for the Castlemaine Brewery Company, and its net annual value (NAV) was listed as £1,500 (Rate Books). In 1888, the property at 115-133 Queens Bridge Street, described as 'Brick Stores', had a NAV of £4,606, and it is from this dramatic increase in their NAV – several times that of 1887 – that the construction of the standing brewery buildings is inferred. In 1890 the building was listed as being at Moray Street North, and while it was portrayed as the 'new brewery' and bottling stores, built originally as a standby in case of fire in the main brewery, at that date the building was fully utilised. The location of the Castlemaine Brewery buildings to the north and south of Queens Bridge Street are illustrated in the 1895 MMBW plans. The buildings to the east and west, at 127 and 133 Queens Bridge Street, were the bottling stores of the complex.

During the 1870s, brewing technology developed, and new gravity-fed manufacturing processes became the norm, requiring multi-storey brewing tower buildings with improved ventilation to assist with cooling. These structures, often four to six stories in height, were erected at many Victorian breweries during the 1870s, including the Yorkshire Brewery in Abbotsford, McCracken's City Brewery in Collins Street, the Ballarat Brewery in Ballarat and the Carlton Brewery in Bouverie Street.

In 1885, Fitzgerald & Co., Brewers, were recorded as the owners and occupiers of a brick and iron store on the south side of Moray Street North, now occupied by the buildings at 129-133 Queens Bridge Street. This was apparently a smaller structure than what now exist, and had replaced the original stables with the brewery. In the same year, Fitzgerald is recorded as owner and John Clark as licensee of a hotel on the triangular allotment adjacent, on the corner of City Road. This was known as the Castlemaine Hotel and stood until demolished in the 1960s to make way for the Kings Way overpass.

The site at 115-133 Queens Bridge Street was initially used for the brewery's stables until stores were built here in c1881, (Sands & McDougal Melbourne Directories). In 1887-8, Nicholas Fitzgerald and James Perrins (Brewers) were rated as occupying 'Brick stores', owned by the Castlemaine Brewery Co. In the next year the N.A.V increases to £4606; having increased 4½ times. By 1890, these stores were portrayed as the 'new brewery and bottling stores' built, originally as standby capacity, in case of fire in the main brewery, opposite, but now were fully utilised.

The Castlemaine Brewery expanded in the 1890s, thanks to its ability to use the extensive trail system to distribute its products; at the same time, the number of breweries in Melbourne reduced from 26 in 1871 to only 13 in 1890. The Castlemaine Brewery was described in 1890 as being one of the most extensive, most prosperous breweries existing in Australia (Garyowen). In 1892, a new, larger malthouse was erected for the Castlemaine Brewing Company property on Sturt Street, South Melbourne.

The brewery became a public company by 1888, with shares worth £75,000, and branches in Adelaide, Brisbane and Newcastle. Fitzgerald was first chairman of board, and later managing director between 1892 and 1906, when the company amalgamated with the Carlton Brewery.

The buildings at 129-133 Queens Bridge Street, along with the adjacent Castlemaine Hotel, continued to be in the ownership of the Castlemaine Brewery until 1907 when the company

joined with five other brewers to form a new entity, the Carlton and United Brewing Company (Allom Lovell, 2001). This was a period of cartel operations by brewers, which saw the closure of large numbers of the smaller companies.

Production was centralised north of the Yarra at the Carlton Brewery in Bouverie Street, and the other breweries, such as those in Queens Bridge Street, were initially retained for use in emergencies, but were progressively redeveloped or sold off.

A fire occurred in part of the Queens Bridge Street premises in 1907, gutting a store, although it is unclear whether this was one of the surviving buildings (*Bendigo Advertiser*, 17 July 1907, p.5). Fire occurred again in 1924 when the site was described as 'Scales Bond stores, formerly the premises of the Castlemaine Brewery' (*The Adelaide Register*, 30 June 1924, p.13).

The 1920s Mahlstedt Plans depict the brewery building occupants as The Austral Canning Company (115-127 Queens Bridge Street), McIntyre Bros Tea Merchants (131 Queens Bridge Street) and Herbert Walker Factory (133 Queens Bridge Street). Following the amalgamation of the Carlton and United Brewery the property at 115-133 remained within possession of the Castlemaine Brewery until the 1930s, when the buildings on the east side of Queens Bridge Street were sold off by the Carlton and United Brewing Company. Herbert Walter & Company Pty Ltd was then listed as owner of 133 Queens Bridge Street, with the tenant being the Bacchus Marsh Milk Company (Rate Books, 1930).

The 1936-1938 South Melbourne rate books show that the property had been purchased as three separate lots, with the Austral Canning Company purchasing 115-127 Queens Bridge Street, Loftus Moran Pty Ltd purchasing 129-131 Queens Bridge Street, and Thomas McClave purchasing the property at 133 Queens Bridge Street, the building being described at this time as a factory (Rate Books, 1936-1938).

The Castlemaine Hotel continued to operate and was now owned by Henry Stokes of the Commercial Hotel, Fitzroy.

Comparative analysis

Victoria's extensive brewing industry of the 19th century is represented today by a number of buildings of varying degrees of intactness. Those most akin to the Castlemaine Brewery include the former Victoria Brewery in East Melbourne, the former Yorkshire Brewery in Collingwood, and the former Carlton & United Brewery in Carlton

Former Yorkshire Brewery, 8 Wellington Street, Collingwood.

Established in 1858 by John Wood, the Yorkshire Brewery became a major Melbourne brewing enterprise and remains probably the most significant brewing complex in Victoria. The most prominent feature of the complex is the six-storey brew tower, completed in 1877 to the design of John Wood's architect son, James. The tower is made of polychromatic brick with a slate-clad mansard roof. More elaborate than the tower of the Castlemaine brewery, it has full-height bays to all elevations, defined by pilasters with cream brick quoining with arched windows surmounted by a parapet. The mansard roof has round-arched dormer vents and is capped by a wrought-iron balustrade 'widow's walk'. Other surviving buildings have survived in the complex, providing a notable example of a 19th century brewery.

Former Victoria Brewery, 416-442 Victoria Parade and Powlett Street, East Melbourne.

Founded in 1854, the former Victoria Brewery is the oldest surviving brewing complex in the state. It is an extensive complex and, although recently redeveloped, retains many of the original structures from different periods. One of the earliest buildings on the site is the old brew tower,

originally four stories tall, constructed in 1858 with an additional floor added in 1879. At the same time, the tower was refaced in polychrome brickwork. The old brew tower is not only visible from within the development. A number of buildings on the site, including the distinctive 1895 Lager Bier Cellar building on the corner of Victoria and Powlett streets, were designed by the notable architect William Pitt. Pitt's pilastered and castellated design was continued in later buildings extending along both Victoria and Powlett streets, giving the complex a distinctive character.

Former Carlton and United Brewery, Bouverie and Swanston streets, Carlton.

Replacing an earlier brewery business established on the site in 1858, the Carlton Brewery began operation on this site in 1864 and, under various owners, developed rapidly through the 1870s and 1880s until, by 1897, it was the second-largest brewery in Melbourne. In 1905 the company bought the Victoria Brewery, and in 1907, amalgamated with McCracken's City Brewery, Foster's Brewery, the Shamrock Brewery and the Castlemaine Brewery to form Carlton and United Breweries. Most of the buildings on the property have now been demolished, with the exception of the bluestone buildings along Bouverie Street, which date from 1883 to 1925, and the 1904 malthouse in Swanston Street. The mansard-roofed brew tower on Bouverie Street has been demolished.

Other surviving brewery buildings.

A single-storey building is all that remains of McCrackens City Brewery of Collins Street, Melbourne.

Two buildings of the Foster Lager Brewing Company in Rokeby Street, Collingwood, remain on the site: a four-storey building and a detached single-storey building.

A malt tower and one other building survive from Burton's Brewery in Stanley Street, West Melbourne.

The former Volum brewery in Geelong is largely demolished, with only three walls of a bluestone store remaining.

The Carlton & United Breweries operation at Abbotsford is very extensive, but a mostly modern complex.

Much of the former Ballarat Brewery has been demolished, however a brewing tower and chimney stack remain.

Like the brew towers of the Yorkshire Brewery and the Victoria Brewery, the tower at Castlemaine Brewery and its flanking wings were built of polychromatic brick, with vertical bays defined by pilasters surmounted by a cornice and parapet. However, the Castlemaine Brewery is more restrained in design with a relatively plain cornice and parapet. The use of mansard roof was a popular element at the time, also appearing on the brew towers of the Carlton Brewery (1872), the McCracken Brewery (1870s) and the Victoria Brewery (1879), giving what was arguably a Lombardic Romanesque style, with overtones of French Second Empire style.

At this time, it has not been possible to establish an architect for all of the buildings, although architects known to have completed similar projects include George Wharton (1822-1891), who redesigned the brew tower of Victoria Brewery (1879), and James Wood (1854-1897), the architect for the Yorkshire Brewery buildings of 1876. The notable architect William Pitt (1855-1918) completed several projects from about 1895 onwards.

The surviving buildings of the Castlemaine Brewery, despite the facade being altered, still predominantly retain their original form. Whilst significant for this reason, architecturally the complex is of lesser significance than the Yorkshire and the Victoria breweries. The complex is,

however, significant as a surviving example of the boom in Melbourne breweries during the late-19th century, and unlike many others, the Castlemaine Brewery complex still substantially retains its original form. The two-storey building at 133 Queens Bridge Street and the former bottling stores of the Castlemaine Brewery are significant as being part of the wider complex.

Statement of Significance

What is Significant?

The Castlemaine Brewery complex (bottling stores and brewing tower at 117-127, 129-131 and 133 Queens Bridge Street) is a group of three buildings constructed in 1888 for the Castlemaine Brewery: a central five-storey brew tower and two two-storey bottling store buildings arranged symmetrically around the tower.

The Castlemaine Brewery Company was established in 1859 by the brothers Edward and Nicholas Fitzgerald. The company's brewery at Queens Bridge Road, South Melbourne, was first established on the west side of Queens Bridge Street in 1871, and the land opposite was first used for stables. In 1888, the three buildings, assumed to be designed by R. B. Whitaker, were constructed on the site of the former stables, and although they were initially intended to be used as standby in case of fire in the main brewery opposite, the buildings were fully-utilized from the beginning. The central building was a traditional brew tower, and the two buildings flanking it were the bottling stores of the complex. In 1890, the brewery was described as 'one of the most extensive, as it is also one of the most prosperous breweries at present existing in Australia'. However, the company lost money in the early-20th century when its beer was affected by a bacterial contamination. The company was also in poor financial shape when it became one of the six breweries that amalgamated to form Carlton & United Breweries in 1907, at which point the Castlemaine Brewery as its own entity ceased to operate. The once-extensive brewery complex on the west side of the street has now been demolished. The former stores are now used as offices.

The bottling stores of the former Castlemaine at 117-127 and 133 Queens Bridge Street are two-storey buildings, originally of polychrome brick with a parapet and a central, arched pediment above, which has now been rendered and painted. The arched windows are divided by brick pilasters. The ground floor openings were altered in the post-World War II period, and new arched openings similar to the originals were reinstated in 2003. The former yard at the rear has been built over. It’s said that the building retains the cast-iron columns and riveted beams that support the first flood, as well as the original timber-lined ceiling.

The central five-storey brewing tower is constructed of polychrome brickwork surmounted by a Mansard roof with dormer windows and by a cast-iron widow's walk balustrade. The tower's four facades are of red brick with quoins, window heads and string courses at each floor level in contrasting cream brick. A decorative arch motif, five stories in height, relieves the front facade. The tower is visible from across the Yarra River as a landmark, at one point facing another major brewing complex – McCracken's in Little Collins Street West, since demolished.

This is a coherent group of three buildings, each built in polychrome brickwork. The three buildings remain and the central tower is substantially intact including its mansard roof; however, the lower buildings have been rendered over, resulting in some loss of coherency over the group. The sandblasting of the brickwork of the central tower has been detrimental to its fabric.

Nearby, an associated building in the complex is the former Castlemaine Brewery malthouse designed by Richard Buckley Whitaker and built in 1892. It was converted into a theatre complex in 1989, with three main buildings of two and three storeys, refurbished in 2006.

How is it Significant?

The Castlemaine Brewery complex is historically, socially, technically and aesthetically significant to both Southbank and the city of Melbourne.

Why is it Significant?

(derived from Conservation Management Plan)

> *The former Castlemaine Brewery is of significance as a rare, large and substantially intact surviving part of one of South Melbourne's largest industries, and for being an architectural landmark in the area. Despite their altered state, the two-storeyed buildings are integral to the significance.*

The Castlemaine Brewery complex is significant both historically and socially, as:

- representative of the boom in Melbourne's brewing history during the late-19th century, and in particular, as one of South Melbourne's largest industries during a period of substantial growth in the area;
- being acknowledged, in 1890, as one of 'the most prosperous breweries at present existing in Australia'; and
- having a connection with the Fitzgerald Bros. and their managing director, J. B. Perrins, who, from their earliest establishment in Castlemaine and then in South Melbourne, went on to develop breweries in Newcastle, NSW, and Brisbane – eventually becoming one of Australia's major brewing operations, under the name, Castlemaine Perkins. (Criterion A)

Aesthetically, it is significant as:

- being part of a wider brewing group that includes the significant Castlemaine Brewery Malt House (113 Sturt Street, Southbank, designed by Richard Buckley Whitaker and built in 1892), also rare and large;
- being an architectural landmark in the area;
- having a multi-storey brewing tower form, an innovation in local brewing technology which greatly enhanced the company's prosperity, but is not so rare in Victoria; and
- a well-preserved example of a 19th century brewing complex, including a brew tower and bottling stores, distinguished by its symmetrical composition and prominence in views across the Yarra River from Melbourne's CBD. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Primary heritage study
Bryce Raworth – South Melbourne Conservation Study, 1997.

Other heritage studies
Southbank Heritage Study 1982, 129-31 Queens bridge St. Graded A; 127,133 Queens bridge St Brewery Co. Graded C
Building Identification Form 1997 (BIF)
#527208 115-117 Queens Bridge Street Graded A/1

#108051 129-131 Queens Bridge Street Graded A/1
#108052 133 Queens Bridge Street Graded A/1

Other References
'Conservation Management Plan', 133 Queens bridge Street, Southbank, Part of the Former Castlemaine Brewery, McDonald Coleman Architects Pty Ltd., Architects, 2005.

Allom Lovell & Associates. Conservation Management Plan for the former Yorkshire Brewery, 88 Wellington Street, Collingwood, 2001.

Allom Lovell & Associates. Conservation Plan Review for the Victoria Brewery, Victoria Parade, East Melbourne, 1997.

Butler, G., 'Southbank Architectural and Historical Study.' Vol.1, September 1982, p 46.

'Garryowen' (Edmund Finn), *The Chronicles of Early Melbourne 1835-1852*, p 754.

Jubilee History of South Melbourne, 1905.

The Australian Brewers' Journal, 20 January 1890, p.50.

Plan prepared by City of Melbourne, dated 27.9.1932, to record changes in street numbering held in Local History Collection at Port Melbourne Library, City of Port Phillip.

COMMAPS
115-117 Queensbridge Street
Retail/Office/Residential/Carpark
At 117 Queens Bridge a two-storey brick office building built in 1888.

129-131 Queens Bridge Street
Offices
Formerly the brew tower of what was the Castlemaine Brewery. A six-storey polychromatic brick building built in 1888. Refurbished and converted to offices in 1980. There is a rooftop sign.

133 Queens Bridge Street
Retail
Part of the former Castlemaine Brewery. A two-storey brick building built in 1888. Refurbished and converted into a retail building. It was extended in 2006. There is a rateable sign on the southern wall of this extension.

The property contains one shop and one food and drink outlet.

Lewis, M. Australian Architecture Index:
Argus 24.12.1874 p 2
Tenders are invited for the erection of a Malt House, plans available at Castlemaine Brewery, Moray St., South Melbourne. Mahlstedt & Son Fire Insurance Plans (MUA) 1928. Shown as 115-127 (2-storey Austral Canning Co, ground floor shown as concrete, 1st floor wood), 131(5, 1 storeys, McIntyre's Tea), 133 (2-storey, Herbert Walker Factory). Castlemaine Hotel on corner, 2-storey. Index to Defunct Hotel Licences, VPRO VPRS 8159 Castlemaine Hotel - see download of index cards

Newspaper Articles and Advertising

The Argus, 24 December 1874, p.2.
Tenders are invited for the erection of a Malt House, plans available at Castlemaine Brewery, Moray Street, South Melbourne.

"THE CASTLEMAINE BREWERY, SOUTH MELBOURNE." *Record*, 22 February 1890, p.2.
Web. 28 Nov 2016 http://nla.gov.au/nla.news-article111968423.

The Age, 27 April 1911, p.8.
CASTLEMAINE BREWERY CO.
The half yearly meeting of the shareholders in the Castlemaine Brewery Company, Melbourne. Ltd. was held yesterday at Scott's Hotel; Mr Edward Fanning presiding. The Chairman stated that the meeting was purely statutory. The six months of the united breweries had been as satisfactory as that of the six months ended 31st December, 1910. This would enable them to make the usual distribution amongst the other breweries, and the direction of the Castlemaine Brewery could thus declare the 6 per cent. dividend for the half year. Mr Fanning announced that the offices of the company were about to be moved to the South-British buildings in Queens Street. The directors had been successful in letting the whole of the old brewery premises at South Melbourne.

Mr F. G. Whitby: To what extend will the land taxes interfere with the profits of the company?

The Chairman: I don't think it will be to any extraordinary extent. I think we will still be able to declare dividends. (Laughter.)

Record, 22 February 1890.
THE CASTLEMAINE BREWERY, SOUTH MELBOURNE
The Castlemaine Brewery is one of the most extensive, as it is also one of the most prosperous breweries at present existing in Australasia, and while being but one of many similar establishments owing to their origin to the parent brewery established at Castlemaine in the year 1856 by Mr Fitzgerald, it is the largest of any trading under that time-honoured name. It was in November of the year 1871 that the Castlemaine-Brewery was started by the Hon. Nicholas Fitzgerald, a member of the Legislative Council of Victoria, and his brother Mr. Edward Fitzgerald, in conjunction with Mr J. B. Perrins. These three gentlemen were the original proprietors, trading as "Fitzgerald and Perrins". The first brewer was Mr. White, and their output for the first year averaged from 30 to 40 hhds for the first few weeks to 100 to 150 hhds for the later part of the year. This will appear to our readers ridiculously small when compared to their present trade, which averages no less than 1,400hhds and from 4,000 to 6,000 dozen bottles ales per week.

So great was the prejudice existing in favour of beers brewed in the Castlemaine district a the time this enterprise was started that it was a matter of difficulty to induce customers to extend their patronage to beers of local brew. As an illustration of this may be mentioned the following, communicated to our reporter by an old hand, who claim the honor of having been connected with this establishment since its foundation. Speaking of the difficulty experienced in introducing their locally-made beer to those who had been accustomed to obtain their supplies from Castlemaine, he said "As an illustration of prejudice, soon after we started a customer of some years' standing with the old brewery, called and asked for a sample of our best brew. I supplied him with a glass of the best in the cellar, which after having critically tasted, he condemned as comparative rubbish, assuring me at the same time that, in his opinion we would never be able

to brew anything approaching in quality to the Castlemaine ales, and being a publican of some thirty years' standing he ought to know something about it". Our friend added: "I did not tell him the beer he had just tasted had only arrived that morning from Castlemaine, and was in fact, a sample of the very beer of which he had spoken with so much regard, fearing that any such insinuation of thirty years' experience might prove detrimental to his future patronage". Such was the prejudice that the founders of the Castlemaine Brewery, had to contend with – they have done so with the utmost success our readers will readily see.

Among the various gentlemen who have acted as brewers in this establishment may be mentioned Messrs Kirby, H.B. Godby and E. T. Moulden. This responsible position is at the present time occupied by Mr Edmund Baron, and it has been during this latter gentleman's term of service that the trade has thrown such a remarkable increase.

It was on 1st March 1885, that the business was floated into a public company, the proprietors receiving £20,000 as goodwill. The trade done at that time was from 400 to 500 hhds per week. The shares of the company, which were originally 20s, are not valued at from 58s to 60s each, at which figure sales are effected daily, and for the past two years the dividend has been 25 percent on the paid-up capital.

The brewery premises and the Malthouse are situated in Moray-Street South Melbourne, where they cover an area of rather more than two acres – a valuable property; indeed, when we consider that they are within five minutes walk of the centre of the city. To give our readers a further evidence of the enviable position commanded by this company at the present time, thanks mainly to the untiring zeal and energy at all times shown by its managing director (Mr. James B. Perrins), and the judgement displayed by the chairman of its director (Mr. Nicholas Fitzgerald), we would quote the following statements which fell from the lips of the latter gentleman at the half-yearly meeting of the shareholders of this company, held at Scott's Hotel on the 19th inst: - "The directors felt justified in declaring an interim dividend at the rate of 15 per cent per annum and a bonus of 1s per share, which was equal to a dividend at the rate of 25 per cent per annum. The business continued to be as prosperous as the best wishes for its success could desire, and had grown beyond anything they had reason to expect". It is a matter of congratulations that this brewery is locally owned, and not the property of English capitalists, as is the tendency for all such prosperous concerns to become, and while the business is in the hands of such competent men as its present board and indefatigable managing director, it is quite possible that its present board and indefatigable managing director, it is quite possible that its present results will appear as insignificant in the near future as the results of the previous satisfactory position of to-day.

Ovens and Murray Advertiser, 30 April 1892, p.2.
A MAN DROWNED AT SOUTH MELBOURNE
The dead body of a man, apparently of the labouring class, aged about 56, was found in about two feet of water at the rear of the Castlemaine Brewery, South Melbourne, on Saturday afternoon. The corpse was removed to the Morgue by the police, and on the clothing being searched, an out-patient's ticket for the eye and Ear Hospital, bearing the name of William Trow, was found in one of the pockets. A stone weighing about 2lb. was found in another pocket, also a newspaper dated the 18th inst., a cake of tobacco, and a sum of one shilling and four pence. There is a bruise on the dead man's face, which was probably caused by a fall, for there is no suspicion of foul play.

Newcastle Morning Herald and Miners' Advocate, 2 August 1897, p.5.

DROWNED IN BEER
Joseph Hartley, 68 years of age, a night watchman employed at the Castlemaine Brewery, South Melbourne, met his death in a peculiar manner early this morning. At the brewery, a large vat of beer was brewed yesterday, and it was a part of Hartley's work to attend to this during the night and skim the waste off it. At 3 o'clock this morning he was seen by two men employed at the brewery, and about an hour afterwards was missed. As he did not return, and the search of the building for the man was unsuccessful. They went round the different beer vats, in one of which Hartley was found floating, face downwards. The body was removed, and the matter reported to the coroner. The beer was allowed to run into the drain under the supervision of a customs officer. The vat full was valued at £140.

The Argus, 25 October 1929, p.4.
COMPANY MEETINGS CASTLEMAINE BREWERY CO LEASING THE OLD PREMISES
Following the leasing of the old brewery premises in South Melbourne, profits of the Castlemaine Brewery Co. (Melbourne) Ltd. had increased to the figure at which they stood three years ago, said the chairman of directors (Mr. Raynes W. S. Dickson) in moving the adoption of the annual report and balance sheet at the 82nd ordinary general meeting of shareholders yesterday. Even with the increased rents, however, the directors felt that it was a pity to allow the frontage to Queen's Bridge street, between the most easterly portion of the brewery premises and that street, to remain idle, and three months ago arrangements were made under which the company agreed to build on the frontage, and on the southern portion of Hanna street, for Austin Distributors Pty. Ltd. That company had taken a lease of the building for five years, and intended to use it as a showroom for motor-cars and as a general repair station. The building, which would consists of only one storey, and would contain 6,600 square feet, would be completed next week.

It had also been decided, the chairman continued to extend the old brewery premises to Hanna street, and a building was being erected on the west side of the premises, which would be occupied by the Austin Distributors Pty Ltd for use as a factory. It would comprise about 6,450 square feet on the ground floor, and about 6,500 square feet on the floors above. it was hoped that a lease on the building would be arranged on satisfactory terms. Profits from other portions of the company's business had remained well up to the average...

Australian Business Records
Castlemaine Brewery Company Ltd, Melbourne (1885-1959)
Registered in Victoria in 1885, the company joined with six other brewers in 1907 to form Carlton United Breweries Ltd.

Details: Edward Fitzgerald, from Galway, Ireland, started a brewery in Castlemaine Victoria in 1857; he was joined by his brother Nicholas in 1859. In 1871 the name The Castlemaine Brewery was adopted. The brewery moved to Melbourne to cope with the demand for its product. Castlemaine Brewery Co (Melbourne) Ltd was registered in Melbourne on February 26, 1885.

The brothers went on to establish breweries in Sydney, Brisbane, Newcastle, Daylesford and Newbridge. The various Castlemaine companies split and went their own way. Nicholas formed the South Melbourne Brewery with J. B. Perrins. Fitzgerald and Perrin sold out in 1885 to form a public company, with Perrin as the first managing director.

In August 1903 the society of Melbourne Brewers was formed of which the Castlemaine Brewery Co (Melbourne) Ltd, was a member. The society help fix the price of beer. In April 1906, to make

themselves more competitive, it was announced that the members of the Society of Melbourne Brewers: Carlton Brewery Ltd, McCracken's City Brewery Ltd, Castlemaine Brewery Co (Melbourne) Ltd, Shamrock Brewing and Malting Co. Ltd, The Foster Brewing Co. Pty Ltd and the Victoria Brewery Pty Ltd, would amalgamate into one company.

The new company, Carlton & United Breweries was registered on 8 May 1907 and all the parties signed the agreement on 30 June 1907. Nicholas Fitzgerald, as the representative from Castlemaine Brewery Co (Melbourne) Ltd was one of the directors on the new board.

Castlemaine received 1/8 of the shares distributed for the new company. After the amalgamation Carlton & United was to make the beer, while the other companies were to be brewers in name only: they became holding companies for CUB shares.

Castlemaine Brewery Co (Melbourne) Ltd, continues to be a holding company until March 1973, when in a restructure of the capital structure of the Carlton United Breweries Ltd group, shareholders in Castlemaine were reissued with Carlton United Brewery shares.

(Sources used to compile this history): Original date from D. Teriwiel, S. P. Ville and G. A. Fleming, Australian Business Records: An Archival guide, Canberra: Australia National University, Faculty of Economics and Commerce, Department of Economic History 1998. Subsequent information provided by RMIT, MBIT student, Catherine Nolan)

Australian Dictionary of Biography
Fitzgerald, Nicholas (1829-1908) – by D. J. Dwyer
Published in Australian Dictionary of Biography, Volume 4, (MUP), 1972
Nicholas Fitzgerald (1829-1908), politician, brewer and pastoralist, was born on 7 August 1829 in Galway, Ireland, the eighth son of Francis Fitzgerald, brewer, and his wife Eleanor, nee Joyce: a brother, Sir Gerald Fitzgerald, K.C.M.G., became accountant-general of the Navy in 1885-96. In 1845 Nicholas entered Trinity College, Dublin, studied law in 1848 at the King's Inn and in 1849 won a scholarship to the new Queen's College in Galway. In 1852 he turned to commerce, partly in Ceylon and India, and arrived in Melbourne in 1859. He joined his brother Edward who had just started the Castlemaine brewery. In 1875 they opened a brewery in South Melbourne. In 1885 they converted to a public company, the Castlemaine Brewery Co. Melbourne Ltd, selling for £75,000; in 1888 it paid a dividend of 25 per cent. They extended business to Newcastle and Brisbane in 1887 and to Adelaide the next year. Nicholas was managing director from 1892 till 1906 when, in the great amalgamation of breweries, he became a director of Carlton and United.

In 1863 Fitzgerald was appointed a magistrate and in 1864 was elected for North-Western Province to the Legislative Council after a close contest. As a councillor until 1906 he until 1906 he never accepted office though offered the ministry of defence in the Patterson government. According to (Sir) John Davies, Fitzgerald 'preferred to do his duty as a private member rather than join a Government which did not agree with him on the education issue'. He was a brilliant orator with clear ideas on important political issues. He was a member of the National Australasian Convention in Sydney in 1891 and in 1894 represented Victoria at the Colonial Conference in Ottawa, Canada, where he was staunchly imperialistic. In 1903 he became the Legislative Council's chairman of committees.
With large pastoral interests in the 1880s and 1890s in New South Wales and Queensland, Fitzgerald's main station was Fort Bourke on the Darling but drought forced him to sell many of his holdings. In 1887 he helped to found the National Trustees Executors and Agency Co., planned largely to meet the needs of the Irish Catholics; Fitzgerald was managing director and

associated with him were William Cain and Walter Madden. He was chairman of the Dunlop Pneumatic Tyre Co. in the 1890s and a director of the Manchester Fire Assurance Co. and the Bellambi Coal Co.

A prominent Catholic layman, Fitzgerald was awarded the papal knighthood of St Gregory by Pope Leo XII. He often spoke at public gathering connected with the Church and was an enthusiastic for completing St Patrick's Cathedral. He presented the laity's address when his friend Archbishop Thomas Carr was welcomed to Melbourne and again at his jubilee. His commonest theme was Catholic education. 'Justice', he said, 'has been put aside for power, but no wrong can be sanctified by success... The sense of that injustice will never be removed until the law is altered'. He was at his best when speaking to his fellow countrymen on subjects appealing to their native sympathies.
In 1863 Fitzgerald married Marianne, the eldest daughter of John O'Shanassy; they had seven sons. He died at this home, Moira, Alma Road, St Kilda, on 17 August 1908, survived by his widow. He left an estate valued at £5318.

Recommendations

Include as an individual significant place in the heritage overlay.

Revise Heritage Places Inventory.

Include adjacent Castlemaine Hotel site on Victorian Heritage Inventory.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Kraft factory, 162 Salmon Street (Vegemite Way), Port Melbourne

City of Melbourne property number: 110590

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1945, 1957, Post-WW2

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: A3

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed

Thematic context:

3.2 Expressing an architectural style

5.5 Building a manufacturing industry

Boundary of heritage place

Description

The Kraft complex comprises a range of sawtooth and pitched-roof factory buildings fronted by a glass curtain walled office building of two stories, featuring red, ceramic glass in horizontal panels. The facade of the office section is articulated in a series of interlocking glass-walled rectangular forms on several planes, with the main entrance demarcated by an overhanging block. These forms are mirrored by the smaller section of the factory entrance buildings to the west, executed in concrete and brick but with the same complex interlocking rectangular forms. Behind are a complex array of production buildings with the tall boiler house and truncated brick chimney on the east side, a range of single-storey steel-framed and corrugated fibre cement sheet clad, sawtooth-roof buildings across the middle of the site, and several functionally-specific buildings, such as elevated storage tanks, ventilation towers and process rooms.

History

Fred Walker was an Australia entrepreneur who had been experimenting with the processing of cheese while working with J. Bartram & Sons, produce and export merchants, in 1899. In 1910 he began to can meats, butter, dripping and Red Feather-brand cheese, which was preserved in sulphite, for export to South Africa and Asia, and, during World War I, to England. In 1918, he was manufacturing Bonox, and in 1923 he came up with a major innovation: Vegemite spread. Walker had learnt about the process that had been developed and patented by J. L. Kraft of Chicago, and travelled to the States to obtain the Australian rights for Kraft cheddar processed cheese. In 1926, he formed the Kraft Walker Cheese Company in Melbourne, the parent company for Kraft Foods Ltd.

These companies were amalgamated in 1935 following the death of Fred Walker, with the American Kraft Company taking a controlling interest. Around this time a new, large premises

was erected on Riverside Avenue in Southbank, which later became the location of W. L. Allen's confectionary works.

In 1950, Kraft Foods Ltd was formed and continued the production of a range of – by then – well-known food products, including Vegemite, Bonox and Kraft Cheddar Cheese. Outgrowing its Southbank site, a new factory was built in Port Melbourne in 1951. It is likely that an earlier wartime factory had operated on this site prior to 1945, as a series of sawtooth-roof buildings are shown on aerial photos of the period, and records include images of potato dehydration at the 'Kraft Walker Cheese Company factory in Salmon Street'.

The Port Melbourne factory is listed in Sands McDougall for the first time in 1956. At this time, the general sales and registered offices are located at the corner of Salmon and Cook streets. The factory was still recorded as being located on Riverside Avenue, South Melbourne. In 1957, the company was listed as Kraft Foods Ltd, on the corner of Salmon and Cook streets, Melbourne. Presumably the factory was now located here as well.

A range of sawtooth-roof factory buildings are shown on the northeast corner of Salmon and Cook streets in the 1945 aerial photos. Comparisons with current aerial photos indicate that the buildings in the older images match the central-range sawtooth-roof buildings still present, although a new structure cuts through the middle. It is evident that the company had occupied some existing buildings prior to the 1957 listing on this site.

Comparative analysis

The glass curtain wall with ceramic glass panels is highly reminiscent of the roughly contemporary GMH Dandenong Factory and ETA factory in Braybrook and other Modernist style industrial designs.

In the immediate surrounds but outside the Melbourne city boundaries, the Johns & Waygood office, designed by Bates Smart & McCutcheon and built in 1960 in City Road, provides a comparable industrial application of the glass curtain wall.

Statement of Significance

What is significant?

The Kraft factory and office buildings, Cook Street, Port Melbourne.

Contributory elements include:

- glass curtain wall office facade to Cook Street (Vegemite Way);
- brick and concrete factory facade and sawtooth and pitched roofline;
- tall, brick boiler house and chimney; and
- rendered and cream brick facades facing Salmon Street and Douglas Street.

How is it significant?

The Kraft factory is historically and aesthetically significant to Fishermans Bend, the city of Melbourne in general, and to the state of Victoria.

Why is it significant?

The Kraft Factory is of historical significance as the continuing presence of a major Australian food manufacturer who was innovative in the area of processed food; specifically, inventing and manufacturing the iconic Vegemite. While reflecting the influence of the American Kraft Corporation, the buildings also demonstrate the important role of the food manufacturing

industry in the post-war years, as well as its effect of capital and commercial systems imported from America under the new globalised company. (Criterion A)

The buildings are of architectural significance for their expression of a design philosophy influenced by the international Modernist style, specifically in the use of reinforced concrete structural systems paired with lightweight aluminium-framed glass curtain walls, comparable to the contemporary General Motors Holden factory at Doveton, designed by Stephenson & Turner. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Sands McDougall

Listed for the first time in 1956. At this time the General Sales Office and Registered Office is located at the corner of Salmon and Cook. The Factory was located on Riverside Ave, South Melbourne. In 1957, this was listed as Kraft Foods Limited on the corner of Salmon and Cook Streets, Melbourne. Presumably the factory was now located here as well.

Kraft Walker Cheese Co (1957). The Kraft story : Commemorating the opening of the Kraft Port Melbourne Factory, Tuesday March 19th, 1957. Kraft Walker Cheese Co, Melbourne.

K. T. H. Farrer, 'Walker, Fred (1884–1935)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, http://adb.anu.edu.au/biography/walker-fred-8953/text15747, published first in hardcopy 1990, accessed online 1 March 2017.

Australian War Memorial Collection, item 111138.

National Archives, Image no. A1200, L22720, photo Neil Murray.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Kraft Factory, 91 Cook Street, Port Melbourne.

Apply external paint controls with policy to maintain original finishes and colour schemes.

The Kraft factory should be nominated to the Victorian Heritage Register.

SEC electricity substation, 224 Salmon Street, Port Melbourne

City of Melbourne property number: 110592

Type of place: substation

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1936, Inter-war (WW1-WW2)

Major owners or occupiers: State Electricity Commission, City Power

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: C3

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed

Thematic context:

5.3 Developing a large, city-based economy

6.3 Providing essential services

Boundary of heritage place

Description

The Salmon Street State Electricity Commission (SEC) substation is a plain, concrete, single-storey structure on rectangular plan, with parapets extending above the pitched roof and high, steel-framed strip windows. The smooth external surfaces are broken only by shallow pilasters along the sides and recessed vertical lines in the parapets. The surrounding switch yard is largely a more recent installation and a non-contributory cream brick building from the 1970s is located to the east.

History

Fishermans Bend's development in the late-1930s focused primarily on large-scale manufacturing. The General Motors Holden (GMH) factory put down its foundations in 1935, and various government and commercial aircraft industries soon followed, between 1936 and 1939.

The area was previously undeveloped, but there was already a main transmission line that existed, constructed through the area to the Yarraville Terminal station, while other services – including water, drainage and roads – were under government jurisdiction. However, the SEC was required to supply electricity.

It was a joint decision to establish Fishermans Bend as an industrial area, at a '...conference of representatives of the State and Federal governments' defence department, Civil Aviation Board, Harbour Trust, State Electricity Commission, Melbourne and Port Melbourne City Councils, and representatives of the aircraft factory, to be established in the Commonwealth, with an issued capital of £600,000' (*The Age* 4 November 1936).

A site on Salmon Street was chosen as the location for a centralised substation for distributing power to the nearby factories. This was in place by 1936, when GMH commenced its operations, and was supplied with its own water tank for cooling, probably as a consequence of the

reticulated supply not being available. A requirement of this new substation facility was that overhead wires could not interfere with operations of the nearby airfield.

By 1939, the new aircraft factories had been completely electrified with the contemporary press noting that the SEC in Fishermans Bend was gaining favour as an energy supplier because of its flexibility, convenience and reliability, particularly at the outbreak of war when energy security was of concern.

Comparative analysis

The moderne-style of the substation, although minimal, distinguishes it from other substations in the study area. It is most comparable with the modernist Cross Street Substation in Footscray, but more directly complements the nearby GMH offices.

Statement of Significance

What is significant?

The Fishermans Bend SEC substation, 224-226 Salmon Street, Port Melbourne.

Contributory elements include:

- rectangular plan and parapeted form;
- moderne-style cement motifs; and
- brick and render finishes.

How is it significant?

The Fishermans Bend SEC substation is historically and aesthetically significant to both Southbank and the city of Melbourne.

Why is it significant?

The Fishermans Bend SEC substation is of historical significance as it is an important element in the development of industrial capacity in the Fishermans Bend area immediately before and during World War II. Accessible electricity was essential to the manufacturing industries, and was necessary for the establishment and operation of the private GMH factory immediately before World War II, and then during the war, for production at GMH, the Commonwealth Aircraft Corporation, the Government Aircraft Factory and other manufacturing works. The building's location, form and scale demonstrate its central role in distributing power to the newly-developed area. (Criterion A)

The building has aesthetic significance for its moderne-style architecture, reflecting both the styles of the period as well as functional modernism as it was applied to utilitarian buildings. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Pratt, C. D. & Airspy (1940). [General Motors Holden (GMH) factory at Fishermens Bend, looking towards Port Melbourne in distance]. http://nla.gov.au/anbd.bib-an49221412.

"STATE'S ELECTRICITY RESOURCES" *The Age*, 15 June 1939, p.12. Web. 1 Mar 2017 http://nla.gov.au/nla.news-article205636004.

"FISHERMAN'S BEND SITE." *The Age*, 4 November 1936, p.12. Web. 1 Mar 2017 http://nla.gov.au/nla.news-article205945943.

"PLANE TESTING GROUND" *The Age*, 18 June 1938, p.18. Web. 1 Mar 2017 http://nla.gov.au/nla.news-article206945366.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as SEC Electricity Substation, 224 Salmon Street, Port Melbourne.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

General Motors Holden Nos. 3 & 5 plants, 241 Salmon Street, Port Melbourne

City of Melbourne property number: 110509

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1945, Inter-war, (WW1-WW2)? Yes Post-WW2

Major owners or occupiers: General Motors Holden

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: B3

Heritage values:

Historical

Heritage status:

Heritage Overlay Proposed

Thematic context:

5.3 Developing a large, city-based economy

Boundary of heritage place

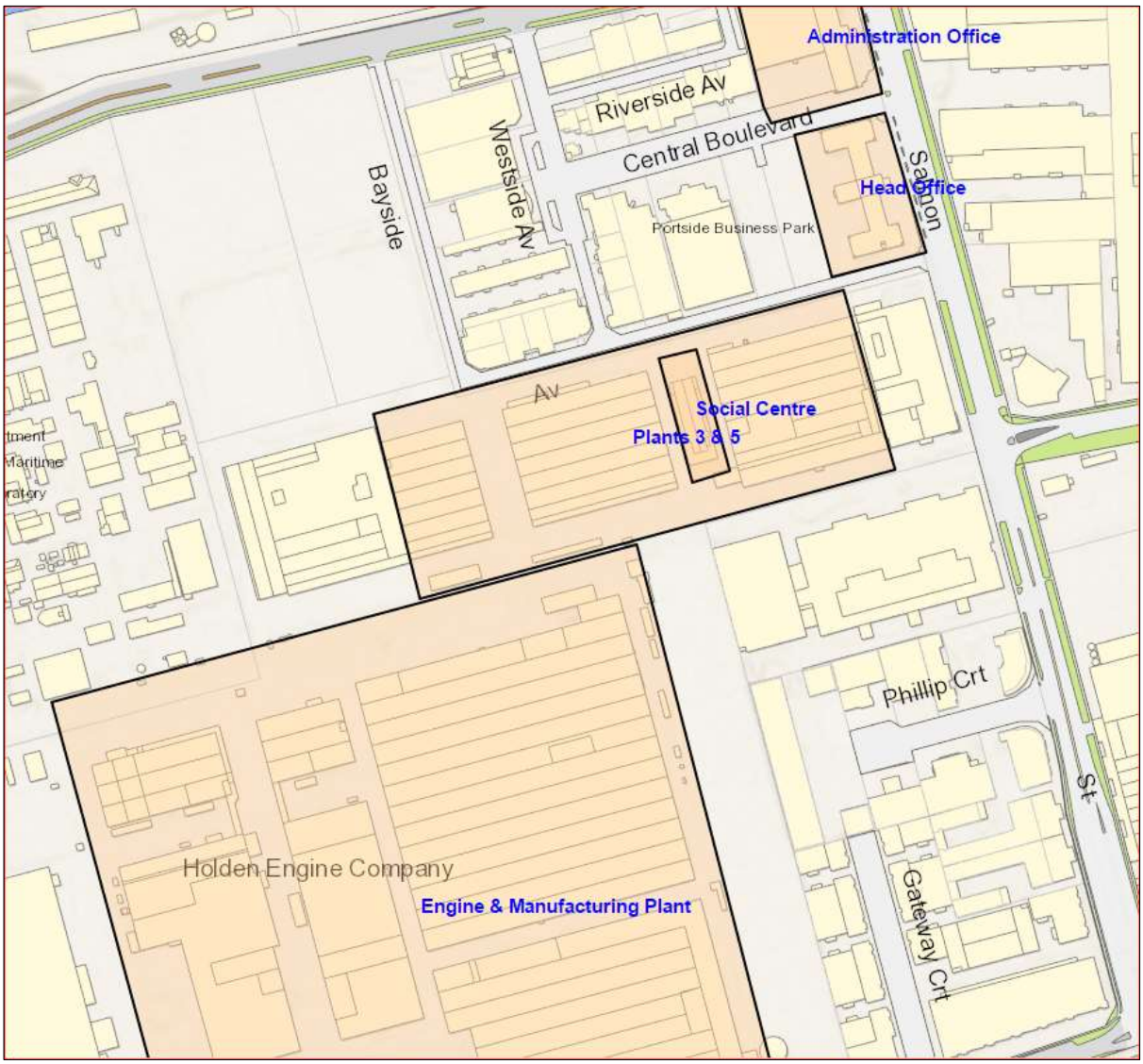
Description

General Motors Holden (GMH) Nos. 3 & 5 plants is made up of a range of steel-frame sawtooth-roof factory assembly buildings with ancillary structures around them, including amenities, ventilation equipment, electricity supply and stores. The buildings have south-facing sawtooth roofs, clad in corrugated iron (with some small sections of the original corrugated fibre cement sheeting) and steel-hopper sash windows around most elevations.

The factory is divided into three sections, with Plant 3 attached to the modern tech centre (built on the site of the former tennis courts) to the east of the Social Centre, and Plant 5 to the west of the social centre. Plant 5 has been cut in two, forming two separate buildings connected by a service-pipe bridge.

The earliest part of the group of manufacturing buildings, and the oldest surviving sawtooth roof building from GMH's Fishermans Bend factory is the section of Plant 3 between the Social Centre and the modern tech centre. This structure was in place in 1945, and is believed to have been part of the works used for munitions production during the war, and where the first production of the 18 120 and FJ Holdens after the war. The Number 5 plant was added around the late-1940s or early-1950s to provide additional capacity for the manufacture of the new Holden car.

Note that the social centre, head office, administration building and engine plant all have separate citations in this study. The following is a key map to the various GMH elements.



History

The Adelaide coach-building firm of James Alexander Holden started as a saddlery business as early as 1854, which expanded into coach building before Holden's sons transitioned into motor body building, eventually erecting a large factory at Woodville. The firm evolved over the years, moving into the automotive field in 1908, repairing car upholstery, then into full-scale production of vehicle body shells. Throughout the 1920s, Holden supplied tramcars for Melbourne, but became more prominent as a motor body builder and assembler of various models, particularly the imported General Motors chassis. In 1931, Holden merged with General Motors to become General Motors Holden Limited (GMH), and in 1936, the firm opened a new headquarters and assembly plant in Salmon Street in Fishermans Bend.

The national significance of the endeavour was recognised by the attendance of the state premier and the prime minister at the official ceremonies. The commencement of construction was marked by an official ceremony for the laying of the foundation stone on 23 February 1936, attended by then-Victorian premier A. A. Dunstan. The factory was officially opened by Prime Minister J. A. Lyons on 5 November 1936.

Production initially involved the continued assembly of locally-made bodies on imported mechanical components. However, the advent of the World War caused works to shift production to military equipment under Commonwealth contracts.

During World War II the factory produced more than 30,000 vehicle bodies for the Australian and United States forces and manufactured a wide range of equipment including field guns, aircraft, aero and marine engines. After the war, Holden returned to producing vehicle bodies, including Buick, Chevrolet, Pontiac and Vauxhall.

Before the war ended, the Australian government had already taken steps to encourage an Australian automotive industry. Both GM and Ford provided the Australian government with studies into creating an Australian-designed car. Although Ford's proposal was the government's first choice, financial costs saw the government choose the GM proposal due to the low level of government intervention required.

Holden's managing director Laurence Hartnett favoured development of a local design, while GM preferred to see an American design as the basis for 'Australia's Own Car'. Holden commenced manufacture of a fully-Australian product in 1948, the 48-215, nicknamed the FX ,with the second version the more famous FJ.

The factory was expanded at the end of World War II in recognition of the company's future role in civil society, and as part of post-war reconstruction. The Social Centre was constructed as part of this expansion. Plant No. 3 was completed prior to 1945, with the whole of Plant No. 5 added shortly after the war.

The launch of the Holden 48-215 was an event of national significance, with Prime Minister Ben Chifley and GM Managing Director Harold Bettle officiating on 29 November 1948. The Social Centre was chosen as the venue for the launch.

Expansion of production saw Holden establish a second Victorian assembly plan in Dandenong in the late-1950s ending complete vehicle construction at Fishermans Bend in lieu of concentrating on component manufacture with a focus on substantial engine manufacturing.

The earliest part of the plant was at the corner of Salmon and Lorimer streets, with reinforced concrete art deco office buildings fronting large areas of steel-framed sawtooth-roof factory space. The factory was designed by a team of four: L. H. Hartnett, managing director; E. J. L. Gibson, construction engineer; J. S. Storey, director of engineering and N. A. Pointer, equipment engineer.

The 1950s saw major expansion to the south and west, including the construction of the engine plant (now mostly abandoned). In the 1990s, the new V6 engine plant was constructed towards Todd Road, filling the last remaining vacant land. Holden began to sell off sections of its 38-hectare manufacturing plant in more recent years, with the original office now occupied by Boral, and the earliest assembly buildings demolished to make way for an industrial park. The 1950s boiler house, which featured an early glass curtain wall design, was demolished in 2011.

The Social Centre was recognised for its important role within the factory worker community and the social history of the industry sector. In 1996 a major refurbishment was undertaken, and in 2009 it was renamed JC's Café in recognition of long-standing employee John Connell. A time capsule was placed behind a plaque outside the Social Centre by Prime Minister John Howard on 29 November 1998 to recognise the 50th anniversary of the FJ Holden, to be opened in 2048 (Commemorative plaques).

Comparative analysis

The Holden Nos. 3 & 5 plants comprise the earliest surviving large-scale automotive manufacturing plant employing a sawtooth-roof design. The site compares with the Ford Geelong plant of the same era (VHR H2305) and the later GMH Dandenong plant, Ford Broadmeadows plant and Martin & King Motor Producers Ltd in Clayton. Plants 3 & 5 are the oldest surviving parts of the manufacturing section of the Holden Fishermans Bend works.

The Government Aircraft Factory and small parts of the Commonwealth Aircraft Corporation and Aeronautical Research Laboratories have steel-framed sawtooth-roof industrial buildings of a similar style and period as GMH, while part of the Kraft factory may also retain a few bays of 1945 sawtooth-roof buildings. Some of the PMG workshops in Sturt Street may also date from the WWII period. Overall, however, pre-war sawtooth-roof factory buildings have become increasingly rare. Timber-framed versions of factory sawtooth roofs are nearly extinct.

Statement of Significance

What is significant?

General Motors Holden Nos. 3 & 5 plants, Salmon Street, Fishermans Bend.

Contributory elements include:

- corrugated iron-clad sawtooth-roof form;
- steel-framed windows;
- red brick ventilation structures; and
- brick masonry office section elevations.

How is it significant?

General Motors Holden is historically significant to Fishermans Bend, the city of Melbourne and to Victoria in general.

Why is it significant?

This place is historically significant as it is a major surviving component of the original 1936 works of GMH, established in response to government initiatives to ensure Australian manufacturing in preference to imported motor vehicles, in partnership with General Motors Canada and the Holden motor body builders.

The factory is also significant as the place where the first Holden vehicles were manufactured, known as 'Australia's Own Car', a nationally-significant manufacturing endeavour which was promoted as part of the independent economic and political revival of the country after World War II, and later seen as a precursor to the post-war boom. (Criterion A)

The factory is significant in its scale and form, being the largest surviving part of the original pre- and immediate post-war production areas. It is also significant in its association with Sir Laurence John Hartnett CBE, an engineer who made several important contributions to the Australian automotive industry, who is often called 'The Father of the Holden'. (Criterion H)

Sources used for this assessment

The following sources and data were used for this assessment:

Davis, Tony; Kennedy, Ewan; Kennedy, Alistair (1998). *The Holden Heritage: Eighth Edition*. Blakehurst, New South Wales: Marque Publishing. ISBN 0-947079-57-2.

Darwin, N, 1983, *The History of Holden Since 1917* Melbourne: Gordon & Gotch ; History of Holden, Holden History In Brief, http://history.gmheritagecenter.com/wiki/index.php/History_of_Holden.

Holden Retirees Club website, http://www.hrc.org.au.

Australia Builds a Motor Car, General Motors Australia Pty Ltd, 1948. http://www.hrc.org.au/files/GM%20Australia/GMA%20Aust%20builds%20a%20Motor%20car%20OPT.pdf

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay individually as General Motors Holden Nos. 3 & 5 plants, 251 Salmon Street, Fishermans Bend.

Nominate to Victorian Heritage Register.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Recommend a Conservation Management Plan be prepared for all GMH sites prior to any future development.

General Motors Holden engine and manufacturing plant, 241 Salmon Street (61-85 Cook Street), Port Melbourne

City of Melbourne property number: 537568

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1950, Post-WW2

Major owners or occupiers: General Motors Holden

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: C3

Heritage values:

Historical

Heritage status:

Heritage overlay Proposed

Thematic context:

5.5 Building a manufacturing industry

Boundary of heritage place

Description

General Motors Holden engine and manufacturing plant comprises a range of steel-frame sawtooth-roof factory buildings with ancillary structures around them, including amenities, ventilation equipment, electricity supply and stores. The buildings have south-facing sawtooth roofs, clad in corrugated iron – with some small sections of the original corrugated fibre cement sheeting – and with steel hopper sash windows around most elevations. On the western side are the tall, functionally-determined forms of the automated foundry and moulding plants, some of which have had the cladding removed.

History

The Adelaide coach-building firm of James Alexander Holden started as a saddlery business as early as 1854 and expanded into coach building, before Holden's sons took to motor body building, eventually erecting a large factory at Woodville. The firm evolved over the years, moving into the automotive field in 1908 repairing car upholstery, then into full-scale production of vehicle body shells. Throughout the 1920s, Holden supplied tramcars for Melbourne, but was more prominent as a motor body builder and assembler of various models, particularly the imported General Motors chassis. In 1931, Holden merged with GM to become General Motors Holden Ltd (GMH) and, in 1936, the firm opened a new headquarters and assembly plant in Salmon Street, Fishermans Bend.

The commencement of factory construction was marked by an official ceremony and the laying of the foundation stone on 23 February 1936, attended by then-Victorian premier A. A. Dunstan. The factory was officially opened by Prime Minister J. A. Lyons on 5 November 1936.

Production initially involved the continued assembly of locally-made bodies on imported mechanical components. However, the interruption of war caused works to shift production towards military equipment under Commonwealth contracts.

During World War II the factory produced more than 30,000 vehicle bodies for the Australian and United States forces, and manufactured a wide range of equipment including field guns, aircraft, aero and marine engines. After the war, Holden returned to producing vehicle bodies including Buick, Chevrolet, Pontiac and Vauxhall.

Before the end of World War II, the Australian government had already taken steps to encourage an Australian automotive industry. Both GM and Ford provided the government with studies into building an Australian-designed car. Although Ford's proposal was the government's first choice, financial costs saw the government choose the GM proposal due to the low level of government intervention required.

Holden's managing director, Laurence Hartnett, favoured the development of a local design, while GM preferred to see an American design be used as the basis for 'Australia's Own Car'. Holden commenced manufacture of a fully-Australian product in 1948, the 48-215, nicknamed the FX, followed by a second version, the more famous FJ.

At the end of World War II the factory was expanded, in recognition of the company's future role in civil life, and as part of post-war reconstruction efforts. The Social Centre was constructed as part of this expansion.

The launch of the Holden 48-215 was an event of national significance, with Prime Minister Ben Chifley and GM Managing Director Harold Bettle officiating, on 29 November 1948. The Social Centre was chosen as the venue for the launch.

Expansion of production saw Holden establish a second Victorian assembly plant in Dandenong in the late-1950s, ceasing complete car construction at Fishermans Bend. Instead, the Fishermans Bend began to concentrate on component manufacture, including a substantial engine manufacturing plant.

The earliest part of the plant was at the corner of Salmon and Lorimer streets, with reinforced concrete art deco office buildings fronting large areas of steel-framed sawtooth-roof factory space. The factory was designed by a team of four: L. H. Hartnett, managing director; E. J. L. Gibson, construction engineer; J. S. Storey, director of engineering and N. A. Pointer, equipment engineer.

The 1950s saw major expansion into the south and west, including the engine plant (now mostly abandoned). In the 1990s, the new V6 engine plant was constructed towards Todd Road, filling the remaining vacant land. Holden began to sell off sections of its 38-hectare manufacturing plant in recent years, with the original office now occupied by Boral, and the earliest assembly buildings demolished to make way for an industrial park. The 1950s boiler house, which featured an early glass curtain wall design, was demolished in 2011.

The Social Centre was recognised for its important role within the factory worker community, and the social history of the works. In 1996 a major refurbishment was undertaken, and in 2009 the Centre was renamed JC's Café in recognition of long-standing employee John Connel. A time capsule was placed behind a plaque outside the Social Centre by Prime Minister John Howard on 29 November 1998, to recognise the 50th anniversary of the FJ Holden, to be opened in 2048 (Commemorative plaques).

Comparative analysis

The Holden engine and manufacturing plant is among the largest expanses of sawtooth-roofed factory spaces in Victoria. At over 200 metres by 400 metres, it compares with the later GMH Dandenong plant, the Ford Broadmeadows plant and the Martin & King Motor Producers Ltd space in Clayton. It is more than twice as large as its contemporary, Olex Cables in Sunshine Road, Tottenham.

The Government Aircraft Factory and small parts of the Commonwealth Aircraft Corporation and Aeronautical Research Laboratories have steel-framed sawtooth-roofed industrial buildings from a similar period to GMH, while part of the Kraft factory may retain a few bays of its 1945 sawtooth roof. A small part of the PMG workshops in Sturt Street may also date back to the World War II period. Overall, however, pre-war sawtooth-roof factory buildings have become increasingly rare, and even the 1950s-1970s welded-steel sawtooth-roof factories are becoming rare. Today, timber-framed versions of factory sawtooth roofs are nearly extinct.

Statement of Significance

What is significant?

General Motors Holden factory engine and manufacturing plant, 241 Salmon Street (61-85 Cook Street), Fishermans Bend.

Contributory elements include:

- corrugated iron clad sawtooth-roof form;
- steel-framed windows; and
- the specialised form of the tall foundry buildings.

How is it significant?

General Motors Holden factory engine and manufacturing plant is historically significant to Fishermans Bend, as well as the city of Melbourne.

Why is it significant?

This place is historically significant as a demonstration of the later expansion of the GMH factory in the 1960s, at a time when local manufacture of motor vehicles was increasing dramatically and Holden was becoming the largest car-maker in Australia. The expansion and modernisation of the plant reflected the great prosperity Australia enjoyed during the 'Long Boom' of the post-war period. (Criterion A)

The factory is also significant as it is the place where engines and other components were manufactured for Holden cars for over 50 years.

Sources used for this assessment

The following sources and data were used for this assessment:

Directories
Salmon Street appears in the Port Melbourne Rate Book for the first time in 1942 and first appears in Sands McDougall in 1938 in Port Melbourne West. 1945 lists GMH as works on 50 acres. Caprice Avenue and Cook Street aren't mentioned before 1949.

Rate books
General Motors Holden

Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1936 3336 General Motors Holden Ltd on Fishermans Bend B, G, I works £1618 £2022.10

Davis, Tony; Kennedy, Ewan; Kennedy, Alistair (1998). *The Holden Heritage: Eighth Edition*. Blakehurst, New South Wales: Marque Publishing. ISBN 0-947079-57-2.

Darwin, N, 1983, *The History of Holden Since 1917*, Melbourne: Gordon & Gotch ; History of Holden, Holden History In Brief, http://history.gmheritagecenter.com/wiki/index.php/History_of_Holden.

Holden Retirees Club website, http://www.hrc.org.au/

Australia Builds a Motor Car, General Motors Australia Pty Ltd., 1948. http://www.hrc.org.au/files/GM%20Australia/GMA%20Aust%20builds%20a%20Motor%20car%20OPT.pdf

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay individually as General Motors Holden Engine and Manufacturing Plant.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Recommend that a conservation management plan be prepared for all GMH sites prior to any future development.

General Motors Holden Social Centre, 241 Salmon Street (Caprice Avenue, Port Melbourne

City of Melbourne property number: 537568

Type of place: amenities building

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1945, Post-WW2

Major owners or occupiers: General Motors Holden

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: A3

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed

Thematic context:

5.5 Building a manufacturing industry

9.1 A working class

9.3 Working in the post-war city

Boundary of heritage place

Description

The General Motors Holden Social Centre is a brick masonry hall in streamlined moderne style with art deco decorative detailing. The building is situated between two factory buildings – Plants 3 and 5 – and surrounded by internal factory roadways with a small tree plantation at the front. The recently created Bayside Avenue passes the front (northern) elevation of the building but does not provide access as the building is still within the GMH property.

The facade is in the form of progressively-projecting bays rising in steps in a ziggurat form, with the central bay in cement render surmounted by an attached flagpole with fins, flanked by cream brick bays. Windows in the facade are multi-pane steel-framed, the central bay having glass bricks that decrease in size towards the outer bay. Side windows are similarly steel-framed with opening casements.

An upper outdoor terrace has cross-pattern metal railings.

Internally, the building features a large dining hall with parquetry floor, side aisles and a stage with a proscenium arch. On either side, painted murals depict the 'History of Transport'. Behind the stage is a large commercial kitchen and above this the executive dining room with strap-panelled ceiling timber joinery cupboards, benches and stairs. A dumbwaiter is connected to the kitchen below and there are built-in upholstered benches around the walls.

History

The Adelaide coach-building firm of James Alexander Holden started as a saddlery business as early as 1854, and expanded into coach building, and then his sons developed motor body building, eventually erecting a large factory at Woodville. The firm evolved over the years, moving into the automotive field in 1908, repairing car upholstery, then the full-scale production of

vehicle body shells. Throughout the 1920s Holden had supplied tramcars for Melbourne, but was more prominent as a motor body builder and assembler of various models, particularly for the imported General Motors chassis. In 1931, Holden merged with GM to become General Motors Holden's Limited (GMH), and in 1936, the firm opened a new headquarters and assembly plant in Salmon Street, Fishermans Bend in Port Melbourne.

The national significance of the endeavour was recognised by the attendance of Premiers and Prime Ministers at official ceremonies, and extensive media coverage. The commencement of construction was marked by an official ceremony and laying the foundation stone on 23 February 1936 attended by then Victorian Premier A.A. Dunstan. The factory was officially opened by the Prime Minister J.A. Lyons on 5th November 1936.

Production initially involved the continued assembly of locally made bodies on imported mechanical components. However, the intervention of war caused the works to shift production to military equipment under Commonwealth contracts.

During World War Two the factory produced more than 30,000 vehicle bodies for the Australian and United States forces and manufactured a wide range of equipment, including field guns, aircraft, aero and marine engines. After the war, Holden returned to producing vehicle bodies, including Buick, Chevrolet, Pontiac and Vauxhall.

Before the war ended, the Australian Government had already taken steps to encourage an Australian automotive industry. Both GM and Ford provided studies to the Australian Government for an Australian-designed car. Although Ford's proposal was the government's first choice, financial costs saw the government choose the GM proposal due to the low level of government intervention.

Holden's managing director, Laurence Hartnett, favoured development of a local design, while GM preferred to see an American design as the basis for "Australia's Own Car". Holden commenced manufacture of a fully-Australian product in 1948, the 48-215, nicknamed the FX, with the second version being the more famous FJ.

The factory was expanded with at the end of World War Two - in recognition of the future civil role and as part of post war reconstruction. The Social Centre was constructed as part of this expansion.

The launch of the Holden 48-215 was a event of national significance with the Prime Minister Ben Chifley and GM Managing Director Harold Bettle officiating on 29 November 1948. The Social Centre was chosen as the venue for the launch.

Expansion of production saw Holden establish a second Victorian assembly plan in Dandenong in the late 1950s, so that complete construction of cars ceased at Fishermans Bend, and would concentrate on component manufacture including a substantial engine manufacturing plant.

The earliest part of the plant was at the corner of Salmon Street and Lorimer Street, with reinforced concrete 'Art Deco' office buildings fronting large areas are steel-framed saw-tooth roof factory space. The factory was designed by a team of four (L H Hartnett, Managing Director; E J L Gibson, Construction Engineer; J S Storey, Director of Engineering and N A Pointer, Equipment Engineer).

In the 1950s, major expansion to the south and west occurred, including the engine plan (which is now mostly abandoned). In the 1990s, the new V6 engine plant was constructed towards Todd Road, filling the last remaining vacant land. Holden started selling off sections of its 38-hectare manufacturing plant in the last few years, with the original office now occupied by Boral, and the

earliest assembly buildings having been demolished to make way for an industrial park. The 1950s Boiler House, which featured an early glass curtain wall design, was demolished in 2011.

The Social Centre was recognised for its important role in among the factory workers and the social history of the works. In 1996 a major refurbishment was undertaken, and in 2009 it was renamed JC's Café in recognition of long standing employee John Connell A time capsule was placed behind a plaque outside the Social Centre by Prime Minister John Howard on 29 November 1998, to recognise the 50th anniversary of the FJ Holden, to be opened in 2048 (commemorative plaques).

Comparative analysis

The moderne elements of the Social Centre complement the slightly-older GMH office buildings on Salmon Street. The Rootes Factory a little further south on Salmon Street is also a notable example of a similar style in the nearby area.

Elsewhere in the study area, the Streamlined moderne style that was once common in the automotive industry buildings is now rare. The 1936 Mitchell House in the CBD is an example of the style as it was applied to office buildings, while the Relova Redressing Laundry on Hoddle Street shows the use of prominent architectural expression of a modern industrial activity. This was a well-established direction in industrial architecture by the 1930s with several examples to be found in the industrial northern and western suburbs, such as with Olympic Tyres, Pilkington Glass, the Southern Can Company and Hopkins Odlum, all in Footscray.

Statement of Significance

What is significant?

The General Motors Holden Social Centre, constructed in 1945 off Salmon Street, Fishermans Bend.

Contributory elements include:

- moderne styling with prominent facade treatment;
- attached flagpole and fins, glass brick and steel-framed windows;
- upper outdoor terrace and metal railings;
- internal fittings and finishes including parquetry floor and stairs;
- 'History of Transport' murals;
- stage and proscenium arch; and
- internal panelling, joinery, dumbwaiter and built-in benches to executive dining room.

How is it significant?

The General Motors Holden Social Centre is historically, socially and aesthetically significant to Fishermans Bend, the city of Melbourne and to Victoria more broadly.

Why is it significant?

The Social Centre is historically significant as it was the focus for workers' amenities and social activities for over 70 years, and has been an integral part of the overall GMH Fishermans Bend plant. Its construction at the end of World War II reflected the optimism for the future commercial success of the company, particularly as the manufacturer of the Australian FJ Holden, highlighted by the site being used in 1948 to launch the 48-215 Holden, known as 'Australia's Own Car'. (Criterion A)

The Social Centre is of aesthetic significance for its finely-detailed and decorative streamlined moderne styling and its intact interior, which includes the 'History of Transport' mural. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Davis, Tony; Kennedy, Ewan; Kennedy, Alistair (1998). T*he Holden Heritage: Eighth Edition*. Blakehurst, New South Wales: Marque Publishing. ISBN 0-947079-57-2.

Darwin, N, 1983, *The History of Holden Since 1917 Melbourne*: Gordon & Gotch; History of Holden, Holden History In Brief, http://history.gmheritagecenter.com/wiki/index.php/History_of_Holden.

Holden Retirees Club website, http://www.hrc.org.au/

Australia Builds a Motor Car, General Motors Australia Pty Ltd, 1948. http://www.hrc.org.au/files/GM%20Australia/GMA%20Aust%20builds%20a%20Motor%20car%20OPT.pdf.

Directories
Salmon Street appears in the Port Melbourne Rate Book for the first time in 1942 and first appears in Sands McDougall in 1938 in Port Melbourne West. 1945 lists GMH as works on 50 acres. Caprice Avenue and Cook Street aren't mentioned before 1949.

Rate books
General Motors Holden
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1936 3336 General Motors Holden Ltd on Fishermans Bend B, G, I works £1618 £2022.10

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay individually as General Motors Holden Social Centre, 241 Salmon Street (Caprice Avenue, Port Melbourne.

Nominate to Victorian Heritage Register.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Apply internal alteration control to murals, original joinery and parquetry floor.

Recommend that a conservation management plan be prepared for all GMH sites prior to any future development.

General Motors Holden head office administration buildings, 251 Salmon Street, Port Melbourne

City of Melbourne property number: 110593

Type of place: office

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1935-6, Inter-war (WW1-WW2)

Major owners or occupiers: General Motors Holden

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: A3

Heritage values:

Aesthetic, Historical

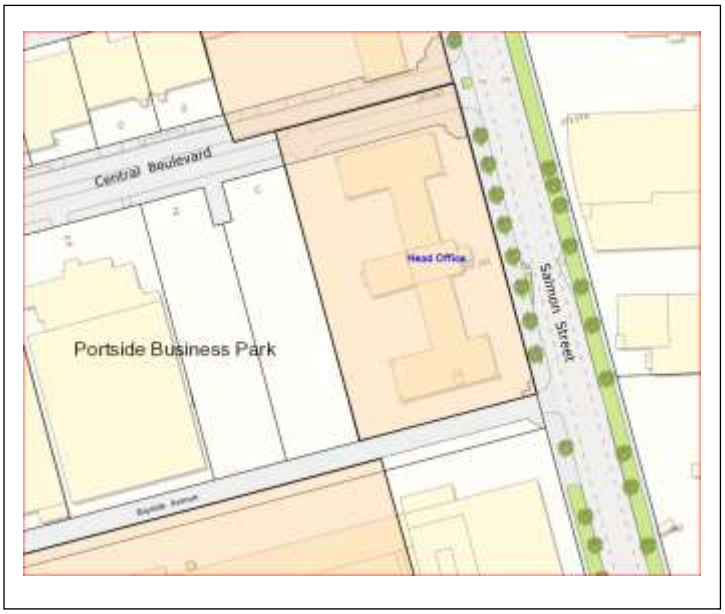
Heritage status:

Heritage Overlay Proposed

Thematic context:

3.2 Expressing an architectural style

5.3 Developing a large, city-based economy



Boundary of heritage place

Description

The General Motors Holden (GMH) administration building is a reinforced two- and three-storey building with symmetrical projecting central and end bays surmounted centrally by a tower. The building is in a streamlined modern style with art deco decorative detailing. It faces onto Salmon Street with a small garden plantation at the front. The corners on the buildings feature groups of five raised vertical strips which were originally painted in contrasting colours to provide highlights with incised vertical sections between the steel-framed windows. The exterior design, with its art deco styling and motifs, reflects the predominant industrial style of the period and is clearly the work of a competent architect, although who this was has not yet been determined. The buildings bear some resemblance to the 1928 GM assembly plant in Regina, Canada, so it is possible that the design came from another GM office in North America. (The private road adjacent to the building and known as Central Boulevard still remains, but the 'gate posts' in the central median are a recent addition and do not have heritage significance.)

History

The Adelaide coach-building firm of James Alexander Holden started as a saddlery business as early as 1854, and expanded into coach building, and then his sons developed motor body building, eventually erecting a large factory at Woodville. The firm evolved over the years, moving into the automotive field in 1908, repairing car upholstery, then the full-scale production of vehicle body shells. Throughout the 1920s Holden had supplied tramcars for Melbourne, but was more prominent as a motor body builder and assembler of various models, particularly for the imported General Motors chassis. In 1931, Holden merged with GM to become General Motors

Holden's Limited (GMH), and in 1936, the firm opened a new headquarters and assembly plant in Salmon Street, Fishermans Bend in Port Melbourne.

The national significance of the endeavour was recognised by the attendance of Premiers and Prime Ministers at official ceremonies, and extensive media coverage. The commencement of construction was marked by an official ceremony and laying the foundation stone on 23 February 1936 attended by then Victorian Premier A.A. Dunstan. The factory was officially opened by the Prime Minister J.A. Lyons on 5th November 1936.

Production initially involved the continued assembly of locally made bodies on imported mechanical components. However, the intervention of war caused the works to shift production to military equipment under Commonwealth contracts.

During World War Two the factory produced more than 30,000 vehicle bodies for the Australian and United States forces and manufactured a wide range of equipment, including field guns, aircraft, aero and marine engines. After the war, Holden returned to producing vehicle bodies, including Buick, Chevrolet, Pontiac and Vauxhall.

Before the war ended, the Australian Government had already taken steps to encourage an Australian automotive industry. Both GM and Ford provided studies to the Australian Government for an Australian-designed car. Although Ford's proposal was the government's first choice, financial costs saw the government choose the GM proposal due to the low level of government intervention.

Holden's managing director, Laurence Hartnett, favoured development of a local design, while GM preferred to see an American design as the basis for "Australia's Own Car". Holden commenced manufacture of a fully-Australian product in 1948, the 48-215, nicknamed the F X ,with the second version the more famous FJ.

The factory was expanded with at the end of World War Two - in recognition of the future civil role and as part of post war reconstruction. The Social Centre was constructed as part of this expansion.

The launch of the Holden 48-215 was a event of national significance with the Prime Minister Ben Chifley and GM Managing Director Harold Bettle officiating on 29 November 1948. The Social Centre was chosen as the venue for the launch.

Expansion of production saw Holden establish a second Victorian assembly plan in Dandenong in the late 1950s, so that complete construction of cars ceased at Fishermans Bend, and would concentrate on component manufacture including a substantial engine manufacturing plant.

The earliest part of the plant was at the corner of Salmon Street and Lorimer Street, with reinforced concrete art deco office buildings fronting large areas are steel-framed saw-tooth roof factory space. The factory was designed by a team of four (L H Hartnett, Managing Director; E J L Gibson, Construction Engineer; J S Storey, Director of Engineering and N A Pointer, Equipment Engineer).

In the 1950s, major expansion to the south and west occurred, including the engine plan (which is now mostly abandoned). In the 1990s, the new V6 engine plant was constructed towards Todd Road, filling the last remaining vacant land. Holden started selling off sections of its 38-hectare manufacturing plant in the last few years, with the original office now occupied by Boral, and the earliest assembly buildings having been demolished to make way for an industrial park. The 1950s Boiler House, which featured an early glass curtain wall design, was demolished in 2011.

Comparative analysis

The GMH Fishermans Bend plant compares with Geelong's Ford factory as another likely-American-imported design. (The Geelong Ford factory was almost certainly an off-the-shelf design by Albert Kahn.) The nearby Rootes factory also demonstrates the moderne style as applied to a car factory, although in this case, executed in fibre cement sheeting. Finally, the GPO workshops in Sturt Street reflect the contemporary government application of the moderne style.

Statement of Significance

What is significant?

General Motors Holden head office administration buildings, 251 Salmon Street, Fishermans Bend.

Contributory elements include:

- wide, symmetrical plan and elevations;
- reinforced concrete structural form;
- streamlined moderne style; and
- steel-framed windows.

How is it significant?

The broader General Motors Holden site is historically and aesthetically significant to Fishermans Bend and the greater city of Melbourne.

Why is it significant?

GMH is historically significant as a major surviving component of the original 1936 General Motors Holden works, which was established as a response to government initiatives to ensure Australian manufacturing of motor vehicles would be preferred to imports, but in partnership between General Motors Canada and the Holden Motor Body Builders. (Criterion A)

The factory is also significant as it is the place where the first Holden vehicles were manufactured, known as 'Australia's Own Car', a nationally-significant manufacturing endeavour which was promoted as part of building the nation's independence economically and as a sort of political revival after World War II; these efforts would later be seen as precursor to the post-war boom.

The building is significant for its strong public presentation, demonstrating the scale and importance of the post-war endeavour. It is also significant in its association with Sir Laurence John Hartnett CBE, an engineer who made several important contributions to the Australian automotive industry, and is often called 'The Father of the Holden'. (Criterion H)

The site is aesthetically significant for its fully-resolved moderne architectural style, executed on a grand scale. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Davis, Tony; Kennedy, Ewan; Kennedy, Alistair (1998). *The Holden Heritage: Eighth Edition*. Blakehurst, New South Wales: Marque Publishing. ISBN 0-947079-57-2.

Darwin, N, 1983. *The History of Holden Since 1917* Melbourne: Gordon & Gotch; History of Holden, Holden History In Brief, http://history.gmheritagecenter.com/wiki/index.php/History_of_Holden.

Holden Retirees Club website. http://www.hrc.org.au/

Australia Builds a Motor Car, General Motors Australia Pty Ltd, 1948. http://www.hrc.org.au/files/GM%20Australia/GMA%20Aust%20builds%20a%20Motor%20car%20OPT.pdf.

Directories
Salmon Street appears in the Port Melbourne Rate Book for the first time in 1942 and first appears in Sands McDougall in 1938 in Port Melbourne West. 1945 lists GMH as works on 50 acres. Caprice Avenue and Cook Street aren't mentioned before 1949.

Rate books
General Motors Holden
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1936 3336 General Motors Holden Ltd on Fishermans Bend B, G, I works £1618 £2022.10

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay individually as General Motors Holden head office administration buildings, 251 Salmon Street, Fishermans Bend.

Nominate to Victorian Heritage Register.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Apply tree controls to mature palms in front of building on Salmon Street.

Recommend that a conservation management plan be prepared for all GMH sites prior to any future development.

General Motors Holden administration building, 261 Salmon Street, Port Melbourne

City of Melbourne property number: 110594

Type of place: office

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1935-1936, Inter-war (WW1-WW2)

Major owners or occupiers: General Motors Holden

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: A3

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed

Thematic context:

3.2 Expressing an architectural style

5.3 Developing a large, city-based economy

Boundary of heritage place

Description

The General Motors Holden administration building is a reinforced, two-storey building with symmetrical projecting central and end bays. The building is in a streamlined moderne style with art deco decorative detailing. It faces onto Salmon Street with a small garden plantation at the front. The corners on the buildings feature groups of five raised vertical strips, which were originally painted in contrasting colours to provide highlights with incised vertical sections between the steel-framed windows. The exterior design, with its art deco styling and motifs, reflects the predominant industrial style of the period and is clearly the work of a competent architect, although who this was has not yet been determined. The building bears some resemblance to the 1928 GM Assembly Plant in Regina, Canada, so it is possible that the design came from another GM office in North America. (The private road adjacent to the building and known as Central Boulevard still remains, but the 'gate posts' in the central median are a recent addition and do not have heritage significance.)

History

The Adelaide coach-building firm of James Alexander Holden started as a saddlery business as early as 1854, and expanded into coach building, and then his sons developed motor body building, eventually erecting a large factory at Woodville. The firm evolved over the years, moving into the automotive field in 1908, repairing car upholstery, then the full-scale production of vehicle body shells. Throughout the 1920s Holden had supplied tramcars for Melbourne, but was more prominent as a motor body builder and assembler of various models, particularly for the imported General Motors chassis. In 1931, Holden merged with GM to become General Motors

Holden's Limited (GMH), and in 1936, the firm opened a new headquarters and assembly plant in Salmon Street, Fishermans Bend in Port Melbourne.

The national significance of the endeavour was recognised by the attendance of Premiers and Prime Ministers at official ceremonies, and extensive media coverage. The commencement of construction was marked by an official ceremony and laying the foundation stone on 23 February 1936 attended by then Victorian Premier A.A. Dunstan. The factory was officially opened by the Prime Minister J.A. Lyons on 5th November 1936.

Production initially involved the continued assembly of locally made bodies on imported mechanical components. However, the intervention of war caused the works to shift production to military equipment under Commonwealth contracts.

During World War Two the factory produced more than 30,000 vehicle bodies for the Australian and United States forces and manufactured a wide range of equipment, including field guns, aircraft, aero and marine engines. After the war, Holden returned to producing vehicle bodies, including Buick, Chevrolet, Pontiac and Vauxhall.

Before the war ended, the Australian Government had already taken steps to encourage an Australian automotive industry. Both GM and Ford provided studies to the Australian Government for an Australian-designed car. Although Ford's proposal was the government's first choice, financial costs saw the government choose the GM proposal due to the low level of government intervention.

Holden's managing director, Laurence Hartnett, favoured development of a local design, while GM preferred to see an American design as the basis for "Australia's Own Car". Holden commenced manufacture of a fully-Australian product in 1948, the 48-215, nicknamed the F X ,with the second version the more famous FJ.

The factory was expanded with at the end of World War Two - in recognition of the future civil role and as part of post war reconstruction. The Social Centre was constructed as part of this expansion.

The launch of the Holden 48-215 was a event of national significance with the Prime Minister Ben Chifley and GM Managing Director Harold Bettle officiating on 29 November 1948. The Social Centre was chosen as the venue for the launch.

Expansion of production saw Holden establish a second Victorian assembly plan in Dandenong in the late 1950s, so that complete construction of cars ceased at Fishermans Bend, and would concentrate on component manufacture including a substantial engine manufacturing plant.

The earliest part of the plant was at the corner of Salmon Street and Lorimer Street, with reinforced concrete art deco office buildings fronting large areas are steel-framed saw-tooth roof factory space. The factory was designed by a team of four (L H Hartnett, Managing Director; E J L Gibson, Construction Engineer; J S Storey, Director of Engineering and N A Pointer, Equipment Engineer).

In the 1950s, major expansion to the south and west occurred, including the engine plan (which is now mostly abandoned). In the 1990s, the new V6 engine plant was constructed towards Todd Road, filling the last remaining vacant land. Holden started selling off sections of its 38-hectare manufacturing plant in the last few years, with the original office now occupied by Boral, and the earliest assembly buildings having been demolished to make way for an industrial park. The 1950s Boiler House, which featured an early glass curtain wall design, was demolished in 2011.

the Social Centre was recognised for its important role in among the factory workers and the social history of the works. In 1996 a major refurbishment was undertaken, and in 2009 it was

renamed JC's Café in recognition of long standing employee John Connell A time capsule was placed behind a plaque outside the Social Centre by Prime Minister John Howard on 29 November 1998, to recognise the 50th anniversary of the FJ Holden, to be opened in 2048 (commemorative plaques).

Comparative analysis

The GMH Fishermans Bend plant compares to Geelong's Ford factory as another likely-American-imported design. (Ford was almost certainly an off-the-shelf design by Albert Kahn.) The nearby Rootes factory also demonstrates the moderne style as applied to a car factory, although in this case executed in fibre cement sheeting. Finally, the PMG workshops in Sturt Street reflect the contemporary government application of the moderne style.

Statement of Significance

What is significant?

The General Motors Holden administration building, constructed in 1936 at 261 Salmon Street, Fishermans Bend.

Contributory elements include:

- two-storey symmetrical form;
- moderne styling with prominent facade treatment;
- attached flagpole and fins, glass brick and steel-framed windows; and
- upper outdoor terrace and metal railings.

How is it significant?

General Motors Holden is historically, socially and aesthetically significant to Fishermans Bend, to the city of Melbourne and to Victoria as a whole.

Why is it significant?

The GMH plant is historically significant as a major surviving component of the original 1936 works of GMH, which was established in response to government initiatives intended to ensure a preference for Australian-manufactured vehicles in preference to imports, but in partnership between General Motors Canada and the Holden Motor Body Builders. (Criterion A)

The factory is also significant as it is the place where the first Holden vehicles were manufactured, known as 'Australia's Own Car', a nationally-significant manufacturing endeavour which was promoted as part of building the nation's independence economically and as a sort of political revival of the country after World War II; these efforts would later be seen as precursors to the post-war boom.

The building is significant for its strong public presentation, demonstrating the scale and importance of the endeavour. It is also significant for its association with Sir Laurence John Hartnett CBE, an engineer who made several important contributions to the Australian automotive industry, and is often called 'The Father of the Holden'. (Criterion H)

It is aesthetically significant for its fully-resolved moderne architectural style. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Davis, Tony; Kennedy, Ewan; Kennedy, Alistair (1998). *The Holden Heritage: Eighth Edition*. Blakehurst, New South Wales: Marque Publishing. ISBN 0-947079-57-2.

Darwin, N, 1983 *The History of Holden Since 1917*, Melbourne: Gordon & Gotch ; History of Holden, Holden History In Brief, http://history.gmheritagecenter.com/wiki/index.php/History_of_Holden.

Holden Retirees Club website. http://www.hrc.org.au/.

Australia Builds a Motor Car, General Motors Australia Pty Ltd, 1948. http://www.hrc.org.au/files/GM%20Australia/GMA%20Aust%20builds%20a%20Motor%20car%20OPT.pdf.

Directories
Salmon Street appears in the Port Melbourne Rate Book for the first time in 1942 and first appears in Sands McDougall in 1938 in Port Melbourne West. 1945 lists GMH as works on 50 acres. Caprice Avenue and Cook Street aren't mentioned before 1949.

Rate books
General Motors Holden
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1936 3336 General Motors Holden Ltd on Fishermans Bend B, G, I works £1618 £2022.10

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay individually as General Motors Holden administration building, 261 Salmon Street, Fishermans Bend.

Nominate to Victorian Heritage Register.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Apply tree controls to mature palms in front of building on Salmon Street.

Recommend that a conservation management plan be prepared for all GMH sites prior to any future development.

St Kilda Road Boulevard

City of Melbourne property number:

Type of place: road/landscape

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1860s, Victorian-era

Major owners or occupiers: colonial government

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: A1

Heritage values:

Aesthetic, Historical, Scientific

Heritage status:

Heritage Overlay Proposed

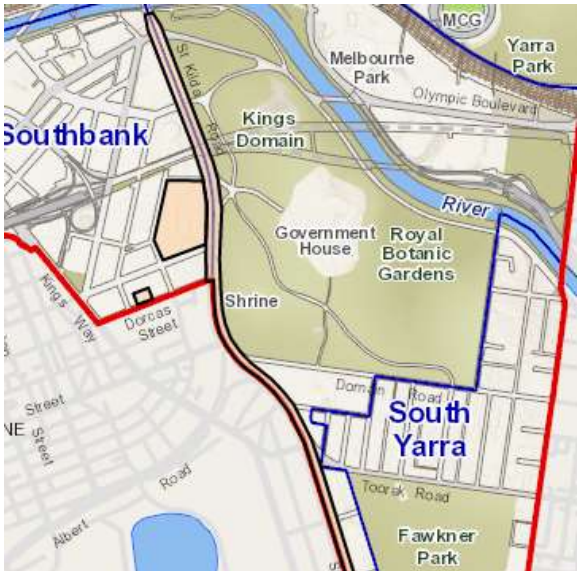
Victorian Heritage Register: H2359

Thematic context:

6.6 Street making, drainage and river works

6.7 Transport

7.2 Cultivating the 'Garden City' aesthetic



Boundary of heritage place

Description

The part of St Kilda Road within the City of Melbourne is approximately four kilometres in length, extending from Princes Bridge to High Street, just short of St Kilda Junction. It is a tree-lined boulevard which includes the road reserve to a point close to the intersection with Henry Street, Windsor, near the St Kilda Junction. It includes a wide carriageway, comprising a central roadway with tram tracks, flanked by medians, outer traffic lanes and wide footpaths. St Kilda Road has offers a valuable view towards the Shrine of Remembrance, and the 1908 memorial to Edmund Fitzgibbon is located on a median near the intersection of St Kilda Road and Linlithgow Avenue.

For much of the length of St Kilda Road between Linlithgow Avenue and High Street, the central roadway and outer traffic lanes are separated by median plantings of plane trees (Platanus x aceriflolia). Various elms are planted to form a border along the east and west edge of the outer traffic lanes: Ulmus procera (English elms), Ulmus x hollandica (Dutch elms) and Ulmus x hollandica, 'purpurascens' (purple-leaved Dutch elms). Plantings along St Kilda Road vary in age, with most trees either mature to over-mature.

The boundary of the heritage area should be the same as that for the Victorian Heritage Registered Place (H2359 St Kilda Road).

History

St Kilda Road developed from an 1830s track known as Baxter's Track, a bush track which led southwards to the St Kilda Hill and Baxter's Stockyard at the corner of Robe and Acland streets. As early as the 1840s, the east side of St Kilda Road was chosen as the location of public institutions. In the early 1840s the first Immigrants Home was established near the Yarra River, and Governor La Trobe reserved a site for a Government House on an elevated location on the Domain by 1840. In 1842, the first sales of Crown land in St Kilda took place, and an 1843

advertisement made an early mention of a track to St Kilda from Melbourne. By 1847, residents of St Kilda and the Melbourne Corporation had agreed to donate £25 each towards improving the 'highway' from St Kilda to Melbourne, although little was done before the 1850s. St Kilda Road was also known as the Brighton Road in this period, with the growth of Brighton also influencing the road's use and development as coach services connected both localities to Melbourne.

The first stone bridge across the Yarra River was opened in 1850. In 1853, the Melbourne Central Road Board instructed an engineer to survey St Kilda Road from Princes Bridge to St Kilda Junction with a view towards improvements. The Roads Act of 1853, which provided for wide roadways for a number of radial routes from Melbourne, indicates that then-Surveyor-General Robert Hoddle envisaged the growing town as a future city. St Kilda Road was a main thoroughfare by the early-1850s, and the 1853 Roads Act designated it to be of a three-chain (60 metres) width. The line of the road can be seen on an 1858 plan and broadly reflects the existing alignment. Further institutions were established along St Kilda Road in the 1850s and 1860s, including the Military Barracks (1854), Melbourne Grammar School (1856), the Observatory (1861), Wesley College (1865), and the Deaf and Dumb Institute and School for the Blind (both 1866). Government House was constructed off St Kilda Road in the Domain parklands between 1871 and 1875, and the Jewish Almshouses near St Kilda Junction were established in 1870. Likewise, the Domain parklands were developed at the northern end of the road throughout the 19th century. In 1867, the northern end of St Kilda Road was used as part of the ceremonial route from Sandridge (Port Melbourne) to Melbourne for the arrival of the Duke of Edinburgh.

Historian Judith Buckrich recounts how the procession had 50 carriages, and as it wound into St Kilda Road it was met by a group of schoolboys, including a contingent from Wesley College who presented arms. Closer to the bridge, the women at the Immigrants Home were standing on raised benches specially erected so they could see easily the prince and procession. In the mid-1870s, the first allotments along St Kilda Road, near Fawkner Park, were auctioned off for residential development. (VHR citation)

Comparative analysis

Other grand avenue or boulevard-type roads in Melbourne have their roots in the same early planning started under Governor LaTrobe and William Hoddle. Royal Parade and Flemington Road to the north of the city present the same form of multiple rows of trees dividing separate carriageways, while Wellington Parade and Victoria Parade do the same for east-west travel. Dandenong Road continues the southern approach to the southeast. Queens Parade and Alexander Parade form narrower and later avenues, thanks to landscaping and improvement schemes instigated in the early 20th century.

The development of these boulevards was shaped by the 1853 Roads Act, which provided for a number of wide (three- or four-chains' width, approximately 60 or 80 metres) main radial routes from Melbourne, which Surveyor-General Robert Hoddle envisaged as being important for the growth of Melbourne as important thoroughfares and transport routes. The roads deemed 'main' under this legislation included St Kilda Road, Royal Parade, Wellington Parade, Hoddle Street, Victoria Parade, Queens Parade, Flemington Road, Dandenong Road east of Chapel Street, Brighton Road south of Carlisle Street and Geelong Road.

By the late-19th century, a number of Hoddle's main radial roads had been improved through the planting of trees and the use of central medians, which would ultimately development into boulevards. The extent and success of these improvements varied, particularly when multiple councils held responsibility for the roads. The improvement of these roads related both to a desire to create 'picturesque' thoroughfares, and a recognition of the increasing diversity in

traffic types, particularly with the introduction of trams and motor vehicles. In recent years, bicycle lanes have been added to Melbourne's boulevards to further separate traffic types and increase commuter safety.

Statement of Significance

What is significant?

St Kilda Road, the boulevard leading south from the city, being the road reserve commencing at Princes Bridge, Melbourne, to a point close to Henry Street, Windsor, near the St Kilda Junction. This includes the roadway, medians, garden beds, kerbing, footpaths, trees, the Edmund Fitzgibbon Memorial and a single lamppost on the east median, south of High Street.

History Summary St Kilda Road developed from Baxter's Track which led from Melbourne to Baxter's Stockyard in St Kilda from the 1830s.

As early as the 1840s, the east side of St Kilda Road was chosen as the location of public institutions, such as the first Immigrants Home, and Governor La Trobe had reserved a site for a Government House in the nearby Domain by 1840. By the early 1850s St Kilda Road was a main thoroughfare and more institutions were built along it, such as Victoria Barracks (1856-72), Melbourne Grammar School (1856), the Observatory (1861) and the School for the Blind (1866).

In the mid-1870s, the first allotments along St Kilda Road, near Fawkner Park, were auctioned for residential development. Improvements were undertaken to St Kilda Road in the late 1880s, prompted by the introduction of cable tramways along the length of the road in 1888. The road was soon after referred to as a 'boulevard'.

The ceremonial and symbolic importance of St Kilda Road was enhanced with the construction of the Shrine of Remembrance in 1934 which incorporated the vista along St Kilda Road and Swanston Street. With the 1950s rezoning of land along St Kilda Road to allow for non-residential development, the character of the built form along St Kilda Road began to change, with the demolition of nineteenth century residences and construction of commercial and office buildings.

The road itself has remained a boulevard, and community appreciation of it continued into the late twentieth century. St Kilda Road continues to be the southern gateway to Melbourne and an important thoroughfare connecting the southern suburbs with the city, and it retains its role as a location for public ceremonies, such as the annual Anzac Day parade, and gatherings. Description Summary St Kilda Road, Melbourne is approximately four kilometres in length. It is a tree-lined boulevard which includes the road reserve commencing at Princes Bridge, Melbourne to a point close to the intersection with Henry Street, Windsor near the St Kilda Junction. It includes a wide carriageway, comprising a central roadway with tram tracks, flanked by medians, outer traffic lanes, and wide footpaths.

St Kilda Road has important views to the Shrine of Remembrance, and the 1908 memorial to Edmund Fitzgibbon is located on a median near the intersection of St Kilda Road and Linlithgow Avenue.

For much of its length between Linlithgow Avenue and High Street the central roadway and outer traffic lanes are separated by median plantings of Plane Trees (Platanus Ã— aceriflolia). There are border plantings of Elms: Ulmus procera (English Elms), Ulmus x hollandica (Dutch Elms) and Ulmus x hollandica 'purpurascens' (Purple leaved Dutch Elms) along the east and west edge of the outer traffic lanes. Plantings along St Kilda Road vary in age with most trees either mature to over-mature. This site is part of the traditional land of the Kulin Nation.

How is it significant?

St Kilda Road is of historical and aesthetic significance to the state of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

Criterion A: Importance to the course, or pattern, of Victoria's cultural history.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural places and objects.

Criterion E: Importance in exhibiting particular aesthetic characteristics.

Why is it significant?

St Kilda Road is historically significant as one of Melbourne's longest and grandest major thoroughfares. For over a century this European-style boulevard has had an iconic status as the southern gateway to the city.

Dating from the 1850s, St Kilda Road was developed into a magnificent tree-lined boulevard during the late-19th century and was the location of some of Victoria's major public institutions. From the 1880s, Melbourne's wealthy constructed impressive residences at this prestigious address, and from the 1950s it became a centre for commercial activity. St Kilda Road has been used for ceremonial and celebratory processions including those associated with the Duke of Edinburgh's visit to Melbourne in 1867, the opening of the International Exhibition of 1880 and the opening of the Australian Federal Parliament in 1901. It remains the site of Victoria's annual Anzac Day march, Moomba parades and political protests. (Criterion A)

St Kilda Road is significant as a fine and representative example of a boulevard. It was one of the first of Melbourne's main roads (along with Royal Parade, Flemington Road, Dandenong Road and Queens Parade) to be laid out in boulevard-style around 1889, and is the longest metropolitan boulevard in Melbourne. Boulevards are wide, tree-lined roads which often separate traffic types with medians strips. They are a form of urban design that characterised the development of European cities from the 1750s onwards, and first appeared in Australia from the mid-19th century. St Kilda Road demonstrates many characteristics of a boulevard, with consistent medians and trees extending almost the whole length of the road – approximately four kilometres in length – although there is variation in the intactness of some of the plantings. St Kilda Road has developed over time to safely accommodate many different modes of traffic, including trams, cars, bicycles and buses. (Criterion D)

St Kilda Road is of aesthetic significance as an iconic boulevard which has been recognised as a place of beauty and a visually outstanding element in Melbourne's urban landscape. A broad and stately thoroughfare, its intact and impressive plantings of mature elm and plane trees beautify the southern access to the city. The overarching tree canopies are of considerable visual appeal, providing a sense of enclosure and exemplify the aesthetic use of trees as a road design device. The sweeping views between the Shrine of Remembrance, St Kilda Road and Swanston Street are significant for their emphasis on St Kilda Road as a processional route between the Shrine and the city. There are also important visual associations with the Queen Victoria Garden and Domain parklands to the east. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Primary heritage study

Bryce Raworth – South Melbourne Conservation Study 1997. (no specific mention)

Other heritage studies

South Melbourne Conservation Study 1987. (no specific mention)

Building Identification Form 1997.

Other References

Victorian Heritage Register:

http://vhd.heritagecouncil.vic.gov.au/places/198047/download-report

Buckrich, Judith Raphael, Birkenbeil, Antoinette, 1954- and State Library of Victoria, *Melbourne's grand boulevard : the story of St Kilda Road*. State Library of Victoria, Melbourne, 1996.

Lovell Chen, Nomination Of St Kilda Road to The Victorian Heritage Register, Supporting Documentation, Prepared for Melbourne Metro Rail Authority December 2015.

St Kilda Road VHR Number H2359 Heritage Council Determination 26 August 2016.

Maps

MMBW map series. 40 feet to 1 inch. 1892. State Library of Victoria.

Mahlstedt Fire Insurance Plans, South Melbourne, c1920, c1930, c1950, State Library of Victoria.

The City of Melbourne CoMMap.

Recommendations

Include as an individual significant place in the heritage overlay.

Revise Heritage Places Inventory.

Consolidate parts of HO5 and HO6, as well as VHR-registered area into new heritage overlay.

Apply tree controls to mature street trees.

Repatriation Commission Outpatients Clinic, part of Victoria Barracks, 256-310 St Kilda Road, Southbank

City of Melbourne property number:

Type of place: Hospital

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1937, Inter-war (WW1-WW2)

Major owners or occupiers: Repatriation Commission, Australian government, Commonwealth Department of Defence

Designer: George Hallendal, under Commonwealth Works Department Director, H. L. McKennall

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: A2, Proposed: A1

Heritage values:

Aesthetic, Historical, Social

Heritage status:

Heritage Overlay Proposed

Thematic context:

4.8 Defending the city

11.1 Improving public health

11.2 Providing welfare services

Boundary of heritage place

Description

A distinctive streamlined moderne-style corner building using manganese brick and pressed cement mouldings. The Outpatients Repatriation Clinic is a parapeted two-storey form with a symmetrical facade opening onto St Kilda Road. The building addresses the corner site with stylised neo-classical cemented colonnades on both frontages and a stepped-plan form along Coventry Street, accentuating the modern jelly-mould theme. A grand terracotta faience portico-in-antis faces St Kilda Road with fluted reveals, keystone, roundels, metal grilles, vertical beading and an urn. Metal-framed windows set in full-height recesses act as implied colonnades in the brick walls. There are significant moderne-style wrought-iron gates, basement and wall grilles as well as pressed-metal rainwater heads, and a brick-paved approach and entry with cemented flow boxes either side, all of which contribute the integrity of the place.

Internally, the art deco style influences continue, with terrazzo and jarrah parquetry floors (now partly removed), decorative mouldings on the walls and ceilings, ribbon windows and fine detailing on vents. The staircase is particularly ornate with terrazzo steps and finally-turned timber handrails. A large plaster crest has been removed from the end wall of the main hall, presumably souvenired or transferred to a museum collection.

The terracotta faience has been painted over and a ramp added, reducing the integrity of the place.

The clinic is adjunct to the Victoria Barracks with its mainly Victorian-era bluestone construction, but also a visually-related Moderne-style brick wing from 1940 to the west along Coventry Street.

History

The former Repatriation Commission Outpatients Clinic was designed for the Commonwealth Repatriation Commission by noted Melbourne-based architect George Hallandal, acting under H. J. Mackennal of the Commonwealth Department of the Interior, and built by Blease McPherson & Co. of Queen Street. The clinic opened in 1937.

The clinic was part of a million-pound repatriation program undertaken by the Commonwealth Government across Australia, and widely reported upon during its planning stages and upon completion. It was one of a large number of military buildings developed by the Commonwealth Works Department in Victoria as part of strategic preparation for World War II. The clinic replaced an earlier galvanised structure at the southeastern corner of the site. Lieutenant Colonel White, acting minister for repatriation, announced the proposal to build an outpatients' clinic for returned soldiers in 1936 at a cost of £10,000. The building was purpose-built for outpatients in order to reduce congestion in the facilities available at the Caulfield Repatriation Hospital at the time (*The Argus*, 1936).

The design met some controversy, with well-known artist Sir Arthur Streeton condemning the contrast of the brown brickwork with the existing bluestone structures of Victoria Barracks. Streeton wanted the clinic built in bluestone to match the barracks as well as Melbourne Grammar, feeling that this would be a fitting addition to the great boulevard that was St Kilda Road. Director of the Commonwealth Public Works Department, Mr. H. J. Mackennal, replied that the brick was chosen to make the building 'unpretentious', and that the cost of building in bluestone would have been four times the final contract price of £16,000 (*The Argus*, 1937).

The building housed an outpatient clinic that included medical examination rooms, operating theatres, a massage section and a dispensary. A canteen was located in the basement, with accommodation for staff on the first floor above the clinic. It was considered to be a thoroughly modern art deco design and was one of the first public buildings in Victoria to have mechanical air conditioning. A major extension to the rear (fronting Coventry Street) was built in compatible materials and style during the 1940s. The original Barracks' bluestone wall had to be rebuilt closer to B Block to enlarge the site for the Repatriation Centre (Godden Mackay Logan, 2011a, p. 22).

George Hallandal was responsible for the design of many of the other Defence buildings, with notable buildings from the same period including the Royal Australian Army Medical Corps Training Depot and the Royal Melbourne Regiment Drill Hall. Hallandal worked with the Commonwealth Works Department from 1923 to 1966, and had a long and distinguished career.

New matching wings were added in 1946-1947, designed by another noted Commonwealth architect, D. B. Windebank. Many ex-servicemen received invaluable treatment there over the years.

The clinic was administered by the Repatriation Commission as part of its healthcare role for veterans, as it was specifically built to manage demands on existing facilities (*The Argus*, 1936). The Repatriation Commission was established in 1920 by proclamation of the Australian Soldiers' Repatriation Act 1920 (Department of Veterans' Affairs, 2014). The Repatriation Commission was intended to manage returned soldiers, and encompassed healthcare, settlement, pensions and vocational training. This was an unusual example of a federal approach to healthcare, with most healthcare institutions at the time being managed by the state (Sax, 1984, pp. 15-42). The clinic is also an unusual example of a centre being built specifically to manage healthcare controlled by

the Repatriation Commission. Most hospitals used by the Commission were typically former field hospitals managed by the Services that had now been handed over to the Commission, generally after World War II; for example, the Heidelberg Repatriation Hospital was formerly the 115th Heidelberg Military Hospital (Austin Health, 2015).

The role of the Repatriation Commission shifted after the introduction of Veterans' Entitlements Act of 1986 and the establishment of the Department of Veterans' Affairs, after which Repatriation Hospitals were gradually transferred to state control. The length of use of this Repatriation Centre as a clinic is unknown, but it was temporarily used as a store for Defence, and also used by the Maintenance Engineering Agency for a time during the 1990s. In 1999, it was described as unoccupied and in 'disrepair', and has been vacant since. All asbestos material is recorded as having been removed in 2005, and the exterior was refurbished in 2006 (Godden Mackay Logan, 2011a, p. 22), however the absence of asbestos material is currently unconfirmed.

Comparative analysis

The clinic is typical of the late-1930s Commonwealth government architecture, erected in the lead-up to the World War II in the form of drill halls and other military structures. Two drill halls in the Melbourne CBD are on the Victorian Heritage Register, both designed by the same person, and both highly-significant, although one has been altered.

The streamlined moderne-style used for the clinic fits the corner site and purpose of the building, and detailing such as the terracotta, wrought-iron grilles and gates is notable, as is the building's condition and integrity.

Statement of Significance

What is significant?

The former Repatriation Outpatients Clinic, designed for the Commonwealth Repatriation Commission by noted Melbourne-based architect George Hallandal acting under H. J. Mackennal of the Commonwealth Department of the Interior, built by Blease McPherson & Co. of Queen Street, and opened in 1937.

New matching wings were added in 1946-1947, designed by another noted Commonwealth architect, D. B. Windebank.

The use of manganese brick differentiated the design from the adjoining barracks, as was its function. This approach attracted criticism from the artist Sir Arthur Streeton who wanted bluestone, but otherwise the clinic was heralded across Victoria as a modern, much-needed facility. The construction was part of a million-pound repatriation program undertaken by the Commonwealth Government across Australia.

At the time, St Kilda Road was regarded as one of the `Great Streets of the World'.

Contributory elements include:

- streamlined moderne-style, parapeted two-storey form;
- symmetrical facade to St Kilda Road;
- salt-glazed manganese brickwork and pressed cement detailing;
- corner site with stylised neo-classical cemented colonnade addressing both frontages, rounded corners and stepped-plan form along Coventry Street;
- grand terracotta faience portico-in-antis facing St Kilda Road with fluted reveals, keystone, roundels, metal grilles, vertical beading and an urn;

- metal-framed windows set in full-height recesses, acting as implied colonnades in the brick walls;
- significant moderne-style wrought-iron gates, basement and wall grilles, also pressed metal rainwater heads; and
- brick-paved approach and entry with cemented flow boxes on either side.

The terracotta faience has been painted over and a ramp added, reducing the integrity of the place.

How is it significant?

Outpatients Repatriation Clinic part of the Victoria Barracks is historically, socially and aesthetically significant to Southbank, the city of Melbourne and to greater Victoria.

Why is it significant?

Historically and socially, the Outpatients Repatriation Clinic is significant for its association with an important phase of major building activity in Melbourne, prior to the commencement of World War II. (Criterion A)

Aesthetically, the clinic is a fine and well-preserved example of the moderne-style phase of Commonwealth government architecture that existed in the late-1930s in the lead-up to World War II. The use of brickwork, terracotta, wrought iron grilles and gates is notable, as is the building's condition and integrity. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Victorian Heritage Database
National Trust of Australia (Vic)

Statement of Significance:

The Outpatients Repatriation Clinic, built in 1936-37 and thought to be the design of George Hallendal under Commonwealth Works Department Director, H L McKennall, is of regional historical and architectural significance. Hallendal designed many buildings and several fine drill halls in a long and distinguished career with the Commonwealth Department of Works. Additions in the mid-1940 s were designed by another prominent architect, D B Windebank. Architecturally, the clinic is typical of 1930s Commonwealth government architecture. The use of wrought iron grilles and gates is notable, as is the building's condition and integrity. Historically, the Outpatients Repatriation Clinic is significant for its association with an important phase of building activity prior to the Second World War which included various barracks and several notable drill halls. Classified: 03/06/1996 - See more at: http://vhd.heritagecouncil.vic.gov.au/places/65672#sthash.HSdooBCb.dpuf.

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Pruszinski, J. (2007a). Victoria Barracks Melbourne, Victoria: Heritage Management Plan. Adelaide: Unpublished report to the Australian Government Department of Defence.

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Newspapers

The Argus. 1936, January 18, p.22.
New Soldiers' Clinic. OUT-PATIENTS' CLINIC.
New Building for Soldiers. £10,000 TO BE EXPENDED.
The Federal Government has decided to build o new out-patients' clinic for returned soldiers at the corner of St. Kllda-road and Coventry-street. Plans have not yet been prepared, but the clinic will 'be one story of brick, and will cost £10,000. Making this announcement yesterday, Mr. White, Acting Minister of Repatriation, said that as there had been a considerable growth In the number of outpatients under treatment at the existing clinic and to avoid congestion, it had been necessary to extend the period between visits of out-patients, though such had not been done with potential inpatients, who were kept under close observation. Such a state of affairs was neither satisfactory to the out-patients, nor to the medical staffs, and as the accommodation had been of a temporary nature and was now overcrowded and unsuitable, It was proposed to erect a more suitable and ' substantial structure where the whole -of the out-patient clinic would be housed. When completed, the more adequate accommodation and improved facilities provided would add to the comfort of patients and bring the clinic into line with present requirements, and be thoroughly up-to-date. The Minister pointed out that 200 ex-soldiers dally attended me out-patients' clinics. Wounds were dressed, massage was given, and eye and nerve cases were dealt with.

The Argus. 1937, March 5, p.12.
Brick Clinic in St. Kilda Road Condemned.
The brown brickwork of the new outpatients' clinic being erected in St. Kilda road for the Repatriation Commission will contrast sharply with the massive bluestone buildings of Victoria Barracks, which it adjoins. "A building in this part of St Kilda road in anything but bluestone will ruin this magnificent boulevard " said Sir Arthur Streeton yesterday. In condemn-ing the proposal to erect a new clinic for the Repatriation Commission in brown brick and terra-cotta

tiles alongside Vic-toria Barracks. The barracks, he added was one of the finest buildings in Mel-bourne, and was in complete harmony with the Melbourne Grammar School and other imposing structures on the tree-lined road. If the new clinic were to be built of brick one might as well think of de molishing the other structures and rebuilding them of brick also. The director of the Commonwealth Public Works Department (Mr. H. J. Mackennal) has explained that brown brick was chosen for the new building to make it "unpretentious." To erect the clinic in bluestone, he said, would have cost four times as much as the contract price for the brick building-£ 16,000.

Recommendations

Include as an individual significant place in the heritage overlay.

Revise Heritage Places Inventory.

Apply external paint controls with policy to maintain original finishes and colour schemes.

Apply internal alteration controls to retain configuration of main hall, examination room, internal fittings, stairs and wall panelling, and original heating and air conditioning units, ducts and vents,.

Victoria Barracks, 256-310 St Kilda Road, Southbank

City of Melbourne property number:

Type of place: defence

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1860, Victorian-era, Edwardian-era

Major owners or occupiers: Victorian government, Australian Government

Designer: Gustav Joachimi and J. Duncan, Royal Engineers

Heritage Gradings:

Proposed new system (C258):

Individually significant? Yes

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: A1

Heritage values:

Aesthetic, Historical, Social

Heritage status:

Heritage Overlay Proposed

Thematic context:

4.8 Defending the city

Boundary of heritage place

Description

The Victoria Barracks comprises a 5.7-hectare site bound by St Kilda Road, Wadey Street, Wells Street and Coventry Street, Melbourne. The site contains a number of substantial bluestone and brick buildings including:

A Block – a relatively unadorned Victorian Italianate-style block, with three storeys in the central section, flanked by two-storey wings, reflecting a Second Empire massing style. It is executed in finely-axed, rock-faced Lethbridge basalt. The roof is hipped – with iron ridge-cresting to the central section, eaves have paired brackets, and the several chimneys are corbelled. Openings to the main elevation are a mixture of round-arched and segmentally-arched windows and doors. Features include oval windows on the west elevation, unusual buttressed rear entrances and finely-dressed stone on the main elevation. Internally, the stairway is of fine design, as is the adjoining cornice and skirting work, and many original internal features remain intact. Iconic columns and pedimented door-cases add a monumental aspect to the interior of the main entrance.

B Block: The Guardhouse – a rectangular (originally L-shaped), single-storey building with bluestone walls and a hipped roof clad with slate. The veranda is also slate-roofed, and there are iron wall brackets fixing the veranda to the wall plates. There are early-20th century glazed roof-lights to the veranda.

C Block: The Armoury – a two-storey basalt wing, and *The Ordnance*, a single-storey and basalt structure which was enlarged in 1912.

F Block – two-storeyed bluestone with hipped roof clad with corrugated iron, and a parapet with a bluestone cornice below. The front facade is symmetrical and there is a central timber door with double-hung sash windows on either side. Windows have picked bluestone surrounds with drafted margins and simple sills. A porch stands to the rear with slate flooring and a wrought-

iron balustrade. Internally, the building is divided into offices, retaining many of the original beaded architraves and skirtings, angled timber window reveals, incised dado mouldings and fireplaces. The first floor rooms have timber floors and lathe-and-plaster ceilings. A basalt stair leads to the first floor and there is an original glazed skylight above it.

G Block – a large, long, rectangular building constructed of rock-faced, squared, coursed rubble bluestone, with quoins of various finishes. The building is two storeys plus a basement. The hipped roof, now clad in iron but originally slate, is set behind a parapet. Originally the building was designed as separate units, with a separate roof to each unit. The facade is simple and marked by the repetition of the units, giving the building an austere look. Windows are generally 12-pane double-hung sashes, and there are top-lights above the doors. At each entrance there is a flight of stairs leading to a bridge – with balustrades – which connects to the door. The western, rear elevation has a series of two- and three-storey projecting towers with basements.

J Block – a part of the Victoria Barracks' axial plan, and very similar to F Block except for the veranda. J Block is a two-storey bluestone with tooled and picked detailing, hipped slate roof, two-storey veranda to the south and east, and clad with corrugated galvanised iron. There is a low bluestone parapet. The south and east facades, in keeping with the Victorian Georgian style of the building, are symmetrical, with a central door flanked by double-hung six-pane sash windows. Windows and doors are decorated with quoins.

The Keep – the central embrasure of the perimeter wall, part of the original axial planning of the complex. It is built of rock-faced basalt and was given prominence with quoins emphasised by fine-drafted margins and fine dressings to openings. Capping is freestone. There are slit windows and a crenellated parapet. Various sections of the perimeter wall survive as well. The wall and Keep have rougher stonework than the other buildings in the complex, designed to convey an impression of impregnability.

History

Dates for construction of the Victoria Barracks are contradictory, but a newspaper account from 1862, referring to their commencement five years previous, suggests 1857 as the date of initial construction. This is backed up by other sources as well. The Barracks were built for the British Imperial Garrison, including the 12th and 40th Regiment of Foot, who were involved in putting down the armed Eureka Stockade rebellion in Ballarat, Victoria, and later the Colony of Victoria's colonial forces (*The Age*, 24 June 1862, p.6).

The Barracks first appear on a map of the military reservation dated in 1859. The progress of the construction of A Block was dependent on available funding, although its completion was clearly a priority of many of those in command. In March 1860, the Deputy Adjutant General's office wrote to the Honorary Commissioner of Public Works stressing its importance: '...it is desirable that the Officers Quarters should be proceeded with without delay, both as a matter of convenience and discipline.'

The earliest building, G Block, was built by soldiers of the 40th Regiment under the supervision of a royal engineer officer. Later, building was undertaken by civil contractors. A large extension – A Block, New Wing – was added in 1917 to accommodate the headquarters of the Department of Defence, designed in the style of the original A Block building, although the construction method and interior were completely modern for the time. The art deco M Block was added in 1939, and the floor was the first continuous concrete pour in Australia. The Barracks were named in honour of Queen Victoria.

From 1901 to 1958 this was the site of the Commonwealth Department of Defence headquarters.

During World War II, the Victoria Barracks housed the Australian War Cabinet Room. The War Cabinet comprised senior members of parliament from the Government and Opposition parties. The Defence Secretariat occupied the second floor of A Block New Wing, which also contained the offices of senior military staff, the Secretary of the Department Defence Sir Frederick Shedden, visiting Ministers of State and their secretaries and support staff. The wartime prime ministers, Robert Menzies and later John Curtin, also had offices near the War Cabinet Room throughout the world wars. It is believed that the American general Douglas MacArthur had an office at the Barracks, however this is not likely as his headquarters were at the Hotel Australia in the Melbourne CBD. It was, in fact, General Sir Thomas Blamey who had his headquarters at the Barracks while serving as Commander-in-Chief, Australian Military Forces, and simultaneously in international command as Commander-in-Chief, Allied Land Forces in the South-West Pacific Area under MacArthur (Department of Defence 2013).

Comparative analysis

The Victoria Barracks present a unique classically-derived bluestone facade to St Kilda Road, which is complemented by the nearby painted Police Barracks and the bluestone gothic style of Wesley College down the road. The Queenscliff and Point Nepean defence installations also reflect the same combination of austere classically-derived architecture and massive stone defensive forms. Elsewhere in the City of Melbourne, the Old Melbourne Gaol provides a relevant architectural comparison.

Statement of Significance

What is significant?

Victoria Barracks, 256-310 St Kilda Road, Southbank.

Contributory elements include:

- classically-derived bluestone facades;
- finely-detailed masonry with carved mouldings;
- hipped slate roofs;
- landscaped grounds with mature exotic trees;
- cannons in the forecourt;
- composite timber-and-iron verandas;
- The Keep's fortified wall remnants; and
- entrance gates with flanking bluestone pillars and guard house.

How is it significant?

The Victoria Barracks are significant for historic, social and aesthetic reasons to Southbank, the city of Melbourne, greater Victoria and Australia as a whole.

Why is it significant?

The Victoria Barracks are historically significant as being the earliest and most substantial colonial military facility in Victoria, representing the initial British military presence in the colony, the early Victorian colonial forces and the Commonwealth Department of Defence. (Criterion A)

It is also notable for its association with major phases of Australia's defence and military history. The site was integral in the imperial defence of the colonies and was used increasingly for offices, as defence administration was concentrated at Victoria Barracks. Following Federation, key defence figures were accommodated in the buildings. During World War I, Block A housed the headquarters for Australia's defence administration and remained associated with defence

headquarters until the move to Canberra in the late-1950s. A1 Block, along with the flanking J and F blocks, are significant historically for their direct association with the War Cabinet and Advisory War Council during World War II, where major wartime decision-making activities took place. (Criterion A)

The buildings have strong associations with key individuals in Australia's military, political and architectural history. These people include wartime prime ministers –Sir Robert Menzies, John Curtin and Ben Chifley, ministers and departmental secretaries, senior military officers –Major Generals Hoad and Bridges, architects – J. S. Murdoch and G. Joachimi, and Allied military and political leaders. (Criterion H)

The buildings are of architectural significance as they are outstanding examples of the Victorian Public Works Department's work during the period of Victorian Italianate style and Second Empire massing, displaying highly-skilled workmanship in basalt and refined detailing. Other notable features include oval windows to the west facade of A Block and the unusual buttressed rear entrances. (Criterion E)

A Block is a key element of the axiality that is a central part of the Victoria Barracks design. Further, fronting St Kilda Road – a major Melbourne thoroughfare – it is the public face of the complex and presents a formal and imposing military presence towards the streetscape. The spaces around A Block (and A1 Block especially) facing St Kilda Road are also significant to the buildings' aesthetic value. (Criterion E)

As buildings associated with Australia's defence administration for many decades, and as major edifices in inner Melbourne and key parts of the central city's military complex, the buildings have social significance both within the military community and the public at large.

Sources used for this assessment

The following sources and data were used for this assessment:

Department of Defence, Victoria Barracks Melbourne, Victoria, Commonwealth of Australia 2013. http://www.defence.gov.au/id/_Master/docs/NCRP/VIC/1043VictoriaBarracksMelbourneVic.pdf

Nigel Lewis and Associates, for the 'Masterplan, Victoria Barracks : Melbourne' prepared by the Department of Housing and Construction for the Department of Defence in February 1984.

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Vazenry, G. R., 'Military Forces of Victoria 1854-1967'. Extracts on Department of the Army, Southern Command, File 707/S7/Z.

National Trust of Australia (Victoria), file 204.

'Analysing Nineteenth Century Military Building Typologies: an Australian Perspective', N. K. Boyd & J. Rice WIT *Transactions on The Built Environment*, Vol 143, 2014.

Newspapers
The Age, 24 June 1862, p.6.
THE MILITARY BARRACKS.
The military barracks on the St. Kilda road, the building of which was commenced some five years ago, have lately been made considerable progress with. Structures of this character are seldom distinguished by beauty of design, nor can those we are alluding to be considered an exception to the rule. Utility has certainly not been sacrificed for ornament, nor comfort for display. The most recent erections are, however, for more pleasing to the sight than the earlier

portions, and when the buildings are completed, and the plantations adjacent are grown up, we may expect that a further improvement in external appearances 'will be effected. The barracks consist, not of one, but of a series of detached edifices, situated upon a reserve of 150 acres, and ending at the parade ground, 520 feet long by 200 feet width. Pacing the St Kilda road are the officers' quarters, at the rear are the barrack houses fur the men, and to the left lie the hospital, the arsenal, the gun sheds. On the right the square is open, the buildings to be erected there having yet to be commenced. The design of the barracks is for a regiment of 800 men, and there is now accommodation for 400. To provide this more than half of the buildings have had to be erected, us much of the accommodation is common to all. The officers' quarters, which, being the most prominent portion of the buildings, claim first attention, have but just been completed. Without possessing claims to architectural merit, the dressed stone, tho large windows, and the deeply recessed entrance, combine to give the edifice of a handsome appearance, and one suitable to the purpose for which it is designed. The entrance is into a spacious hall, 48 feet long, and both wide and lofty. To the right hand lies the officers' mess-room, 60 feet in length by 22 feet in breadth, and 10 feet high. The fittings of the rooms are of cedar wood, and handsome and substantial, according well with the large dimensions of the apartment and the manner in which it is furnished. To the right of the hall is the ante-room, and also the reading room, and tho remainder of the accommodation on the ground and first floors is devoted to private apartments for officers. Of these a subaltern is entitled to one, and a captain to [...] The Government contribute a table and two chairs towards the furniture of these apartments, and aught else that may be thought desirable has to be supplied by the officers themselves. The central building has a second door, and here a billiard room is provided, [...] entrance is obtained to the observatory on the roof, from which there is a fine view of the Bay and the country surrounding Melbourne. The handsome railing round the observatory is an ornament to the building. The staff officers occupy the rooms to the extreme left «f the quarters. The accommodation provided for them is of the same commodious character as that we have already noticed. In the basement of the building are situated the kitchen offices, the wine cellar, larder, pantries, etc. The cooking ranges and every thing here is complete, and having been erected to meet the requirements of a regiment, go quite beyond the wants of the present garrison. When finished the length of tho building will be 274 feet. The length of the central portion and the left wing, which are now erected, is 108 feet, with an elevation for the central portion of 55 feet. The soldiers' quarters in the rear constitute the structure which have long formed an eyesore to travellers between Melbourne and the southern suburbs – a long, uniform flat range, destitute of the slightest relief, and built in the plainest manner. If a moderate expenditure would mitigate the severe ugliness of the building the money could scarcely be grudged by the most parsimonious. Fortunately for the casual observer the quarters are now nearly hidden from sight, as they are concealed by the more pretentious structure just adverted to, and, fortunately for the soldiers, the defects of the building are of the exterior only, the accommodation being of a superior order. The quarters contain live houses, classified according to the letters of the alphabet, A house, B house, C house, & c. Each house contains eight rooms and accommodates eighty men. Five of the rooms are sleeping apartments, well ventilated, lofty, and large, the dimensions of each being 44 feet long, 21 feet wide, and 13 feet high. There are twenty beds in each room, and these, through having no double debt to pay, being beds by night and nothing more by day, are neatly stowed away in the day time, so as to leave the room clean and clear until night. The mess-room is situated in the basement story of the building, and here the men, when not otherwise engaged, sit during the day, many of them employing their spare time in making cabbage-tree hats, boots and shoes, or adopting other methods of eking out their income. The regimental sergeants have their rooms in the back portions of the houses. The apartments are comfortable in appearance, and ire about twelve feet square. The various out-offices — the kitchens, the ablution rooms, etc. — are situated in a detached building at the rear

of the quarters. To a stranger, their most striking characteristic is the scrupulous cleanliness everywhere observable and to a stranger, also, every convenience seems to have been provided. The Yan Yean is not yet laid on to tho barracks, but is speedily to be so. When the work is accomplished, the ablution rooms are to have shower baths constructed in them, and in the hot weather they will doubtless be found of great utility in preserving the health of the men. All the woodwork about these buildings, we may remark, is painted a dark blue, on account of the mosquitoes and flies. The canteen accommodation, which adjoins the quarters, is wretched, and ought to be immediately improved. A sum of money for the erection of a proper building has been already appropriated by Parliament, the Commissioner of Public Works has not thought fit to sanction its expenditure, and has thus caused much dissatisfaction to be felt among the persons interested. On the left side of the barrack-square, are situated the armoury, store-rooms, powder magazine, and gun sheds, all of which it is proposed to keep apart from the remainder of the building B as an arsenal, and the hospital. The hospital was the first building erected, and was commenced by the soldiers of the 40th themselves. It was original intended for a library and school rooms, but there being no accommodation for the sick, it had to be converted into the hospital. However, not having been built for an establishment of this kind, it is found to be rather unsuitable, and not some future time it will probably be used, as was intended, for educational purposes. The building contains twelve rooms, and there are at present 50 men in them on the Bick list. The percentage of sickness in tho troops hero is about the army average. At the rear lie a long range of gun sheds, recently constructed, and which derive a special interest from being the habitation of the battery of six 12-pound Armstrong guns which arrived a short time ago from England. The sheds are substantially constructed, and well fitted up. They are 176 feet long, 9 feet high in the clear, and 30 feet wide. The width is sufficient for the puns to stand in with their carriages, be that the doors can be thrown open and the battery run out without delay. The sheds include a blacksmith's room, a harness room, and tho necessary workshops, and these have been so constructed that upon an emergency arising, they could be made available for the housing of a Second battery. The armoury, the store rooms, and the military offices are situated in one building, which like all the others, is of solid bluestone structure. The Store room is fitted up with racks, so as to admit of a classification of the goods, and consequently everything looks systematic and business like. Tho armoury contains nearly 6000 stand of arms, including the Brown Bess's originally issued to the volunteers the Lancaster, and the breech-loading Westley Richards' Whitworth's, just arrived. A portion of these arms belong to the Imperial Government, but the majority, together with the Armstrong battery, are the property of the colony. The armoury and its contents are well worthy of a separate description, and on the present occasion we need but mention that the arms are kept in beautiful order, the guns in racks and the swords and pistols hung in devices round the rooms. The only building to the right of the square is the staff Sergeants' house, which calls for no particular comment; it is very similar both in construction and accommodation to the other portions of the barracks. This completes the list of edifices already erected. Guard rooms and stabling are now being proceeded with, and it is intended next to construct quarters for married couples, and a suitable canteen, both of which are urgently required. The number of men at the barracks at the present time is small. The Artillery muster about 90 men, the 40th Regiment, 140, and the Royal Engineers, 20. As it is not probable that the Imperial forces in the Colony will be numerous or at least, for some time to come, there is no great prospect of the barracks being soon completed, according to the original plain. The officers' and [...] quarters were designed by Captain Pasley and the remaining portions of the barracks have been executed by Captain Scratchley, R. E., through the Public Works Department. The method of proceeding favours of the Circumlocution Office, as though Captain Scratchley superintends the works, the contractors cannot receive instructions from him. Every trivial matter has to form the subject of a communication with the Public Works Department, and as may be easily imagined no little delay

is caused, while it would be difficult to say who would be actually responsible should a fault be discovered. The cleanliness and good order of the existing accommodation are such us to reflect great credit upon the men and upon the Barrack Master, Captain Pitt, and the energy and skill displayed by Captain Scratchley in the constitution of the works are very obvious. The soldiers' quarters have cost £25,000, the officers' quarters £16,000, and the outer buildings £10,000 in addition — making a total cost, up to the present, of about £51,000.

City of Melbourne maps

Victoria Barracks Melbourne:

Defence complex of 5.7 ha. Established on this site in 1856 and first built for the British Imperial Garrison. From 1901 to 1958 it was the site of the Headquarters for the Commonwealth Department of Defence. During World War Two it housed the Australian War Cabinet. Noted for its many Colonial era structures. Of note is A Block facing St Kilda Road. A three storey bluestone structure originally built as officers' quarters in 1876 with the South Wing added in 1917. The earliest structure is G Block a two storey bluestone building and built between 1856 and 1858 as a barracks. At one stage in the 1890's it was an industrial school and used to accommodate destitute children. J Block, originally the Staff Sergeants' quarters, a two storey bluestone building was designed in the Georgian style by the Public Works Architect Gustav Joachimi and built in 1860. It was used later as a police hospital. The Guard House, known as B Block, is a single storey bluestone building and built in 1862. C Block is a three storey building and built around 1870. F Block a two storey bluestone building was built in 1867 as a hospital and is the earliest surviving hospital building in Victoria. M Block designed in the art deco style was built in 1939. It is thought to be the first continuous concrete pour in Australia. Also of note is the remnant of a bluestone wall on the Western Boundary. This is known as The Keep and is part of the original fortification built in 1860.

City of Melbourne i-Heritage

The Victoria Barracks extends over a large tract of land and comprises many buildings, a number of which are already recognised as of cultural significance by their having been listed on statutory registers. It has been beyond the scope of this study to expand on the research on the Barracks undertaken by the Dept of Housing and Construction. That work has been most comprehensive in identifying sites and buildings of consequence on the site, and particularly the work by Nigel Lewis and Associates for the 'Masterplan, Victoria Barracks : Melbourne' prepared by the Department of Housing and Construction for the Department of Defence in February 1984.`

Description/Notable Features: The Victorian Barracks comprise a number of buildings constructed over a long period of time in a variety of architectural styles. The buildings are generally in good condition although their integrity varies from structure to structure.

Statement of Significance: The Victoria Barracks site as a whole is of significance for having been a major influence on the development and planning of South Melbourne since the formation of the suburb. The significance of the individual buildings within the barracks has been researched by the Department of Housing and Construction and has not been expanded on in this study.

Other Comments: Many of the individual buildings and the group itself are of extremely high significance.

Recommendations

Revise Heritage Places Inventory.

Include as an individual significant place in the heritage overlay in the event that the place is sold or divested by the Commonwealth, and if so:

> Apply external paint controls with policy to reintroduce original finishes and colour schemes.
>
> Apply tree controls to mature palms in front of main building on St Kilda Road and to other mature trees within compound.
>
> Investigate interiors for original fittings and joinery with a view of inclusion on future internal controls.

General Post Office (GPO) garage, stores & workshops, 45-99 Sturt Street, Southbank

City of Melbourne property number: 537125, 567774 and others

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1930-1937: Inter-war (WW1-WW2), 1940-1944 : Post-WW2

Major owners or occupiers: Commonwealth Government

Designer: J. S. Murdoch, chief architect for the

Commonwealth of Australia; H J Mackennal,

Works Director, Victoria

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: C2

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed **HO1203**

Victorian Heritage Register: HO1203

Thematic context:

3.7 Establishing and maintaining communications

Boundary of heritage place

Description

The first major workshop wing of the General Post Office (GPO) complex at the corner of Dodds and Grant streets was built in 1930 using a form of modern classicism, the favoured style of then-Director of Works and Chief Commonwealth Architect, John Smith Murdoch.

Two facade bays front Dodds Street where this part of the complex has two storeys, with walls of red brick and rendered continuous lintels in reinforced concrete over the ground- and first-floor openings. Window sills and parapet panels are also cement-rendered. Projecting brick pilasters correspond to structural bays of the steel framing, with brick spandrels and glazing between. A gabled, pitched roof form is evident, with projecting eaves and guttering trimmed by gabled parapet end-walls and corbelled cement brackets.

The windows are typically steel-framed, multi-pane glazing – some with wire-framed glazing – with hopper sashes, and applied as regular fenestration between piers. Ornamental elements include the stylised Georgian exaggerated cemented keystones set into moulded architraves at one major entry while at the corner of Dodds and Grant streets, the main entry is marked by a raised parapet, a small, corbelled porch and cement panelling. The upper floor is surmounted by a rendered panel proclaiming the construction date as '1930'.

The one-storey Sturt Street workshop wing is in a simple moderne style, with a parapeted sawtooth-roof form, presumably constructed under Works Director Mackennal in 1937 and 1940, coinciding with the significant drill hall complexes designed in that era under Mackennal. A cemented parapet panel has a cavetto cornice, cement streamlining with lozenge medallion, and soldier-course brickwork to the panel and the parapet capping. Otherwise, the elevations share the fenestration and trabeation of the 1930 wing. A cavetto mould is also placed over window openings while elegant sheet-metal-clad doors are set into a recess. A matching sawtooth-roof internal wing is from 1944, since reclad.

The Sturt Street elevation is broken by the added 1970s Amenities Block infill wing, which replaced part of the former workshop wing, featuring bands of vertical windows and a recessed entrance with a small, similarly-glazed first floor on the north end, but continues as the PMG Garage (45 Dodds Street) at the north end. A new break in the facade also allows entry into the courtyard where a new wing has been added to the former PMG Department Workshop wing with new visually-unrelated internal structure. In Dodds Street, openings have been also created to allow for courtyard access.

The complex has been modified internally to create a gallery – which opened in 2001 – and studio spaces for the Victorian College of the Arts, typically with the addition of partitions, but retention of the rolled steel-joist framing, concrete ground floor, timber upper-level flooring and general plan form.

An brick, Edwardian-style electricity substation is located at the corner of Sturt and Grant streets, probably having been built specifically to serve the PMG site. This is a small, pavilion-style building with a gambrel roof and ventilator surmounted by a finial, and clad in asbestos cement tiles.

The former General Post Office Garage, Stores & Workshop complex is located opposite the similarly-designed former Victoria Police stable and hospital complex and not far from the Victoria Barracks, marking the area a public building precinct.

The important government architect John Smith Murdoch employed variations on the modern classical style, with his significant High Court Building (modern Georgian), Little Bourke Street (1928, Victorian Heritage Register) and the earlier and grander Melbourne Mail Exchange, 1917, as a seven-storey, steel-framed red-brick-clad building (Victorian Heritage Register). His imposing telephone exchanges in Melbourne (City West Telephone Exchange 1929, 1937) and Sydney (City South Exchange) provide other more sophisticated examples of his style.

Local Commonwealth government designs under Mackennal during the 1930s were typically moderne-style with significant drill hall complexes included among them, such as A'Beckett Street (Victorian Heritage Register). This complex befits its utilitarian propose with simple but nevertheless stylised elevations. This complex is distinguished and a recognisable Commonwealth of Australia design.

The adjacent Mounted Police stables on Dodd and Grant streets offer a variation on the red-brick-and-cement-bands style that typifies Commonwealth utilitarian architecture of the 1920s-1940s. The RAAF Williams Laverton airbase represents a large complex of such buildings, where rendered and white-painted horizontal bands through red brick walls and steel-framed windows tie together a diverse range of buildings for accommodation barracks, warehouses and aircraft hangars.

A similar effect can be found at the Richmond Airbase in New South Wales. These can be seen as an evolved form of the earlier first wave of Commonwealth industrial buildings types, primarily of red brick and corrugated iron, found at sites such as the Federal Woollen Mills in Geelong, the

Naval Drill Hall in Port Melbourne, and the Royal Australia Field Artillery Barracks in Maribyrnong, all designed by Commonwealth chief architect John Smith Murdoch.

The combination of red brick and white rendered bands can be seen as a signature device in Commonwealth buildings, both in plain utilitarian structures or applied to more elaborate public buildings such as the Richmond South Post Office (1905).

The substation compares with a small group of contemporary Edwardian and Inter-war substations scattered around the City of Melbourne, such as that on the corner of Munro and Johnston streets, South Melbourne (Vines 2007).

History

The Australian Commonwealth government took over responsibility for postal, telegraphic and telephone services from the new states at Federation in 1901. All these services came under the control of the Postmaster General, and the need for their formation was a major factor in the unification of the states and strategic defence.

Prior to Federation, individual states were responsible for postal, telegraph and telephone services. With the creation of the Postmaster General, a post first held by the Honourable J. G. Drake, these became centralised Commonwealth services with a uniform penny post and federal postage stamps (both introduced in 1911) substituting for the various colonial systems. Employees of the postal telegraph and telephone services automatically became federal public servants. The PMG became the largest Commonwealth department with about 10,000 permanent staff and another 6,000 contractors (Lee 2003).

A trunk line link to Sydney was created in 1907, and Australia's first automatic exchange was opened in Geelong in 1912. Airmail was a further development; Australia's first overseas call reached London in 1930, and Victoria was linked to Tasmania by submarine cable in 1935. As the effects of the Depression waned, the Postmaster General's department commenced an extensive building campaign, providing, for example, automatic telephone exchanges at Caulfield (2,000 lines), Brunswick (3,600 lines) and City West (6,000 lines).

In 1935, Caulfield was the first to be completed, coinciding with the start of the City West Exchange building. After a lull, during World War II some millions of pounds were spent on a temporarily-curtailed capital works programme for communications in general. In 1935, 92 telephones per 1,000 people were connected, via 1,650 Victorian exchanges. It took nearly 20 years for this figure to double.

Crown Land in South Melbourne near St Kilda Road was reserved from sale for potential future uses until well into the 20th century. This proved to be beneficial for the establishment of facilities for the new Commonwealth postal service.

The block bounded by Sturt, Dodds, Grant and Nolan streets remained Crown land (Section C, lots 1 & 7-12) until quite late, having been retained as part of a large area for government purposes. Subdivision occurred in 1885, with the block initially divided into 12 allotments. However, of these, only four properties were created. The land was occupied partly by the Victoria Barracks, and progressively, parts were reserved either for government purposes or were gradually sold off. A subdivision by J. H. Reed, Assistant Surveyor, was undertaken by 1885, creating about two dozen allotments on either side of Sturt Street, of one rood and 32 perches each (about 0.18 hectares), as well as some other odd-sized lots.

In 1895, the middle part of the block contained stonecutting yards, with the post office stables at the north end, spanning Dodds and Sturt streets (MMBW Plan). New two-storey masonry workshops for the postal department were built facing Sturt Street at the northern end of the

site in 1899 by Thomas Cockram & Son for £1,943 (NAA). A timber caretaker's cottage was located at the south end of the site at that time.

By the early-20th century, the block was occupied (from north to south) by Radio Corporation Pty Ltd (lots 11-12), Alcock Thomson & Taylor billiard table manufacturers (Lots 9-10), C. M. Kerr & J. Train (lots 7-8), and the Commonwealth of Australia (lot 1, formerly lots 1-6). The Radio Corporation site became the present-day Recital Centre location. Alcocks continued occupation into the 21st century. The Kerr and Train lot at 43-47 Sturt Street was occupied by Lucy Secor Dressmaker from around 1936 (at 35 Sturt Street) until at least 1957 (Sands & McDougal Directories).

The presence of the PMG garage in Sturt Street, South Melbourne, is recorded in newspapers by at least 1923, when a PMG van driver from the Sturt Street garage was involved in a 'street fatality' (*The Ballarat Star*, 25 September 1923, p.7.). A new gabled masonry workshop wing was planned for the complex in 1926 under J. S. Murdoch's authority as Director General of Works, located facing Grant, Moore, Power and Macgowan streets; this appears to have since been demolished.

Extensive damage was caused to the motor garage in 1927 when two RAAF aeroplanes taking part in the aerial welcome to the Duke and Duchess of York collided in mid-air, with one crashing into the building, '...where it caught fire and destroyed five motor cars...' (*Jerilderie Herald* and *Urana Advertiser*, 28 April 1927, p.3.).

The damage to the buildings was described in detail thus:

> *"… the interior of the garage of the Postmaster-Generals department in Sturt Street had become a raging furnace. Employees of the garage, none of whom, fortunately, was beneath the portion of the roof through which the aeroplane crashed, had found it quite impossible to approach anywhere near the blazing machine. One side of the garage is one storey, and the other of two stories, so that the roof rather resembles a large step. It was on this "step" that the aeroplane fell. It tore through the sheets of corrugated iron as if they had been paper, smashed the floor of the upper storey of the building, and crashed with a great roar to the stone floor of the garage itself. The upper floor, it is understood, is little used. The aeroplane fell across four large motor-trucks and three motor-wagons, such as are used to collect mail from street pillars. There were many other motor vehicles in close proximity, and much petrol about the place, and but for the prompt action of several postal employees, who drove out as many of the vehicles as they could, much more damage must have been done. Certainly the position would have become exceedingly dangerous owing to the possibility of an explosion…" (*The Argus*, 22 April 1927, p.16.)*

The garage buildings were rebuilt in 1928 with a sumptuous ceremony, perhaps designed to purge the tragic memories of the previous year:

> *The new Postal Garage was opened with a dance with the building decorated with bunting while the opening ceremony was presided over by the deputy Director of the Postmaster-Generals Department Mr R. N. Partington, Among those present were representatives of many business and State organisations, the P.M.G. being represented by the Chief Inspector of Stores and Transport (Mr. P. C. Cameron), the State superintendent (Mr. W. Packer) and Supt. Salmon (of the Motor Branch). Mr. C. K. Bremen (transport officer) acted as the chairman for the evening, and Mr. R. A. Sullivan as honourable secretary. During the evening a clock was presented to Mr. Bromell, the case of which was made of wood from the original Princes Bridge. After the ceremony some 350 guests joined in the dancing (*The Argus, 5 May 1928, p.32.).

The Mahlstedt Plans of the 1920s indicate that only the southern half of the block was occupied by the PMG facilities, with mostly single-storey, corrugated iron buildings – including the motor garage, cable store and open store yard, blacksmith's shop, horse yard and stables. A small, two-storey masonry building on Sturt Street was labelled the 'GPO Workshop'.

An inquiry was held by the Commonwealth Parliament to debate the need for new buildings '... to accommodate the various sections of the telegraph and telephone workshops' in June 1928. It is apparent that the pressing need from the rapid expansion of the still relatively new technology was causing difficulties in meeting demand. Hansard records the committee's results as follows:

> *QUESTION POSTAL WORKSHOPS, SOUTH MELBOURNE, Mr HILL: Minister for Works and Railways · Echuca · CP.*
>
> *– I move -*
>
> *That, in accordance with the provisions of the Commonwealth Public Works Committee Act 1913-1921, it is expedient to carry out the following proposed work, which was referred to the Parliamentary Standing Committee on Public Works, and on which the committee has duly reported to this House the result of its inquiries: South Melbourne (Victoria) – Erection of Postal Workshops.*
>
> *This proposal is for the erection at South Melbourne of a building to accommodate the various sections of the telegraph and telephone workshops. The proposed site is Commonwealth property abutting on Sturt, Grant and Dodds streets, South Melbourne. The building has been designed to meet requirements for approximately ten years after the date of erection. The present accommodation is both inadequate and unsuitable. The two main workshops are at present situated in widely separated parts of the city, the telephone workshops being in Spencer-street, adjoining the General Post Office, and the telegraph workshops at Jolimont, over a mile away. This separation of the workshops is an inefficient and uneconomical arrangement. Moreover, the Jolimont workshops must shortly be vacated, when the site will be utilized for recreation purposes. The present accommodation at the Spencer Street General Post Office is also required for other purposes. The proposed site in Sturt-street, South Melbourne, is at present used by the Postmaster-General's Department for the storage of cable, and transport and workshop material. It has a frontage of approximately 462 feet to Sturt Street, 347 feet to Grant Street, and 298 feet to Dodds Street. The proposed building is a simply-designed concrete structure of two floors providing a working space of approximately 53,000 square feet. It will provide better accommodation than that of the existing workshop buildings, which were not designed for the purposes for which they are now being used. The cost of the building is estimated at £56,500. Sufficient ground space is available to enable an extension of the workshop to be made when needed. The proposed building is designed to permit of extensions. The various sections comprising the workshops are - Telephone, telegraph, carpenters and joiners, painters and polishers, installation staff, motor car, cycle and lorry, and coach building. The number of permanent men employed is approximately 360. An additional 200 men are employed in a temporary capacity. The number of telephone stations in Victoria, which in September 1927, was 141,535, is rapidly increasing, about 11,400 stations being added yearly. The repair and renovation work will, in consequence, increase in direct ratio to the number maintained. The following statement comparing the cost of erecting workshops on Commonwealth property at Sturt-street, South Melbourne, with the original proposal to erect workshops alongside the General Post Office, Melbourne, will be of interest to honourable members:*
>
> *The Sturt Street project represents a saving of about £1,910 per annum. The rental of the existing telegraph workshops at Jolimont is £448 per annum. That amount would be saved under either scheme. As the type of fire protection for the building has not yet been decided the estimated cost of it has not been included in the financial statement. The cost of a sprinkler installation would be £3,500, with annual charges estimated at approximately £270, but having regard to the class of work to be done and the comparatively small fire risk which would be incurred, it is considered likely that an automatic thermostat alarm system, costing approximately £450 to install, and approximately '£80 in annual charges, will meet requirements. The distance from the workshops to the nearest fire brigade station is 1,880 yards. The protection offered by a thermostat system, if considered adequate, will be much the more economical arrangement.*
>
> *As the Postmaster-General regards this matter as urgent, steps will be taken to carry out the work as early as possible.*

> *Question resolved in the affirmative*. (Hansard, House of Representatives, 14 June 1928, pg.6125.).

Construction of the buildings was announced soon after, in 1928, although economies were sought to reduce costs by staging the works, and also by only erecting a smaller building than originally planned at the corner of Grant and Dodds streets:

POSTAL workshops:
SECTION TO BE ERECTED. Tenders Early Next Year,
For reasons of economy, the Postmaster General's department has decided not to complete the new workshops which are to be erected in Sturt Street, South Melbourne, in accordance with the original plans. A smaller building will be erected on the site, but, space will be left for extensions. Tenders for the first section will be called early in the new year. The original estimate of cost for a building of two stories covering a site 221ft. by 291ft. was £60.0O0 (*The Argus*, 29 December 1928, p.14.).

The designs of the buildings can be ascribed to the Commonwealth Chief Architect, John Smith Murdoch, who was resident in Melbourne (at St Kilda West and later the Commercial Travellers Club), for much of the time he was charged with design work for public buildings at the Australian Capital Territory (Electoral rolls 1909-1940). Other local Commonwealth Government designs were carried out under H. J. Mackennal from the 1930s in typical moderne style.

There was a delay in awarding contracts as approval took another 13 months:

> *`POSTAL WORKSHOPS. ERECTION AT SOUTH MELBOURNE. Expenditure of £60,000. CANBERRA - Approval of the proposal of the Postmaster General's department to erect telegraph and telephone workshops on land owned by the Commonwealth in Grant, Sturt, and Dodds streets, South Melbourne, at a cost of about £60,000, is contained in a report presented to the House of Representatives .by the Public Works Committee. The committee states that economy and efficiency justify the erection of the building, which is expected to provide sufficient space for workshop activities for 10 years. The existing accommodation was said in the report to be unsuitable and inadequate. The two main workshops were at present in widely separated parts of the city. The accommodation occupied at Spencer street by the telephone workshops was required for extensions to the General Post-office and the site of the telegraph works at Jolimont was on park land which must be vacated at the first opportunity.*
>
> *The proposed building would be of two storeys with a frontage of 221ft to Grant Street and 201ft to Dodds Street. The skeleton of the building would be of rolled steel construction' (Construction and Local Government Journal, 29 Jan 1930, p. 10)*

Plans for the new wing were dated 1928 and signed by J. S. Murdoch, Director General of Works, showing the main entrance at the corner leading to a central timber stair set on the diagonal and flanked by the engineer's office on the right, and the clerks' office on the left. The rest was open-plan with one section labelled The Store and Sifting Room, with a hydraulic lift and associated motor room on the north wall. (PROA). Later plans show a locker room, men's lavatory (as on the upper level) and saddlers and coachbuilders room: this configuration was repeated above as a mezzanine. The elevations shop steel-frame 18-pane glazing between piers, with hopper sashes in the centre bay (since replaced with modern multi-pane glazing). Roller shuttering was proposed for most of the workshop entry points with folding timber panelled doors with catheads over on the upper level facing the internal courtyard. Roof framing was steel trusses with RSJ columns and 24-inch-deep (600 millimetres) joists filled in with timber flooring; ground floor was concrete. A similar wing was shown adjoining on the north in Dodds Street as a 'future extension', as existing. Other 'future extensions' were shown at the west end and across the north end of the block, with the centre as a large open yard.

The second level held partitioning along the street facade, including a place for the workshop supervisor at the top of the stairs, a girls' lunch room and lavatories, and coil winding and repair room adjoining. Next to that was the test room: a nickelling room with adjoining men's lavatories and locker room was on the north-west wall. Roofing was corrugated iron, with sky-lighting in what was a generally unceiled space.

Contract plans were signed by Cant & Bennett, builders, dated 1929, and with Mackennal's signature as Works Director added. Cant & Bennet also constructed the 1913 historic Hamilton Uniting Church, as well as a number of Commonwealth contracts in the Inter-war period.

A block plan of 1935 shows the new workshop wing without extensions, the caretaker's cottage at the Sturt and Grant streets corner, the single-storey gabled, timber-framed motor workshops facing Sturt Street, the two-storey 1899 workshop office block, and the stables along the north boundary.

During the 1930s, these substantial new buildings were in use for maintenance of PMG equipment, including the telephone service. It was noted that the readers of *The Age* could: '...obtain old-type telephones at the PMG postal workshops, Sturt Street, South Melbourne.' (*The Age*, 13 March 1936 p.2.).

The extent of the works that existed at this time can be seen in the next edition of the Mahlstedt Plan. The PMG Department still occupies only the southern portion of the block, but now buildings cover almost all their land. Lucy Secor dress manufacturer and the RACV occupied the buildings immediately to the north.

The PMG buildings now comprised the new moderne-style Postal Motor Garage of 1936 now in part, at 45 Sturt Street (in place of the stables) and later as the iron shop, two-storey workshops with brick masonry walls and 'corrugated asbestos cement', or 'fibro cement', or 'fibrolite' roofing over most of the buildings, and a timber-framed single-storey workshop covering the central (former) courtyard. The two-storey buildings generally have steel columns and beams, a concrete ground floor and timber upper floors. The motor garage at the north end of the complex had a combination of timber columns and steel beams, with timber-trussed roofs clad in corrugated asbestos cement.

The new garage was announced in 1937, indicating the further expansion of the telecommunication services and the need to upgrade maintenance facilities:

> *The Commonwealth Gazette contains a notification of the acceptance of Mr. H. P. Brady, of Murray Street, Richmond, for the erection of a garage for the Postmaster-General's Department in Sturt Street, South Melbourne. The tender price is £16,161 and the work is to be completed by May 29 (*The Deniliquin Independent *18 January 1937 p.6.).*

The Commonwealth Department of Works plans of 1940, signed by Victorian Works Director H. M. Rollands, show the completion of the Sturt and Grant streets' elevation, as existing, in a parapeted moderne style, with saw-tooth profile fibre cement sheet roofing. This was to become the Motor Repair Shop. The workshop offices of 1899 are shown adjoining to the north, but the caretaker's cottage and the old PMG garage were to be demolished. Elevations show 20 pane glazing and roller shutters to openings.

By World War II, the complex we see today was mostly complete. A freestanding electrical substation erected by the Melbourne Electric Supply Co. (later MCC electricity supply) and SEC is located today at the corner of Grant and Sturt Streets. This was almost certainly installed specifically to cater for the power needs of the PMG workshops. This was in place by 1926 when an approval was given for extension (*Emerald Hill Record*, 25 December 1926. p.6.).

Works for the war-time construction authority, Allied Works Council (Australia) (1942-1945), were carried out in 1943-1944 here, including a new entry to Grant Street and the matching extension to the north end in Dodds Street. The upper level of this wing held a new modern cafeteria added in 1944. Additions to the Machine Shop in 1944 nearly filled in what remained of the courtyard, using the saw-tooth roof form of the adjoining 1940 wing. The open roof for the 1930 wing was sealed with fibrous plaster for better working conditions and concurring with the new adjoining wing.

The PMG took over the Radio Corporation Pty Ltd factory at the north end of the block and Lucy Secor's factory by the late 1950s, but Alcock's Billiards, James Richardson and Witners continued to occupy the small sites in between.

A new amenities block for the PMG workshops was constructed in Sturt Street in the early 1970s, comprising a Modernist-styled brick and glass two-storey structure with bands of windows divided in vertical strips. This replaced the earliest building on the site, the workshop wing of 1899.

The PMG ultimately vacated the site and the Victorian College of The Arts expanded into the existing buildings at 45-99 Sturt Street, Southbank. They were extensively refurbished in 1993 and 1994 to a design by Forward Viney Wallan. The University of Melbourne Theatre Building facing Dodds Street is a modern three-storey concrete building designed by C. S. & T. Pty Ltd, and Edmond & Corrigan and built by Kane Constructions in 2003. There were further refurbishments and additions made in 2007 (CoMMap). These modern buildings are not considered to be a part of the current heritage place.

Comparative analysis

This simple brick-walled and sawtooth roof building is characteristic of the Inter-war period, with some similarities in its original form to the administration buildings at the Government Aircraft Factory and Materials Research Laboratories.

Statement of Significance

What is Significant?

The former Postmaster Generals Department (PMG) workshops, garage & stores, comprising mostly 1930-40s one and two storey red brick buildings at 45-99 Sturt Street, South Melbourne, bounded by Sturt, Dodds and Grant streets and the modern Recital Centre to the north.

Contributory elements include:

- fabric from the 1930s-1940s;
- one- and two- storey form;
- modern classical and moderne styling marking the staged construction in the lead-up to World War II;
- parapeted wings and expressed eaves marking the two styles;
- red brick walls with some patterned brickwork;
- cemented panels with streamlining and stylised classical motifs;
- multi-pane metal-framed glazing and joinery, some original and others in the style of the original;
- regular trabeation in the form of brick piers and spandrels, and fenestration;
- steel framing and timber flooring;
- pitched and sawtooth roofing; and

- proximity to and visual relationship with the former Victoria Police complex and other government sites, marking a public building precinct.

How is it Significant?

The former PMG postal workshops are historically and aesthetically significant to South Melbourne as well as to the city of Melbourne.

Why is it Significant?

The former PMG postal workshops garage & stores are historically significance as being representative of the growth of telecommunications in the lead-up to World War II, and a massive Commonwealth government building program beginning in the first decade after Federation to create unified communication services across the country. Prior to 1901, postal and telephone services were the responsibility of separate colonial governments, but under Federation of the colonies, the role reverted to the Commonwealth and became a major factor in the unification of the states. (Criterion A)

The buildings are of aesthetic significance as well-preserved examples of the application of both the modern classical and moderne styles to utilitarian buildings, as done by the important Commonwealth architects J. S. Murdoch and H. J. Mackennal, respectively. It is also significant as being complimentary to the similarly-styled Victorian Police Mounted Branch. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

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South Melbourne Rate Books

Rate book entries for the Sturt Street block are incomplete, partly due to the probably exemption of Commonwealth properties from the requirement of paying council rates.

Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)

1936-1938 Fletcher, May Café Proprietor Sargood Gardiner Pty Ltd 40-78 Sturt Street–Front Shop £600 £15

1936-1938 Sargood Gardiner Pty Ltd 40-78 Sturt Street – Back Factory £13 £3, 15

1936-1938 Wilkin & Cain Pty Ltd Motor Engineers 80-84 Sturt Street Factory £240 £40

1936-1938 Leslie Jay & Oswald A. Bevan Motor Engineers Wilkin & Cain Pty Ltd 86-92 Sturt Street Factory £375 £46, 17

1936-1938 Leonard Dogmore & George Buchannan Pattern Maker Commonwealth Barbwire & Nails 94-100 Sturt Street – Front Works £20 £2, 10

1936-1938 Commonwealth Barbwire & Nails Commonwealth Barbwire & Nails 94-100 Sturt Street – Back Factory £300 £37, 10

Sands and McDougall Directory of Victoria

1930
69 G.P.O. Motor Workshops
65 Flynn, Con.

1935
49-83 G.P.O. garage, store and workshop
85 Page, Geo.

1942
45-83 G.P.O. garage, store and workshop
67 Isherwood, A., tea rooms
67 Sturt St

Maps

MMBW map series. 40 feet to 1 inch. 1892. State Library of Victoria.
Mahlstedt Fire Insurance Plans, South Melbourne, c1920, c1930, c1950, State Library of Victoria.

COMMAPS

Victorian College of the Arts, 45-99 Sturt Street, Southbank.
Mostly former Telstra workshops. Built in moderne-style in 1930. Now an educational complex of one, two- and three-storey brick buildings. Extensively refurbished in 1993 and 1994 to a design by Forward Viney Wallan. The University of Melbourne Theatre Building facing Dodds Street is a three-storey concrete building designed by C. S. & T. Pty Ltd and Edmond & Corrigan, and built by Kane Constructions in 2003. There were further refurbishments and additions in 2007.

WEB

Australia Post – our past. http://auspost.com.au/education/ourpost/students/our-post/timeline.html.

Recommendations

Revise Heritage Places Inventory.

Revise Melbourne Planning Scheme map to include these buildings, as mapped, and revise address to '45-99 Sturt Street, Southbank'.

Include as an individual significant place in the heritage overlay.

Apply external paint controls with policy to maintain original finishes and colour schemes.

Commonwealth Artificial Limb Factory, 242-246 Sturt Street, Southbank

City of Melbourne property number:

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1918: Inter-war(WW1-WW2), 1940 : Post WW2

Major owners or occupiers: Commonwealth government

Designer: Chief architect, Department of Interior

Heritage Gradings

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: C3

Heritage values:

Historical, Social

Heritage status:

Heritage Overlay Proposed

Thematic context:

4.8 Defending the city

11.3 Caring for the sick

Boundary of heritage place

Description

The existing building is a one- and two-storey brick building with sawtooth roof. Elements of the original can still be discerned, including the ground floor fenestration and the sawtooth roof space behind. The corner section appears to have been built around the earlier walls to provide stairs to the upper-level office space, while a large vehicle entrance has been cut through the single-storey section to the south. The original entrance is still in place, although modified.

History

The first proposal for a government-run factory for producing artificial limbs for returned soldiers came from a Mr J. Smith of Ringwood in 1915. In the later years of World War I, the needs of returning servicemen were met by the Caulfield Military Hospital, which employed 24 men (all but four having lost a limb themselves) in the manufacture of artificial limbs for wounded servicemen. An American expert, Mr C. A. Aunger, was brought to Australia by the Commonwealth to assist in establishing a factory. Manufacture of limbs began at Caulfield in November 1917, and was transferred to a new factory in Sturt Street behind the Victoria Barracks in March 1918, initially under the control of the Defence Department, but transferred to the Repatriation Department by December 1920. Five Commonwealth Artificial Limb Factories were established by 1919, employing 40 men, most of whom were also amputees.

Major Charles Morley was appointed assistant manager in 1918, and by August 1919 the South Melbourne factory was turning out 80 limbs a month. There were, however, complaints about the distance that men had to walk on crutches from the tram for fittings and repairs. Meanwhile Melbourne also had to serve Tasmanians who had to make the journey to Victoria to be fitted. The tramline was eventually extended down Sturt Street and a shelter constructed near the factory at the request of the Returned Servicemen's Amputees Association.

Alterations and additions to the factory were undertaken in 1940, and further additions done in 1978.

Comparative analysis

This simple, brick-walled and sawtooth-roof building is characteristic of the inter-war period, with some similarities in its original form to the administration buildings at the Government Aircraft Factory and Materials Research Laboratories.

Statement of Significance

What is significant?

The Commonwealth Artificial Limb Factory at 242-246 Sturt Street, Southbank.

Contributory elements include:

- parapeted two-storey form with pitched roof behind;
- articulated brick facades; and
- steel-framed windows.

How is it significant?

The Commonwealth Artificial Limb Factory is both historically and socially significant to Southbank and the city of Melbourne.

Why is it significant?

The Commonwealth Artificial Limb Factory is of social and historical significance for its role in providing essential services to returned servicemen from World War II. As an adjunct to the rehabilitation services of the Department of Defence (as also expressed in the nearby Repatriation Clinic), it also reflects the important and extensive services provided in the South Melbourne area following World War I, and expanding its following during and following World War II. These confirmed the area around the Shrine and the Victoria Barracks as the public centre for defence activities in Melbourne at these times. (Criteria A & G)

Sources used for this assessment

The following sources and data were used for this assessment:

Newspapers:
ARTIFICIAL LIMBS FOR WOUNDED SOLDIERS. 1915, December 24. *Ringwood and Croydon Chronicle*, p.5. Retrieved March 1, 2017, from http://nla.gov.au/nla.news-article92085491.

'COMMONWEALTH ARTIFICIAL LIMB FACTORY.' *The Argus*, 24 January 1923, p.9. Web. 1 Mar 2017. http://nla.gov.au/nla.news-article1870975.
The Commonwealth Artificial Limb Factory is a little-known enterprise of the Repatriation department, where excellent work is done in equipping maimed soldiers to earn a living. The factory is situated at the rear of the barracks in Sturt Street, South Melbourne. The views depicted show various phases of factory work, including the carving-out of an artificial foot, fixing the thumb to an artificial hand (this work is done entirely by limbless returned men), and finishing off the completed article with emery-paper.

The kia ora coo-ee news Cairo: A.I.F. Headquarters, 18 December 1918 No.18.

Repatriation, Department of Repatriation Issue Volume 1, number 7, 25 September 1919.

1940, 'Advertising', *The Age*, 16 March, p.20. Viewed 1 Mar 2017, http://nla.gov.au/nla.news-article204425402.

ARTIFICIAL LIMB FACTORY. 1920, December 21. *Daily Telegraph*, p.4. Retrieved March 1, 2017, from http://nla.gov.au/nla.news-article153019083.
'...The factory, which was originally established at Caulfield Hospital in November, 1917, and was transferred to its present site at the back of Victoria Barracks in March. 1918, was until recently under the control of the 'Defence Department, but is now in the hands of the Repatriation Department.'

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Commonwealth Artificial Limb Factory.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

West Gate Bridge, West Gate Freeway, Port Melbourne

City of Melbourne property number: 638532

Type of place: bridge

Section of box girder in Westgate Park.

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1968-1978

Major owners or occupiers: West Gate Bridge Authority

Designer: Freeman Fox

Heritage Gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: A3

Heritage values:

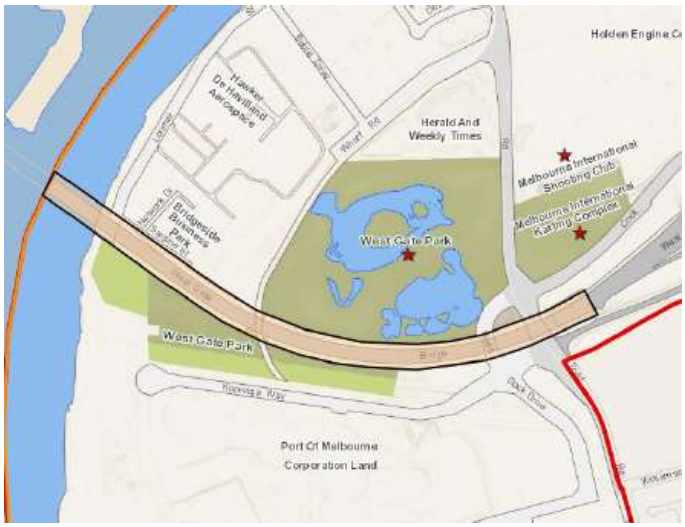
Aesthetic, Historical, Scientific, Social

Heritage status:

Heritage Overlay Proposed

Thematic context:

6.7 Transport



Boundary of heritage place

Description

The West Gate Bridge is a cable-stayed, box girder bridge of 28 spans, with five main river spans of steel box girders and 23 approach spans of concrete box girders. Outside the main abutments are two minor spans of steel plate girders at the eastern end and three similar spans at the western end. The main river span is 336 metres. Over 90,000 cubic metres of concrete and 13,000 tonnes of reinforced steel were used. The bridge is supported by concrete and steel piles extending up to 60 metres to solid rock. Specifications of the bridge are as follows:

Overall length: 2,582.6 metres

Main river span: 336 metres

Concrete approach viaducts: 1,505 metres

Steel bridge: 848 metres

Minor spans: 192 metres

East & west abutments (steel): 37 metres

Maximum width: 37.3 metres

Minimum navigational clearance to low water: 53.7 metres

Height from water to road surface: 58 metres (varies)

Height from low water to top of towers: 102 metres

Number of lanes: 4, plus a breakdown lane in each direction

25 span – main river span 336 metres

2 either side at 128

18 at 192

2 at 37

The bridge originally carried two four-lane carriageways, and emergency lanes (increased to five for peak-hour traffic in 2011). Lighting was provided by centrally-placed stanchions with 'mushroom' canopies. The cables and towers were illuminated at night by coloured neon tubes. Red and green navigation markers suspended from the bridge deck to guide shipping in the river channel.

A memorial to the men who died has been erected at the base of Pier 10 off Douglas Parade, Spotswood. This was paid for by the workers who completed work on the West Gate Bridge, and was unveiled on 15 October 1978. The memorial is a polished brown marble plaque inscribed with the names and occupations of the 35 workers who died in the West Gate Bridge collapse.

In 2004, West Gate Memorial Park was established under the western end of the bridge to honour and remember those who died in the accident. It features 35 pillars – one for each of the workers who lost their lives – arranged in a line beneath the span that collapsed.

The bridge is the most prominent landmark on the Lower Yarra River, and is part of the West Gate Freeway, which extends from Kings Way, South Melbourne, to Laverton, where it joins the Princess Freeway to Geelong. The immediate environment of the bridge is formed by the Yarra estuary, which has remained undeveloped in part, with West Gate Park immediately below the bridge on the eastern side, and the Stony Creek Backwash, site of the collapsed span, on the west bank. Industrial development and various wharves and docks surround these parks and the river banks.

History

When Melbourne was settled, an early decision was made to provide a deep-water port at Williamstown, while the upper limit of navigation placed the main settlement on the Yarra. This resulted in a long, circuitous trip between the two points via a ford on the Maribyrnong River at Avondale Heights. A shorter route through Footscray required traversing the West Melbourne Swamp and crossing the Maribyrnong by punt. Eventually road bridges were provided at Footscray, continuing the development of that route as the principal way in and out of the city to the west.

In 1838 a 30-metre stone jetty was built by convict labour where Gem Pier now stands. That same year a ferry service between Melbourne and Williamstown was established aboard the steamer 'Fire Fly'. The ferry carried passengers down the river and across Hobsons Bay.

John Stewart Spotswood, a Van Diemen's Land merchant, arrived in Williamstown with his family in 1839. Shortly afterwards he purchased a block of land fronting the west bank of the Yarra River and covering the suburb, Spotswood, which is now named after him. The land stretched from Melbourne Road to the Yarra River, and from Stony Creek in the north to the current line of Craig and McLister streets.

Until 1848-1849, the overland route between Melbourne and Geelong had been via the punt of Michael Lynch over the Saltwater River at Keilor. Lynch lost his first site through the sale of the approach land and, while he was relocating himself nearer to Footscray, Spotswood seized the chance and set up his own punt which could take vehicles or livestock across the Yarra in the vicinity of Stony Creek, landing on his land. Ham's 'Map of Melbourne and Lands' shows a track from Melbourne across the swamps to Spotswood's punt in 1856, marked 'proposed route to Geelong'. Spotswood died in 1851, but the punt continued to run, being auctioned off in 1857 and recorded in 1864 as being 'out of repair'. By then Lynch's bridge was the preferred vehicle route between Melbourne and the country west of Port Phillip Bay.

On 23 May 1873, Williamstown Council inaugurated a steam ferry service using a rope-driven vessel built at Kennedy's boatyard on the Yarra, with the assistance of a government grant of £500. Named 'The Link', it was designed by William White of White's Boatyard at Williamstown and cost £1,750. As Councillor Clough had fought long and hard to have the ferry service established at Newport, locals gave it the name 'Clough's Short Road Ferry'. It was destined never to run at a profit, particularly in the early years, because of sand drifts that frequently blocked the Sandridge Road – or 'Short Road' – where it crossed the deserted swampland between the river and South Melbourne. Plagued by breakdowns, the old ferry was eventually replaced in 1907 by another steam ferry, built by Baldwin & Gray for £3,700. This second ferry sank in the river in 1931 and was replaced by a sturdy, steel-hulled vessel by Thomson's Engineering & Pipe Works at Williamstown that was equipped with a pair of vertical Tangye steam engines and used a pair of chains to pull itself across the river. It bore the somewhat unromantic name of 'Newport Steam Ferry No. 3'. The service continued for the next 40 years, and is still fondly remembered by older residents of Williamstown.

In the 1970s the western ferry landing had to be changed, and the new manoeuvres for the craft caused wear and tear which eventually led to a breakdown on 29 January 1974. The ferry had been losing money and the Williamstown City Council could not afford to repair it. It was docked at Newport, and after two years of stripping and other vandalism, eventually sank in May 1976. The remains of the western ferry landing can still be seen on the riverbank near the former Newport power station site.

Proposals for new downstream crossings of the river generally failed because of the development of Melbourne's river wharves and docks meant that any bridge would have to be tall enough to allow the largest ships to pass underneath, or provide a complex opening span.

The MMBW was responsible for metropolitan planning, and developed a Melbourne Metropolitan Planning Scheme in 1954. As part of this strategy, a series of interlinking arterial roads were proposed which appeared to draw to some extent on the 1929 plan, but introduced a series of controlled-access arterial roads with service lanes and divided carriageways, radiating from the CBD and circulating around the city as three ring roads. About 450 kilometres of arterial roads were proposed in the scheme, many of which were subsequently built as freeways, beginning with the Maltby Bypass, the first section of a freeway-standard road to Geelong, as well as the South Eastern Freeway. By 1970 the Tullamarine Freeway had been constructed to link the city to the new international airport (Anderson 1994, p.200-204).

The full transition to a car-based culture can be recognised in the establishment of the Metropolitan Transportation Committee in 1963, which prepared the 1964-1966 Melbourne Traffic Plan. This prescribed a radical freeway-based remedy for Melbourne's transport problems. Within the decade, the South Eastern and Tullamarine Freeways had been constructed, a start made on the West Gate Bridge Crossing and Eastern Freeways, and a network of reserves created in planning schemes for future freeways (Anderson 1994, p.206).

Responsibility for metropolitan roads was transferred from the MMBW to the CRB in 1974 (Metropolitan Bridges, Highways and Foreshores Act 1974) following lobbying by the CRB and the recommendations of the Bland Report.

(Note: Much of the following section is sourced from West Gate*, by* Melbourne Herald *journalist Bill Hitchings who covered the collapse of the bridge, the subsequent royal commission, and all the stormy events leading to the final opening of the bridge in 1978. His book was published in 1979 by Outback Press.)*

In 1957 the Western Industries Association was formed by industries in Williamstown, Spotswood, Altona, Footscray and adjacent areas to lobby for a crossing of some description

across the Lower Yarra. In 1958, discussions between the government, the association and interested municipalities resulted in the Minister for Public Works intimating that at that time there was no money available to build this crossing, suggesting that it might be financed by private enterprise.

In 1961, a company called the Lower Yarra Crossing Company Ltd was incorporated, which took up further negotiations with the government and, in 1962, the government acting through the CRB, carried out considerable sub-surface investigations.

In 1964, a committee was appointed to examine the question of whether a crossing should be made by way of a bridge sufficiently high to keep the river open to shipping, or whether it would be more appropriate to construct a tunnel. The committee failed to agree on an answer, but the government eventually decided upon crossing by way of a high-level bridge rather than by tunnel.

In 1965, the Lower Yarra Crossing Company went into voluntary liquidation and a company was formed called the Lower Yarra Crossing Authority Ltd.

Through the Lower Yarra Crossing Authority Act 1965 (No. 7365), authority was vested with certain powers, and the general scheme of the Act was that that the company would be able to borrow money on debentures to finance the construction of the crossing. It was given the necessary powers for the compulsory acquisition of land, and it was also given power to raise tolls on the bridge so that, when completed and opened to the public, a toll could be charged, with the funds received used to gradually pay off the debenture debt which the company had raised.

In the final result the bridge would be paid for by those using it, and at the stage when all loans had been discharged, the bridge would become the property of the state government.

In 1966, borings were carried out by George Wilmot & Company Ltd, and further information was obtained about the sub-soil and foundations for the proposed crossing. In February 1966, consulting engineers Maunsell & Partners suggested that because of their own limited experience with major bridges of structural steel, that consultants should be called in, in particular, an English consulting and civil engineering firm of worldwide reputation: Messrs. Freeman, Fox & Partners.

In February 1967, 'Preliminary Information to Tenderers' was published by the Authority, inviting prospective tenderers to submit applications for qualification as registered tenderers, supported by information and particulars establishing their capacity and experience.

When the tender documents were issued, only the registered tenderers in respect of each contract were invited to tender. The tender documents for:

Contract F – Bridge foundations;

Contract C – Concrete bridge works; and

Contract S – Steel bridge works

were ultimately issued to registered tenderers in October 1967.

Contract S was awarded to World Services & Construction Pty Ltd (WSC), an international company. Contracts C and F were awarded to John Holland (Constructions) Pty Ltd (JHC), a Melbourne-based company with much experience in concrete work. All of the contracts were formally signed in July 1968.

The bridge's steel spans were to consist of pairs of steel box girders fabricated in two workshops at the bridge site, with each steel box having 21 stiffened plate panels.

From April 1968, work on the foundations under Contract F proceeded satisfactorily, and practical completion was reached on 25 September 1969. Contract C also proceeded satisfactorily, and despite some early loss of time, was expected to reach practical completion in late-March 1971.

With Contract S, specifications were worked out – on the quality of steel needed and which tests should be carried out on it – by WSC in conjunction with the Broken Hill Company Pty Ltd, and approved by the joint consultants. WSC's first steel purchase order was finally submitted to BHP on 16 August, 1968.

When construction commenced in April 1968, it was hoped that the bridge would be finished by the end of December 1970. In February 1970, the Authority gave notice to WSC that under the terms of Contract S, due to slow progress, the company was required to show cause of why certain clauses of the contract should not be enforced against it.

A settlement was reached in which it was agreed that WSC should continue to fabricate the boxes and carry out the work of sub-assembly, but that completed boxes would be handed over to JHC, who would be responsible for all further operations involved in erecting the boxes and completing the construction of the steel portion of the bridge, including all concrete work and the block top for the roadway.

JHC, with no previous experience in box girder construction, transferred responsibility for engineering decisions on erection stresses to Freeman, Fox & Partners via a labour management contract.

The main river span and two spans on either side – numbered 10-11 through to 14-15 – were constructed of steel trapezoidal box girders. The 10-11 span was erected in a previously-untried method involving fabrication on the ground in two long halves, which were then jacked up into place and bolted together.

Milford Haven Bridge Collapse

On 2 June 1970, one span of the Milford Haven Bridge in Wales collapsed during construction, killing four men. This collapse followed a 'failure' along the Fourth Danube Bridge in Vienna in November 1969, but this 'failure' went relatively unnoticed (it had sagged up to three feet along parts of its length), and it was only when Milford Haven also collapsed that people began to ask questions about the safety of West Gate Bridge. All three bridges were, in fact, related. They were all built on the box-girder principle, which Freeman, Fox & Partners had pioneered and used in most of its bridge-building projects. They all had the same common ingredient – human error – but Milford Haven and West Gate were even more strongly linked because they were designed and built by Freeman, Fox & Partners, and both collapsed during construction.

When the news of the Milford Haven collapse reached the bridge workers, shop stewards and union officials approached management to inquire if a similar accident could occur here. They were assured that it could not as a different erection procedure was to be used, and that management had a 'Belt and Braces' approach to safety, which meant doubling of all safety procedures.

Chief Engineer Jack Hindshaw from Freeman, Fox & Partners informed the workers that he had built bridges all over the world and was a recognised expert. He said he would spend six hours of every day up on top of the bridge with the other workers, and he did not intend to risk his life. The shop stewards insisted Hindshaw address the workforce in company time, which he did, and he answered many questions, again repeating the message of taking a 'Belt and Braces' approach. On these assurances, work continued.

After the Milford Haven collapse, certain steps were taken to strengthen the steel spans of the West Gate Bridge. At the time that JHC took over Contract E, WSC had, in fact, assembled the two half-spans on the east side of the river between piers 14 and 15, and had successfully lifted them into position on top of the pier. But the joining of them, and the bolting together had not yet been completed, so that JHC had to complete the joining of those two half-spans. On the west side there had been a certain amount of work done on the northern half-span between piers 10 and 11, and at the time of the changeover, this partly-assembled span was still on the ground.

Jacking up of this north half-span between piers 10 and 11 commenced on 15 May 1970. After delays caused by strikes and bad weather, the rolling beam level was reached by 9 June 1970 and on 19 June, the rolling of the north half-span across the rolling beam commenced. This operation was completed on 22 June.

The jacking of the southern half-span commenced on 17 August. By 28 August, it had reached the rolling beam level. On the 29th, it was rolled across, and the process was completed on 1 September.

The situation immediately prior to the 15 October 1970 was that on the east side, two half-spans – 14 and 15 – had been joined, and cantilevering for the next span reached box 12, where it rested temporarily on a trestle specially-erected for that purpose, about mid-way between piers 11 and 12. On the west side, the two half-spans 10 and 11 had both been elevated and were resting on the rolling beams. They had been brought to their positions, but the longitudinal jointing between the two halves was less than a third completed.

Events Leading up to the Collapse

When the two half-girders on the west side – span 10-11 – were brought into close proximity up in the air, a camber difference of about 4.5 inches existed. It was proposed by JHC that time might be saved if the vertical difference of level could be taken out by using kentledge to push down the north half span relative to its south counterpart. It so happened that 10 cube-shaped concrete blocks, each weighing about eight tons, were on-site from a previous operation, and it was thought that these would give about the right order of load to remove the camber difference, if positioned as a more or less concentrated load near mid-span.

Hindshaw (M.I.C.E, Resident Engineer, Freeman Fox & Partners for the project) discovered that the use of kentledge had caused a buckle to develop. His diary entry for Wednesday 9 September 1970 includes the observation, 'Obvious overstress due to concrete kentledge.'

On Wednesday 14 October, Ward (D. Ward, M.I.C.E., Section Engineer, Freeman Fox & Partners, West Side) gave formal written instructions for work to be done to straighten the buckle on span 10-11 'without further delay'. This involved completing the bolting of the No. 4 diaphragm and unbolting the 4-5 splice. After about sixteen bolts had been loosened, there was significant slipping of the two plates relative to one another, such that the loosened bolts were jammed tightly in their holes and could not be removed. A pneumatic wrench was then used to tighten the bolts until they broke. The shock reaction of the bolts failing in tension dislodged the broken pieces and thus cleared the holes.

Eventually about 30 bolts were removed from the Box 5 side of the splice, and about seven bolts from the Box 4 side. The bulge had flattened from about $3^{1/2}$ inches to about $1^{1/8}$ inches, but adjacent to the longitudinal centre line the sliding movement was said to have been so great that some holes were completely blind. The buckle spread into the adjacent two outer, upper panels, accompanied by the buckling failure of the upper part of the inner web plate.

The Collapse

At about 11.00 am on 15 October, Hindshaw was advised that things were not going according to plan, and he telephoned Gerit Hardenberg (M.C.E., Senior Representative of Werkspoor-Utrecht, Wescon and WSC in Melbourne) to ask advice. Almost immediately after that telephone conversation, at 11.50 am, span 10-11 collapsed. Among those who died were Hindshaw, Crossley and William Tracy (B.C.E, Section Engineer, JHC, West Side). (Extracts from Report of the Royal Commission into the Failure of West Gate Bridge, 1971, Victoria)

The whole 2,000-ton mass plummeted into the Yarra mud with an explosion of gas, dust and mangled metal that shook buildings hundreds of metres away. Homes were spattered with flying mud. The roar of the impact, the explosion and the fire that followed could be heard more than two miles away. The rescue teams found 32 bodies that day.

As news of the crash hit Melbourne the government declared a disaster plan and all available firemen, ambulance officers and policemen were called in. The police threw a cordon around the disaster area, breaking it only for the constant stream of ambulances, nurses, doctors, priests, Salvation Army workers, boy scouts and men among the passers-by who converged on the broken bridge to do what they could.

The nearby ACI factory opened its canteen to supply everyone with food, and the Port Emergency Service and others like the Salvation Army workers helped to clean off the injured and set up hot-drink areas. That night rescue workers used flood lamps to try to find more bodies, and at dawn fresh crews took over from them. Cranes, trucks and bulldozers were brought in and men with oxy-acetylene guns began the long job of cutting through the twisted span to look for more bodies.

On the following morning, 16 October, Sir Henry Bolte (Premier of Victoria) announced that a Royal Commission would be set up immediately to look into the cause of the disaster. Prime Minister John Gorton said, 'I am sure the whole of Australia is shocked and saddened by the serious accident at West Gate Bridge. Please extend my deepest sympathy to all those families to whom this tragic event has brought such grief.'

The Royal Commission

The Royal Commission into the Failure of the West Gate Bridge, chaired by Mr. Justice Barber, began on 28 October 1970 and concluded on 14 July 1971. The commission completed collecting the evidence from 52 witnesses on May 1971. It had sat for 73 days, broken only for Christmas and Easter, and had listened to more than two million words of evidence.

The commissioners took little more than a month to complete their 120-page report, and it was released in the Victorian Parliament on 3 August 1971.

The introduction of the Report of the Royal Commission begins:

> *On the 15th October, 1970, at 11.50 am, the 367-ft span of the West Gate Bridge, known as span 10-11, being one of the spans on the western side of the River Yarra, suddenly collapsed. There can be no doubt that the particular action which precipitated the collapse of span 10-11 was the removal of a number of bolts from a transverse splice in the upper flange plating near to mid-span. The bolts were removed in an attempt to straighten out a buckle which had occurred in one of the eight panels which constitute the upper flange. The buckle in turn, had been caused by the application of kentledge in an attempt to overcome difficulties caused by errors in camber.*
>
> *To attribute the failure of the bridge to this single action of removing bolts would be entirely misleading. In our opinion, the sources of the failure lay much further back; they arise from two main causes.*

Primarily the designers of this major bridge, FF & P (Freeman Fox and Partners) failed altogether to give a proper and careful regard to the process of structural design. They failed also to give a proper check to the safety of the erection proposals put forward by the original contractors, WSC (World Services and Construction Pty Ltd). In consequence, the margins of safety for the bridge were inadequate during erection; they would also have been inadequate in the service condition had the bridge been completed.

A secondary cause leading to the disaster was the unusual method proposed by WSC for the erection of spans 10-11 and 14-15. This erection method, if it was to be successful, required more than usual care on the part of the contractor and a consequential responsibility on the consultants to ensure that such care was indeed exercised. Neither contractor, WSC nor later JHC (John Holland & Co), appears to have appreciated this need for great care, while the consultants FF & P, failed in their duty to prevent the contractor from using procedures liable to be dangerous.

In July, 1970, following the collapse of the Milford Haven Bridge in Wales, a substantial program of strengthening was put in hand on the partly built West Gate Bridge. Despite this extra strengthening we are not satisfied that beyond all reasonable doubt that the stresses at all points of the steel bridge, as now designed, will be within safe limits, unless further modifications are made. (See Section 5.1.1) We recommend that before construction is recommenced a thorough check be made of the whole design by an independent authority.

At the time of the collapse, men were working on the span in various capacities, and others were in or near, some lightly-constructed huts which had been placed immediately beneath the span, and onto which the span fell. Of the men on the bridge, or beneath it, 35 were killed outright, or died as a result of their injuries. Many others were injured in various degrees of severity.

Twenty years after the collapse, two engineers from Ballarat University's Division of Engineering & Science, Brian Coles and Trevor Gourley (1990), wrote a case study for engineering students on the incident, based on the evidence presented to the Royal Commission. Coles and Gourley characterised the West Gate Bridge collapse as 'this blot on Australia's engineering history'.

Melbourne engineering firm Vickers Ruwolt Pty Ltd had won a contract to provide structural steelwork for five minor spans that were built outside the main bridge abutments to cross for Todd Road at the eastern end and the Williamstown and Geelong railways at the western end. With considerable experience in fabricating steel bridge work dating back to the 1920s (including the large Bethanga Truss Bridge), they had also tendered unsuccessfully for the fabrication of the main span box girders on the West Gate Bridge. A senior manager with the firm was later to reflect that in light of subsequent events, it was perhaps the most fortunate contract the firm had ever lost.

The bridge construction recommenced in 1972 and took another six years. Ultimately, the bridge took 10 years to complete and cost $202 million. On 15 November 1978 the bridge was officially opened to traffic with a 60-cent one-way car toll.

The bridge toll, introduced as part of the means for paying for construction, was never popular, and because alternative existing routes were still attractive, traffic volumes on the bridge did not meet projections. The Cain Labor government subsequently removed the tolls in 1985.

In 1987 the West Gate Freeway, which had been opened in the 1970s in two sections, on the west side of the river up to Williamstown Road, and on the east side between Todd Road and Lorimer Street, was completed all the way through to Kings Way along a further elevated structure through South Melbourne. In 1997 the Western Ring Road connected to the West Gate Freeway, and in 1999 the Melbourne City Link connected the West Gate Freeway with the

Tullamarine Freeway (via the Bolte Bridge) and South Eastern Freeway (renamed the Monash Freeway, via two tunnels under the Yarra River).

Since 1982, VicRoads has been responsible for the bridge, and approximately $2 million annually is spent on regular maintenance. Recent major works include recoating the cables, replacing lighting, cleaning the painted steel under-surface of the bridge, and resurfacing two lanes on the steel section of the bridge.

A major widening of the West Gate Freeway addressed congestion and safety concerns on the West Gate Freeway between Altona North and the West Gate Bridge, and included sound barriers to reduce the impact of traffic noise. The widening was completed in February 2000 and was funded by the State Government's Better Roads Victoria Program. In 2002 the west side concrete approach span girders were strengthened by application of carbon-fibre reinforcing strips to allow widening of Williamstown Road on ramp by an additional lane.

In 2008, with traffic flows reaching an average of 160,000 vehicles a day, the West Gate Bridge was nearing its maximum capacity and work commenced on a major upgrade of the bridge. The first stage of this project involved a thorough structural analysis of the bridge and a planning and design process. VicRoads has appointed world-renowned UK design specialist, the Flint & Neill Partnership, and local engineering firm, Sinclair Knight & Merz, to undertake this complex phase. Construction partner, JHC joined the project in mid-2008. Changes undertaken under the project included the addition of a fifth traffic lane in either direction to be available for use in peak hour traffic flows, requiring strengthening of the outer edge of the decking. Other work included the installation of 'anti suicide' safety barriers and a new traffic management system. As part of the works the entire bridge was closed to all traffic in both directions for eight hours during the night of 16-17 October 2011, for the first time in 32 years since the bridge opened.

Comparative analysis

No other bridges in Australia are of a scale or construction form comparable with the West Gate Bridge. Two bridges of the same design and construction method – Milford Haven in the UK and Fourth Danube Bridge in Austria – were also related through the involvement of Freeman Fox & Partners in pioneering the designs. Many later bridges adopted this design, but rarely the same construction method. Examples include the Anzac Bridge in Glebe or the Eleanor Schonell Bridge in Brisbane. In the City of Melbourne, Seafarers Bridge might be seen as taking its cable-stayed form from the West Gate Bridge, as well as referencing the mast stays of sailing ships.

Statement of Significance

What is significant?

The West Gate Bridge is a composite, divided-carriageway freeway bridge comprising cable-stayed, welded steel, box-girder main spans, prestressed precast concrete box girder approach spans and steel beam supplementary spans crossing the Yarra River between Spotswood and Port Melbourne. It was designed by Freeman Fox & Partners and erected by a consortium, WSC and JHC. When built, it was the longest road bridge in Victoria by a considerable margin, and had one of the longest cable-stayed girder bridge spans in the world. It is today the second-longest bridge in Victoria (after the combined Bolte Bridge and Western Link elevated tollway), and ranks as the fourth-longest-operating road bridge in Australia. It was constructed between 1968 and 1978 to provide a freeway link over the Lower Yarra between Melbourne and the western suburbs and Geelong. In 1970 it was the site of the worst non-mining related industrial accident in Australia's history, when a span collapsed during construction killing 35 workers and injuring others.

How is it significant?

The West Gate Bridge is significant for aesthetic, historic, social and scientific (technical) reasons at a national level.

Why is it significant?

The West Gate Bridge is of historical significance as a unique achievement in Victorian bridge-building. It was the largest bridge construction project undertaken in Australia at the time of completion and made world headlines as the site of one of Australia's worst industrial disasters when a partially-erected 112-metre (367.5 feet) span between piers 10 and 11 collapsed on 15 October 1970, resulting in the loss of life of 35 workers. The subsequent royal commission called into question construction and design standards, safety requirements and project management on engineering works, leading to dramatic changes in occupational health and safety measures, the role of workers in site safety committees, and the methods and procedures of constructing large engineering projects. (Criterion A)

The West Gate Bridge is of technical significance as a unique Australian bridge design and, when built, was one of the longest cable-stayed box girder bridges in the world. At 336 metres it has the third-longest span of any bridge in Australia (after the Sydney Harbour Bridge at 503 metres, and the ANZAC Bridge at Glebe Island at 345 metres), and it is the fourth-longest road bridge of any type in Australia. It is twice the length of the Sydney Harbour Bridge.

When completed in 1978, the overall length of the West Gate Bridge, at 2,583 metres, was more than twice as long as the next largest bridge in Victoria, and its three cable-stayed steel centre spans, at 848 metres, were longer than any other steel bridge in Victoria. It was the first cable-stayed bridge in Victoria and incorporated a host of other innovative design features including the first use of precast concrete cantilever arms to provide additional deck width. The West Gate Bridge is of aesthetic or architectural significance for its grand scale and clean lines, determined by the structural design. The sweeping curves of the approaches give the bridge a sinuous form when viewed from a distance, while the triangles created by the cables and towers are a signature feature. The bridge is one of the most prominent and recognisable landmarks of Melbourne. Viewed from below, the combination of central box girder and concrete cantilever arms under the deck of the approach spans create a distinctive impression like the spine and ribs of a giant inanimate serpent. (Criterion A)

The West Gate Bridge is of social significance for the memorial plaque on base of No. 10 Pier, remembering the 35 workers killed in 1970, and a public sculpture installation under the span that collapsed. The collapse is commemorated every anniversary by survivors, family and friends of the victims. (Criterion G)

Sources used for this assessment

The following sources and data were used for this assessment:

Hitchings, Bill, 1979, *West Gate*, Outback Press, Melbourne.

Victoria. Lower Yarra Crossing Authority & Maunsell & Partners & Freeman, Fox, and Partners (1966). *Proposed lower Yarra bridge, Melbourne, December 1966*. The Authority, Melbourne.

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Victoria. Lower Yarra Crossing Authority *West Gate Bridge : the dawn of a new* era. Melbourne, 1969.

Victoria. Lower Yarra Crossing Authority *Structures in West Gate Bridge project*. Lower Yarra Crossing Authority, Melbourne, Vic., 1970.

Coles B., & Gourley T., 1990, *Occupational Health and Safety for Engineers*, Australia's National Occupational Health & Safety Commission.

Brian Coles, *Collapse of the West Gate Bridge: A Case Study for Engineering Students* NOHSC, 1990.

Report of Royal Commission Into the Failure of West Gate Bridge: Presented to Both Houses of Parliament Pursuant to Section 7 of the West Gate Bridge Royal Commission Act 1970, Issue 7989 By Authority, C.H. Rixon, Government Printer, 1971.

Adam Carey, Forty years on, the West Gate Bridge collapse still looms large. *The Age* 16/10/2010.

West Gate Bridge Memorial 2017, West Gate Bridge Memorial Committee. http://www.westgatebridge.org/

Public Records Office VPRS 24/P3 Inquest Deposition Files, unit 120- Includes the Report on West Gate Bridge Collapse by the Technical Committee set up by the City Coroner, and a Plan of Survey of Portion of the West Gate Bridge (stamped 'original copy'). Report of the Royal Commission into the Failure of West Gate Bridge (1971, Victoria).

Smyth, Dacre, 1980, *The Bridges of the Yarra - A Book of Paintings, Poetry and Prose*, Melbourne, 1979 (2nd. edition,).

VPRS 2591/P0 and 2591/P1 Transcript of Proceedings. Documents relating to the Royal Commission into the failure of West Gate Bridge, including transcripts of the proceedings, correspondence, the report and newspaper clippings.

VPRS 9310/P1 Classified Subject Index Cards, unit 3. Section on West Gate Bridge Authority contains cards registering file details of Treasury department records in VPRS 1207 and VPRS 9458.

VPRS 9458/P1 General Correspondence Files, Annual Single Number System, unit 154.

Includes a Treasury department file containing information about the development of the West Gate Park from 1980–1985.

VPRS 8291/P1 General Correspondence Files, units 341, 353, 367. Footscray municipal records

VPRS 11565/P1 General Correspondence Files, Alpha-Numeric System, unit 59. Williamstown municipal records.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as West Gate Bridge, West Gate Freeway, Fishermans Bend.

Apply external paint controls with policy to maintain original finishes and colour schemes.

Electricity substations group, Southbank

City of Melbourne property number:

Type of place:

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1890s – 1930s: Victorian-era, Inter-war (WW1-WW2)

Major owners or occupiers: Melbourne Electric Supply Company.[1]

Heritage Gradings:

Proposed new system (C258):

Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: D3

Heritage values:

Aesthetic, Historical

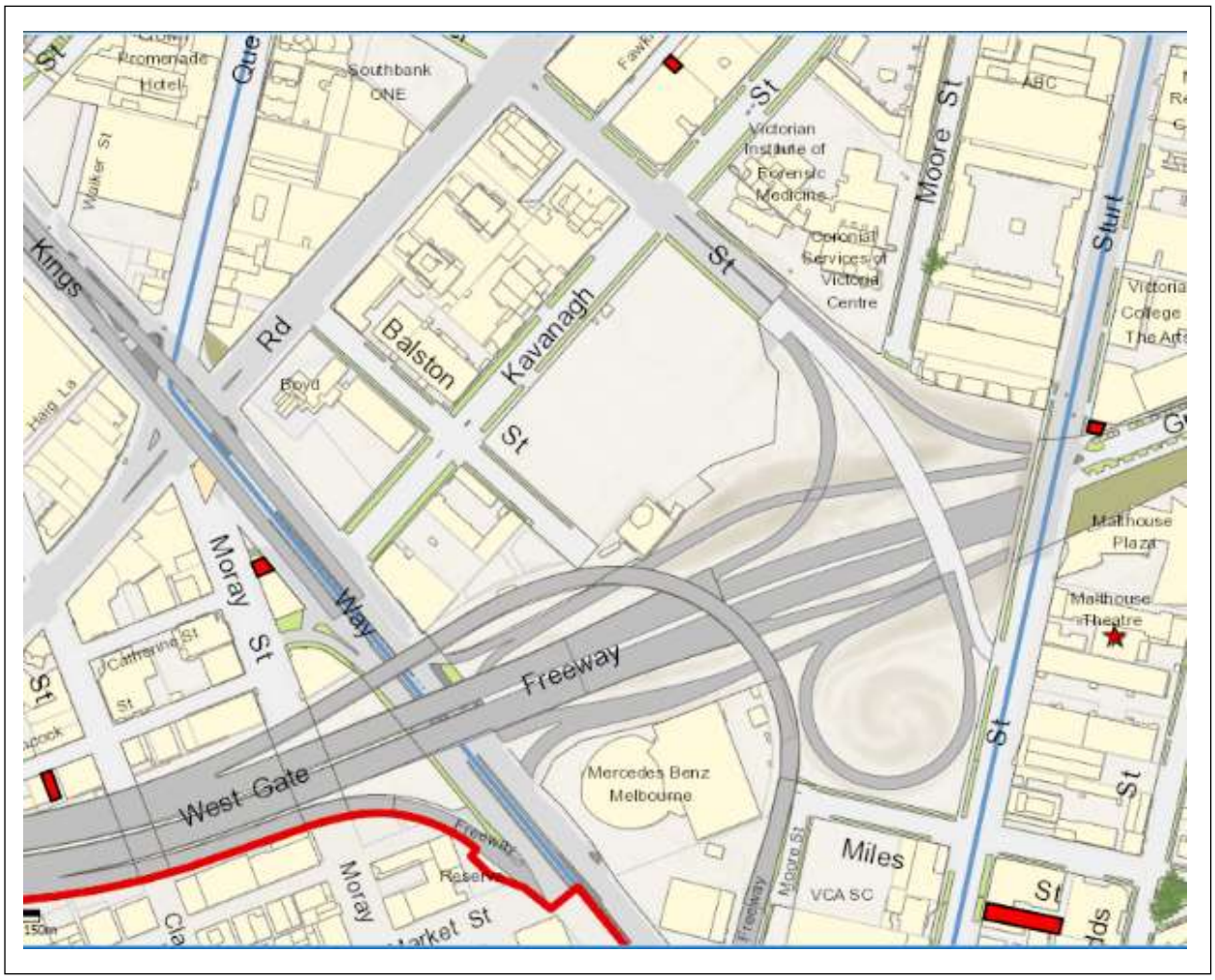
Heritage status:

Heritage Overlay Proposed group

Thematic context:

6.3 Providing essential services

[1] http://marvmelb.blogspot.com.au/2013/11/melbourne-history-in-posters.html



Boundary of heritage place substations shown in red

Description

The substation at 99A Sturt Street is a small, rendered brick pavilion-type substation with a gambrel roof surmounted by a louvered lantern. The roof has diamond patter asbestos tiles and wide eaves. The lantern has a small tiled, hipped roof surmounted by a finial. Large metal vents are positioned at the base of the walls, and there are two timber doors on the south side. The building is freestanding, but built very close to the adjacent PMG workshops.

The Fawkner Street substation is a small, brick structure set between modern buildings and flush with lane frontage. A small pedestrian entrance with a segmental brick arch has been blocked in, while the larger entrance has been reformed with steel lintel. The original reinforced concrete lintel of a different length is located in the brickwork above. A single projecting pilaster on the east side hints at the previous form, when it was probably built into an adjacent factory or demolished.

The Hancock Street substation is a small, red brick structure with a gabled end, rendered lintel over the central door and symmetrically-placed cast-iron rain heads and terracotta wall vents. It was built in 1926.

The substation at 7 Moray Street has a moderne style comprising a small, rectangular, brick building with pitched gambrel roof behind a parapet with a cement rendered band intersecting with the entrance door. Fittings include cast iron rain heads and down spots, crane rail, terracotta vents and timber doors.

The electricity substations thematic group includes the following places:

Name	Address	Date	Recommended Grading	Recommended Streetscape Level	Contributory
Electricity substation	99A Sturt Street, Southbank	1920s	C	2	Yes
Electricity substation	79 Fawkner Street, Southbank	1900	D	3	Yes
Electricity substation	33 Hancock Street, Southbank	1926	D	3	Yes
Electricity substation	7 Moray Street, Southbank	1930	D	3	Yes
Electricity substation	181 Sturt Street, Southbank	1925	D	3	Yes

99 Sturt Street

79 Fawkner Street

33 Hancock Street

7 Moray Street

181 Sturt Street

History

Provision of Melbourne's reticulated electricity supply can be traced back to 1880-1881 with the Melbourne Electricity Co. and Victorian Electric Light Company constructing their generators in Melbourne and Richmond. Melbourne was only the third city in the world to construct a public electricity supply system. Substations to step down the high voltage from the distribution network to the consumer lines were required in strategic locations. One of the first, constructed in 1882 below-ground in Russell Place in the CBD for the Victorian Electric Co., still survives.

Competing private companies in the late-19th century included the Australian Electrical Co. Ltd, who had a power station in Russell Place in the city, the New Australian Electric Lighting Company, who built the Richmond Power Station, and Alcock's Electric Light and Motive Power Company, who established a generating station in Corr's Lane, Melbourne. In 1889, Alcock moved to a new site in Neptune Street, Richmond. His company supplied electric light to Richmond, Fitzroy, Collingwood, Kew and South Melbourne.

The inefficiencies and inadequate coverage of competing private electricity companies led to the development of municipal electricity suppliers, and ultimately nationalisation under the State Electricity Commission. Electricity generation in Victoria had started out with a wide array of private companies moving into the emerging market of electric light and power. To regulate these companies in 1896, the first Electric Light and Power Act was introduced, determining which suppliers could operate and establishing municipal electricity undertakings. The City of Melbourne commenced its own electricity supply in 1897 with a power station on Spencer Street.

In 1899, the Brush Electrical Engineering Co. of England took over both the Alcock Company and the New Australia Electric Lighting Company to form the Electric Light and Traction Company of Australia Ltd. It was renamed the Melbourne Electric Supply Co. in 1908 and supplied power to southern Richmond, Prahran and South Melbourne. Their network formed the basis of the State Electricity Commission (SEC) distribution system when the SEC was formed in 1919 and progressively unified the various systems in the 1920s.

Comparative analysis

Electrical substations around Melbourne show a variety of architectural treatments, generally reflecting the civic and urban design concerns of municipal-based electricity supply departments rather than the earlier commercial electric companies or the role of the SEC. The City of Melbourne in particular has some fine pavilion-style substations, located in or adjacent to parkland – such as Fitzroy Gardens and Royal Park – and others from a similar period, designed by the Melbourne City Council City Architect in South Yarra, Parkville and East Melbourne. The pavilion types are atypical because of their parkland settings. Other contemporary substations in urban streetscapes tend to reflect more austere modernism, such as an example in Nottingham Street, Kensington, built around the 1920s, which displays red brick all over, but with details such as a projecting cornice and string and soldier courses over the doorways and vents. The more common substations of the period are more likely to be quite plain red brick structures with gabled or hipped roofs, rarely with decorative treatments.

Although there are other substations elsewhere in Melbourne, and also in the City of Melbourne, the Southbank substations are more consistent in age and style, having been installed to facilitate the industrial and commercial development of the area in the period 1890s to 1930s.. The group listing is important because it comprises the substations which still exist in the Southbank area and the substations are among the only fabric remaining that relate to the period when Southbank was primarily an industrial district.

Statement of Significance

What is significant?

The Southbank electrical substations are located at 99A Sturt Street, 79 Fawkner Street, 33 Hancock Street, 7 Moray Street and 181 Sturt Street, Southbank.

Contributory elements include:

- rectangular plans and parapeted forms;
- brick finishes with rendered lintels and brick drip moulds;
- fittings, including rain goods, terracotta vents and timber doors; and
- wide eaves and gambrel roof forms.

How is it significant?

The Southbank electricity substations are historically significant to Southbank and the City of Melbourne.

Why is it significant?

The Southbank electricity substations are historically significant as they represent the provision of reticulated electricity to the Southbank area in the early-20th century as local engineering firms created a much-increased demand for electricity, and former Crown land reserves were sold for new development. The individual substations were generally connected to specific industrial developments in their local area, such as the 99 Sturt Street substation being established adjacent to the PMG workshops in the 1920s. (Criterion A)

The substations are of aesthetic interest for their utilitarian brick, Inter-war style, which was typical of both the period and function. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Primary heritage study

Bryce Raworth South Melbourne Conservation Study 1997 (no specific mention).

Other heritage studies

South Melbourne Conservation Study 1987 (no specific mention).

Building Identification Form 1997 (BIF).

Other references

Miles Pierce, 'Early Electricity Supply in Melbourne', 3rd Australasian Engineering Heritage Conference 2009, Miles Pierce B. E. (Elec), FIE Australia.

Melbourne Open House, Russell Place Substation. Accessed online 1 September 2015. http://wongm.com/2011/07/melbourne-municipal-electricity-undertakings/

City Power, Electricity in Early Victoria. Accessed 1 September 2015. http://www.powercor.com.au/docs/pdf/Community%20and%20Environment/Fact%20Sheet%20-%20Electricity%20in%20early%20Victoria%20and%20through%20the%20years.pdf

Maps

MMBW Sewerage Plan, 1 inch to 160 feet, 1897.

MMBW map series. 40 feet to 1 inch. 1892. State Library of Victoria.

Mahlstedt Fire Insurance Plans, South Melbourne, c1920, c1930, c1950, State Library of Victoria.

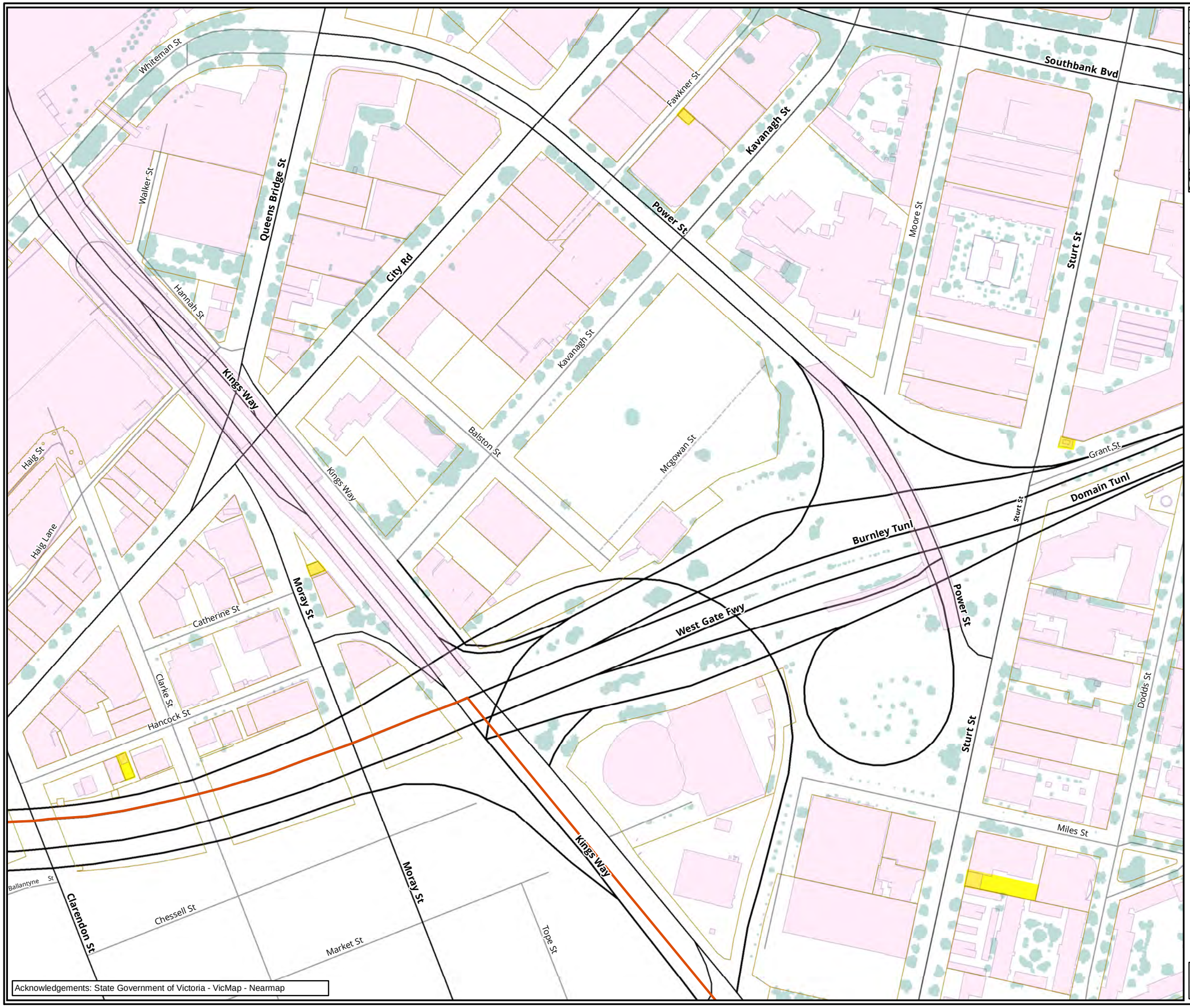
The City of Melbourne CoMMap.

Recommendations

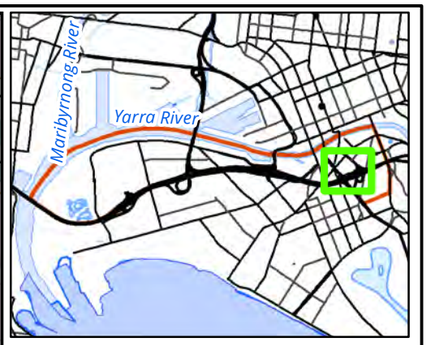
Revise Heritage Places Inventory.

Include as a thematic group in the heritage overlay.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.



Acknowledgements: State Government of Victoria - VicMap - Nearmap



Legend

- Study area
- Parcel boundary
- Tree canopy
- Building outline
- Electricity substation

Figure 92 Proposed Electricity substation thematic group precinct

0 100

Metres
Scale: 1:2,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

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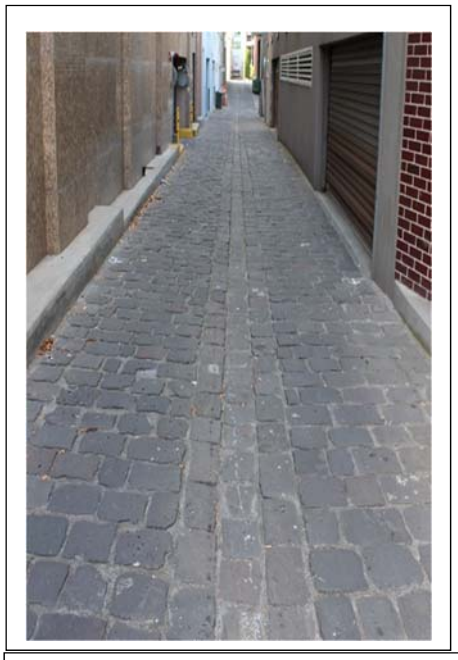
Matter: 23066,
Date: 21 April 2017,
Checked by: GV, Drawn by: SSK, Last edited by: lmilne
Location:\\bio-data-

Bluestone-pitched laneways group, Southbank

City of Melbourne property number:

Type of place: laneways



Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1870s: Victorian-era

Designer: South Melbourne council

Heritage Gradings:

Proposed new system (C258):

Contributory to a precinct (part)

Alphanumeric system (building A-E, streetscape 1-3):

Existing: --, Proposed: D3

Heritage values:

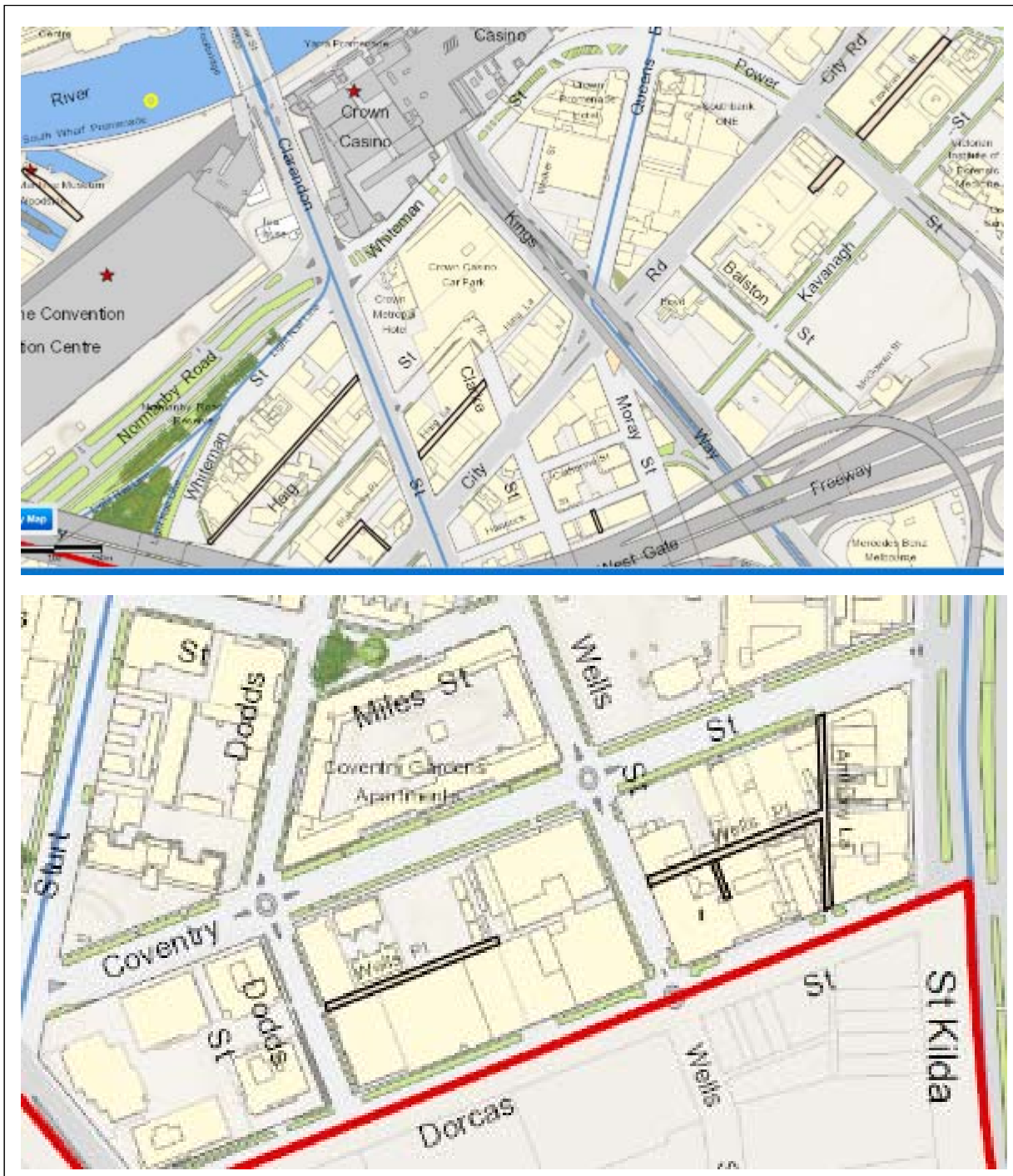
Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed group

Thematic context:

6.6 Street-making, drainage and river works



Boundary of heritage place lanes shown outlined in black

Description

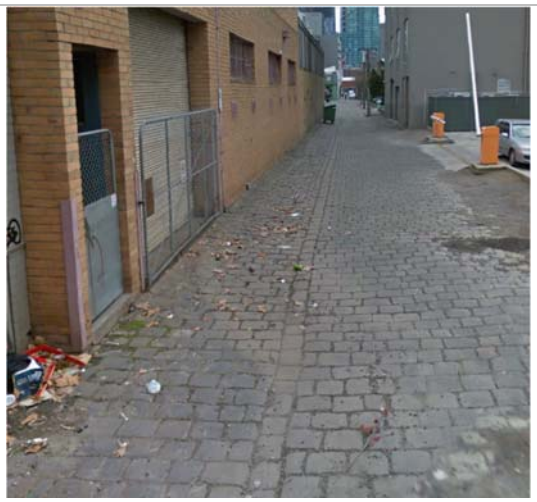
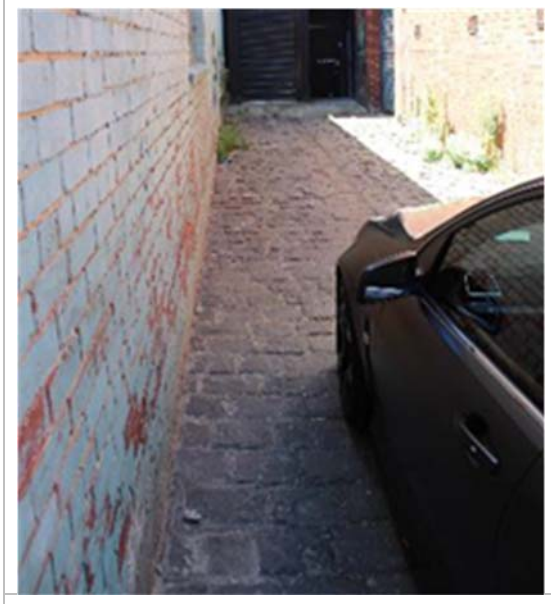
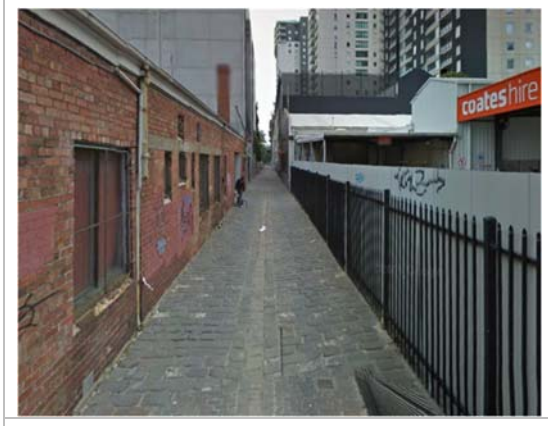
The bluestone-paved lanes comprise several separate sections of laneway which retain their original pattern of bluestone pitchers, generally with a central surface drain formed from one or more lines of slightly depressed pitchers. The sides of the lanes slope gently to this drain. In

some cases interruptions such as sewer access covers have been paved around in curving patterns of stones, indicating the lanes were constructed or re-laid following the connection of the sewers.

Stone pitchers are generally between 20 to 30 centimetres wide and 30 to 40 centimetres long, and 15 to 20 centimetres deep. They are formed with tapered sides so that the top surface can be fitted closely together, and the smaller base was originally set in sand. This was intentional, as it allowed water to soak through.

The Southbank bluestone-paved laneways group comprises the following sections of laneways:

Name	Address	Date	Recommended Grading	Recommended Streetscape Level	Contributory
Stone-pitched lane, Anthony Lane	Anthony Lane, between Coventry Street and Dorcas Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, Blakeney Place, SML639	Blakeney Place, off Clarendon Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, off Catherine Street, Sm0477	Between 4 and 8 Catherine Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, off City Road, Sm199	Off City Road, Southbank	c1870	D	3	Yes
Stone-pitched lane, off Clarendon Street, Sm0337	Adjacent to 54 Clarendon Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, Fawkner Street	Adjacent to 11-13 Hancock Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, Haig Lane	Haig Lane between Kings Way and Clarke Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, off Hancock Street, SN549	off Hancock Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, off Power Street, PL5195	Southeast of 76-80 Power Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, Wells Place, Sml609, 247	Wells Place, Southbank	c1870s	D	3	Yes

	
Anthony Lane	Blakeney Place
	
Lane Sml477 off Catherine Street	Lane Sm199 off City Road
	
Lane Sm0377 off Clarendon Street	Haig Lane

Fawkner Street	Lane Sn459 off Hancock Street
Lane PL5195 off Power Street	Wells Place

History:

The South Melbourne lanes were created as part of subdivisions during to the Victorian era as service access to the rear of properties. Crown parcels sold at auction from the 1850s, were generally larger blocks that ran from street to street, so the lanes were created by private owners subdividing the Crown allotments as a means of maximising lot yield. Although intended as service lanes in the CBD due to a prohibition of crossovers into the main streets, in some cases, the lanes in the inner suburbs also became access to residential properties built fronting them. In many cases, these became associated with the city's gold rush and 1890s depression-era slums (Bate, 1994).

Councils were responsible for constructing and maintaining roads and streets. Bluestone pitchers were cut into standard sizes, usually within the quarries in the northern and western suburbs of Melbourne, and either delivered to the site, or excess supplies were stored in council depots around the municipality.

Construction of stone paving, kerbs and channels for streets and lanes began in the 1850s and appears to have been a continuing practice up until the 1930s. The use of concrete for kerb and channel construction began around 1912 in some areas, however it appears that bluestone continued to be used for kerb and channel for many years after this in other parts of the municipality. The South Melbourne City Surveyor Annual Report to the Public Works Committee in 1912-1913 outlined that 1,325 lineal feet of bluestone kerbing and 1,770 lineal feet of concrete kerbing had been used in road construction and maintenance during that year. The Annual Report for South Melbourne in 1927-1928 outlined that 318 lineal feet of bluestone and 1,609

lineal feet of concrete kerbing had been used in road construction in that year (Port Phillip Laneways).

South Melbourne council reported construction of 'lanes less than 33 feet wide' in the *Record* during the 1890s and early-1900s, and also dealt with maintenance, having received legal opinion regarding responsibility (*Emerald Hill Record*, 16 September 1905, p.4). In some cases, the local board of health gave instruction to councils to pave kerbs, footpaths and laneways in order to remove 'nuisance', which generally meant raw sewage and liquid industrial wastes sitting in depressions adjacent to buildings and thoroughfares (*Emerald Hill Record* and *Sandridge Advertiser*, 1 May 1873, p.3). This role became in part the responsibility of the MMBW from the 1890s, when the installation of the reticulated sewerage scheme removed much of the nuisance, as well as one of the main purposes of the lanes – access to rear yards by the night carts to empty cess pits and collect toilet pans. The lanes then became vehicle access for factory and warehouse deliveries.

The bluestone laneway formerly known as Phayer Street was also identified as being suitable for inclusion in the group listing. However it is noted that the laneway is already included in HO764 which affects the area around Polly Woodside and the Melbourne Convention and Exhibition Centre. On this basis Phayer Street has not been included as part of the group listing for bluestone laneways.

The current names of Anthony Lane, Wells Place, Haig Lane, Fawkner Street and Blakeney Place are all relatively modern, as the names where historically un-named. Anthony Lane takes its name from Mr. Thomas Anthony, the original owner of most of the adjoining land. The company, T. Anthony and Co. (timber merchants) occupied the site until the 1930s (57/6/SM246). Fawkner Street is named for John Pascoe Fawkner, one of the founders of Melbourne who is believed to have ploughed and cultivated the land in 1837 where the street is now located. Haig Lane is named after nearby Haig Street for Dr. William Haig, an early resident, councillor (1859-1861), magistrate, and then health officer until his death. Wells Place is named after nearby Wells Street for William Elliott Wells, councillor (1883-1886) and lord mayor (1886) (CoMMap).

Comparative analysis

The Southbank stone-paved lanes area is a fragmentary remnant of once more extensive laneways, many of which have been re-laid, or subsumed into new road alignments and widening or private allotments. They compare with the more extensive networks of laneways throughout Melbourne and the inner suburbs, although less intact than the less-developed mostly-residential areas.

The Southbank blue-stone lanes are fragmentary remnants of an extensive laneway network which used to exist throughout the Southbank area. All the laneways included in the group listing are in highly original condition, whereas other Southbank laneways have been either re-paved in asphalt or concrete, re-laid, or resumed into new road alignments, road widening or adjoining private allotments. The Southbank laneways compare with the more extensive networks of laneways throughout Melbourne and the inner suburbs although the Southbank laneways are less intact than highly original residential areas.

Most lanes in comparable former industrial areas such as South Carlton, West Melbourne, parts of North Melbourne and Kensington, have been re-laid in asphalt, with only the kerb and channel, and sometimes a central drain remaining in bluestone.

Statement of Significance

What is significant?

The Southbank bluestone-paved laneways are located at Anthony Lane (SML246), Blakeney Place (SML639), Fawkner Street, Haig Lane, off Catherine Street (Sm0477), off City Road (Sm199), off Clarendon Street (Sm0337), off Hancock Street (SN549), off Power Street (PL5195), Street and Wells Place (SMLs 609, 247 & 248).

(Note that 'Sm', 'Sml' and 'PL' are City of Melbourne location designations from its CoMMap system, and variously use upper and lower cases with three- or four-digit numbers. Presumably they refer to 'South Melbourne Lane', 'Private Lane', or some similar nomenclature.)

The significant fabric comprises all bluestone pitchers, including the arrangement and method of setting, dry-jointing (without mortar or cement), alignment of stones and existing levels and slope angles.

How is it significant?

The Southbank bluestone-paved laneways are historically and aesthetically significant to Southbank, South Melbourne and the City of Melbourne.

Why is it significant?

They are of historical significance for their representation of the character of 19th and early-20th century urban design and the historical patterns of use which required rear service access for factories and warehouses, and night cart access for emptying cesspits and toilet pans prior to the construction of the Melbourne sewerage system. (Criterion A)

The lanes provide a direct and tangible link to the former industrial and working class residential character of the Southbank area, which has been entirely assimilated into modern commercial and high-rise residential development. They represent the last fragments of the original road and lane surfaces from the middle-to-late-19th century and were once the standard form for inner-city areas.

The lanes are of aesthetic significance as representing past urban design styles and the use of natural materials in urban street construction, prior to the greater availability of materials such as concrete and asphalt. The lanes retain the distinctive patterns created by hand skills of their makers, and over 100 years of use producing a smoothly-worn patina and fine rutting from steel-wheeled delivery vehicles. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Primary heritage study

Bryce Raworth, South Melbourne Conservation Study 1997 (no specific mention).

Other heritage studies

South Melbourne Conservation Study 1987 (no specific mention).

Building Identification Form 1997 (BIF).

Other references

Bate, Weston & Melbourne (Vic.) & State Library of Victoria (1994). *Essential but unplanned: the story of Melbourne's lanes*. City of Melbourne: State Library of Victoria, Melbourne.

MMBW Sewerage Plan, 1 inch to 160 feet, 1897.

City of Port Phillip, Heritage kerbs, channels & laneways history, significance & guidelines, no date. http://www.portphillip.vic.gov.au/Heritage_Kerbs_Channels_and_Laneways.pdf

City of Melbourne operating procedure: Bluestone in Melbourne's streets and lanes, January 2017. https://www.melbourne.vic.gov.au/SiteCollectionDocuments/operating-procedure-bluestone.pdf

Newspaper articles and advertising

Emerald Hill Record, 16 Sep 1905, p.4, 1 May 1873, p.3.

Maps

MMBW map series. 40 feet to 1 inch. 1892. State Library of Victoria.

Mahlstedt Fire Insurance Plans, South Melbourne, c1920, c1930, c1950, State Library Vic.

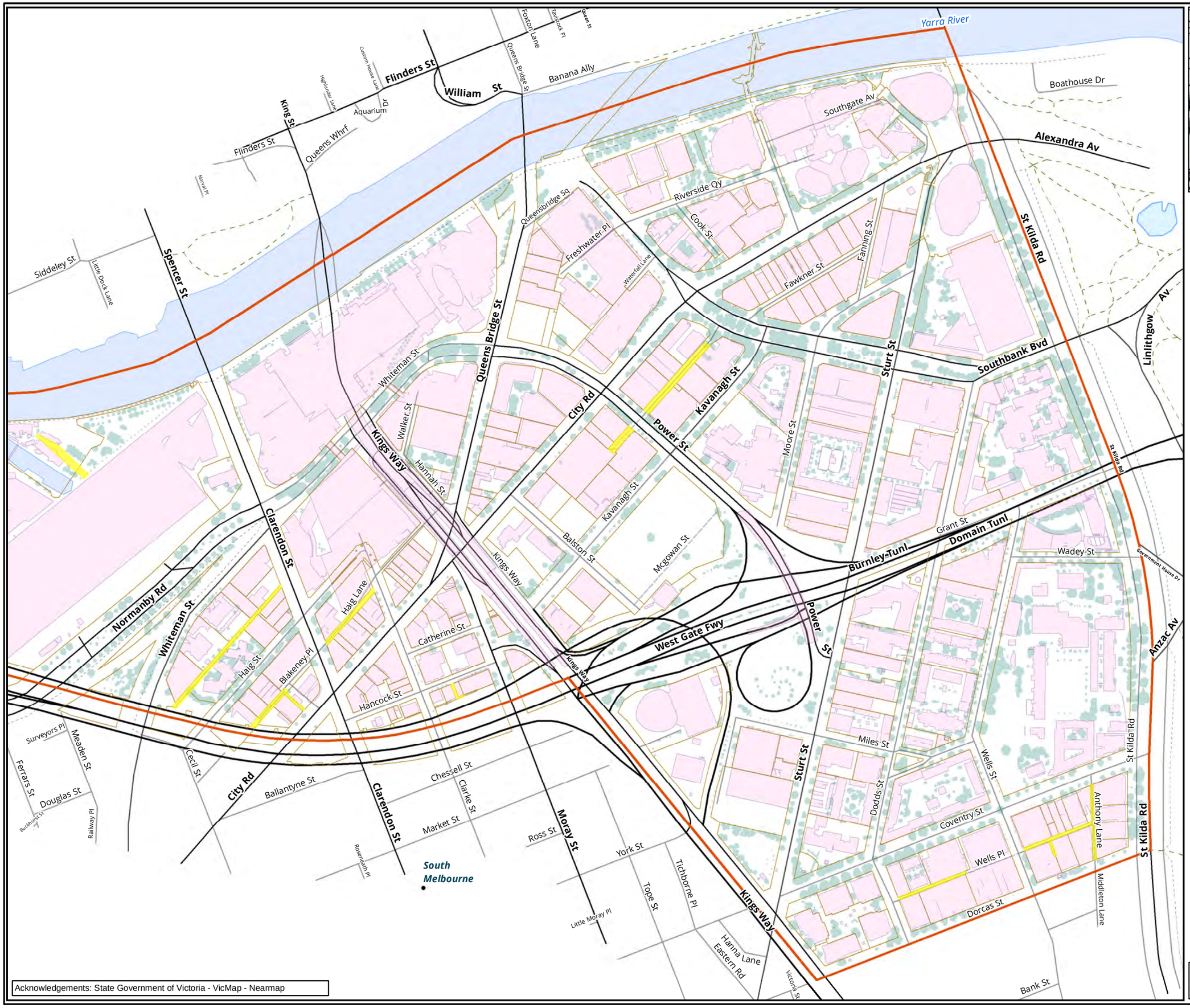
The City of Melbourne CoMMap.

Recommendations

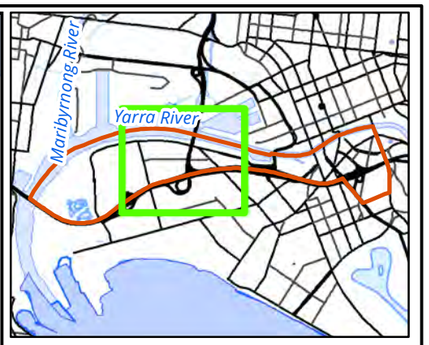
Include as a thematic heritage overlay group. (with the exception of Phayer Street, which is already within HO764)

Revise Heritage Places Inventory

Ensure management in accordance with heritage provisions of City of Melbourne operating procedure: 'Bluestone in Melbourne's streets and lanes'.



Acknowledgements: State Government of Victoria - VicMap - Nearmap



Legend

- Study area
- Parcel boundary
- Tree canopy
- Building outline

Heritage overlay evaluation

- Proposed places for inclusion in the Heritage Overlay

Figure 93: Proposed Bluestone pitched laneways group heritage precinct

0 100 200

Metres
Scale: 1:5,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55

N

biosis

Biosis Pty Ltd
Ballarat, Brisbane, Canberra, Hobart, Melbourne, Newcastle, Sydney, Wangaratta & Wollongong

Matter: 23066,
Date: 21 April 2017,
Checked by: GV, Drawn by: SSK, Last edited by: lmilne
Location:\\bio-data-

Appendix 4 Citations for archaeological places

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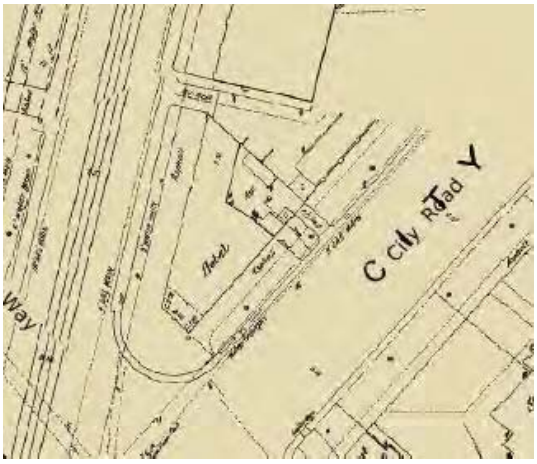
City Road Park / Castlemaine Hotel (archaeological), 135 Queens bridge Street, Southbank

City of Melbourne property number: 108053

Type of place: archaeological



Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1882, Victorian-era

Major owners or occupiers: John Phillipson

Heritage gradings:

Proposed new system (C258):

Individually significant

Alphanumeric system (building A-E, streetscape 1-3):

Existing: no grading

Proposed: D3

Heritage values:

Historical, Scientific

Heritage status:

Proposed for nomination to Victoria heritage Inventory

Thematic context:

13.6 Eating and drinking

Boundary of heritage place

Description

The Castlemaine Hotel was a two-storey brick structure with a cellar. The site is currently occupied by a small park. Part of the original building footprint, about 15 metres of the western corner, was taken over for road widening when creating the slip lane off Queens bridge Street. The brick wall on the eastern side of the park is a modern construction. MMBW plans show the hotel wrapping around the corner site with a small yard facing City Road, containing a closet (probably originally with a cess pit), sheds and drainage features. Archaeological remains are likely for all of these, including the wall footings and potentially occupation deposits both in the under floor areas and the rear yard.

History

The corner lot on Queens bridge Street (Originally Moray Street North) and City Road was originally purchased by W. G. Boyd. John Phillipson erected the Commercial Hotel on this corner in 1882, and the following year Phillipson also opened the Trades Hotel in City Road.

The Commercial was situated opposite the Castlemaine Brewery, which was on the western side of Queens bridge Street and next door to its bottling store. With the expansion of the Castlemaine Brewery to the east side of Queens bridge Street, the hotel was renamed the Castlemaine Hotel.

In 1885, 'Fitzgerald & Co., brewers', occupied the bottling store at 129-133 Queens bridge Street, which had replaced the original stables with the brewery. In the same year, Fitzgerald was recorded as owner and John Clark was recorded as licensee of a hotel on the triangular allotment adjacent to the site on the corner of City Road, known as the Castlemaine Hotel.

In the 1930s, the Castlemaine Hotel operated under the ownership of Henry Stokes of the Commercial Hotel, Fitzroy (Rate Books 1936-1938).

The Castlemaine Hotel was de-licensed on 7 March 1958 and then demolished to widen the intersection under the Kings Way overpass.

Comparative analysis

Few hotel sites have provided archaeological potential in the South Melbourne Area, although a number have been excavated in the city, such as the Mistletoe Hotel. Like the nearby former South Melbourne Post Office site, this offers opportunities for investigation of the material culture of the late-19th and early-20thcentury.

Statement of Significance

What is significant?

The Castlemaine Hotel archaeological site, northeast corner of Queens bridge Street and City Road.

How is it significant?

The Castlemaine Hotel archaeological site is of historical and archaeological (scientific) significant to Southgate and the broader city of Melbourne.

Contributory elements include:

- archaeological evidence of structural form and occupation deposit; and
- present grassed open space as indicator of its location.

Why is it significant?

The Castlemaine Hotel archaeological site is historically significant as it is one of a small number of former hotels in the Southbank area that served the predominantly industrial workers of the district and, in particular, workers from the Castlemaine Brewery for the period it was operating from the 1880s to 1920s.

Sources used for this assessment

The following sources and data were used for this assessment:

History of Hotels in South Melbourne St Kilda Historical Society Inc., 2004. http://www.skhs.org.au/SKHShotels/Castlemaine%20Hotel.htm.

John Phillipson founded the Commercial Hotel in 1882, (later renamed the Castlemaine Hotel). The following year, Phillipson would go on to open the Trades Hotel in City Road. It was situated opposite the Castlemaine Brewery, which was on the western side of Queens bridge Street, in 1901, and next door to its bottling store. The Castlemaine Hotel was de-licensed on 7 March 1958 and then demolished to widen the intersection under the Kings Way overpass.

Newspapers
'LICENSING COURT.' *The Argus*, 18 February 1926, p.14. Web. 6 Mar 2017. http://nla.gov.au/nla.news-article3735309.
Concerning the Castlemaine Hotel, Moray Street, the Court was informed that if the hotel were not delicensed it was proposed to add an addltional story to the building and to reconstruct the interior at a cost of £6,000. Decision was also reserved in these two cases…

The Age, 27 April 1911, p.8.
CASTLEMAINE BREWERY CO
The half-yearly meeting of the shareholders in the Castlemaine Brewery Company Melbourne Ltd was held yesterday at Scott's Hotel; Mr Edward Fanning presiding.

Recommendations

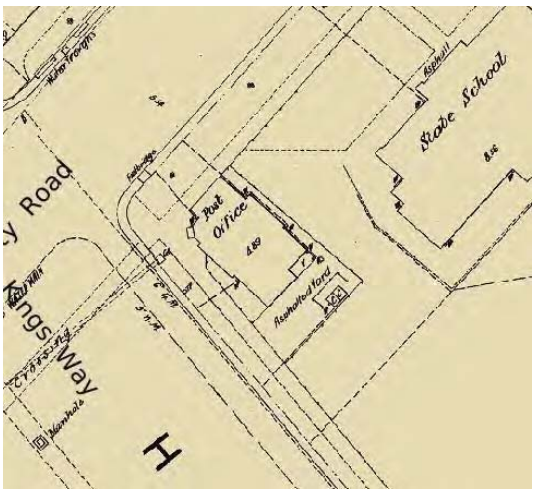
Revise Heritage Places Inventory.

Nominate the site to the Victorian Heritage Inventory as an archaeological place.

South Melbourne Post Office site (archaeological), 229 City Road, Southbank

City of Melbourne property number: 636830

Type of place: archaeological site



Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1884, Victorian-era

Major owners or occupiers: Colony of Victoria,

Commonwealth of Australia

Heritage gradings:

Proposed new system (C258):

Individually significant,

Alphanumeric system (building A-E, streetscape 1-3):

Existing: No grading

Proposed: C3

Heritage values:

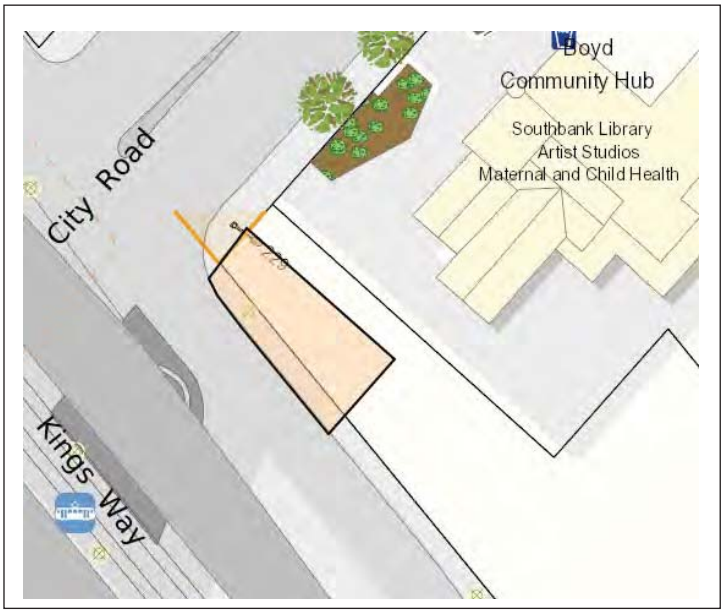
Historical, Scientific

Heritage status:

Proposed for nomination to Victoria heritage Inventory

Thematic context:

6.1 Communications



Boundary of heritage place

Description

This grassed area is part of the grounds of the fomer City Road Primary School, now the Boyd Community Hub. The Post Office occupied the corner of the block, but the western part was reclaimed for the widening of Kings Way. It is likely that footings from the Post Office buildings, underfloor deposits and other artefact deposits are present below the current fill and paving. Historic photographs and plans indicate a substantial masonry building with outbuildings and a rear yard. A closet at the rear of the alotment was probably filled when the sewerage system was connected in the 1890s. No later buildings have been on the site.

History

The South Melbourne Post Office was erected in 1884, close to the South Melbourne Primary School, serving a – by then – well-established area of residences and businesses. The Post Office occasionally appears in the public record, ether because of holdups or robberies, or to recognition staff for their service. As an inner-city Post Office, it did not require a postmaster's residece. The land, originally a Crown parcel, was transferred to the ownership of the Commonwealth government in 1901.

Comparative analysis

No post office or similar government building has been investigated archaeologically in Melbourne. It is unusual for a former post office site to remain undeveloped following demolition of the original building.

Statement of Significance

What is significant?

The South Melbourne Post Office archaeological site, north-southeast corner of Kings Way and City Road, South Melbourne.

How is it significant?

The South Melbourne Post Office archaeological site is of historical and archaeological (scientific) significance to Southgate and the city of Melbourne.

Contributory elements include:

- archaeological evidence of structural form and occupation deposits; and
- present grassed open space as indicator of its location.

Why is it significant?

The South Melbourne Post Office archaeological site is historically significant as a potentially intact archaeological deposit relating to the late-19th and early-20th centrury occupation of this location..

Sources used for this assessment

The following sources and data were used for this assessment:

SBCS, V1 FOOTNOTES
5. J.H. Boyd Domestic College
1. Burchell, pps. 149, 153
2. R. Lapidus in Vision and Realisation, V3 p.383
3. (a) Ibid
(b) Air Spy (SLV)
4. Burchell, p.153
5. Mahlstedt's South Melbourne Plans, c1928,
(MUA)

City of Melbourne MAPS

MMBW
1895 DP shows Post Office site with building located on City Rd

Contemporary Photographs
City Road - South Melbourne Post Office [Year identified: 1960] National Archives B5919, 494
https://recordsearch.naa.gov.au/scripts/PhotoSearchItemDetail.asp?M=0&B=6528833&SE=1
City Road (South Melbourne) - Post Office and related history, 1901 - 1988, Series B5846 NAA: B5846
City Road Post Office, South Melbourne [picture] [1917-1930] State Library Vic. Accession no(s) H89.105/54
http://handle.slv.vic.gov.au/10381/304471

Newspapers
Portland Guardian (Vic. : 1876 - 1953), Monday 1 February 1897, page 3
Melbourne News (Anglo-Australian Press Agenoy.) MELBOURNE, This Day. ARREST OF BURGLARS. An attempt has been made to burgle the City Road Post Ofhce, at South Melbourne, but which was frustrated through the electric alarm giving information to the police, who were thus able to arrest Thomas Kilrain, a powerful man and a notorious criminal. The police also subsequently arrested Richard Buckley, who has been shadowed for many days, but a third man escaped. The police then drove out to Carlton and arrested Mary Jamcc, 3essie James and William James (the latter only ten years old), and Catherine Connell, all of whom are accused of disposing of stolen stamps. The man Buckley, as soon as he found himself covered by the revolvers of the detectives, rushed for his own revolver, which was fully loaded, but he mistook the drawer in which it was concealed. Detective O'Donnell had a narrow escape of shooting his own son, who had come to tell him of the arrest of Kilrain.

Record (Emerald Hill, Vic. : 1881 - 1954), Saturday 10 August 1912, page 5
Postmistress Honored
PRESENTATION TO MISS M., WEBB.
For fifteen years or more Bliss M Webb held the position of postmistress at the City-road post office, South Melbourne. During that lengthy period she, by her pleasant manner, unfailing courtesy, and strict attention to the business of the office, made many friends. The office had been let under the contract system, . andMiss Webb, unfortunately for herself. as it afterwards proved, had worked the business up to such an extent that the department was compelled to make it a stall office. The public was loth to lose Miss Webb, and petitioned the Postmaster-General to retain her services. The ' request was granted for a time, but eventually it was intimated that tbc laws of the department demanded (hat. a staff officer be placed' to charge. Those who had been in the habit oMransacting business at the office determined to fittingly recognise the good work- Bliss

Webb bad done, and the innumerable sacrifices she had many other ways -endeared herself to made to oblige the public. Apart from her official duties, she had in , a very large number of people. As the result of the efforts of prominent citizens, a pleasant social gathering took place at Marks's Trades. Hotel on Saturday evening, when Miss Webb was the siiest. The chair was occu-About. SO -ladies -and gentlemen, were 5 resent, including Mr, Lemon (representing the Postmaster-General's department), and the principals of all the leading, manufactories and other business places in the district. Apologies were read from Messrs. Bell and Valentine, Messrs. tavies, Shcppard - and 'Co., Messrs. Henri Foissin and Co., Mr. Jos. O'Donnell (Australian Manufacturing Co.), and Cr. J. Sloss. ...On the proposition of Cr. I vers a special vote of thanks was conveyed to both ladies for their kindness. Before dispersing, tile company sang the National Anthem and " Auid Lang Syne."

Gippsland Times (Vic. : 1861 - 1954), Thursday 9 January 1936, page 1
HOLD UP AT SOUTH MELBOURNE. Masked Gunmen Raid Post Office. With pistols drawn, two masked men walked calmly into the City road post-office, South Melbourne yesterday, snatched up a cash-box containing postal notes, stamps, and cash worth. £45, and escaped in a stolen car, Before they left they locked the postmaster (Mr. J. Evans) and his assistant ('Mr. J. Felding) in a rear room, and jabbing them with pistols, warned them "to stay quiet." Unable to open a window showing on to the street, the two imprisoned men knocked on it until they attracted the attention of a passer-by, who released them. Police are scouring the district for the bandits. Barely had the doors been opened at 9 a.m. when a man, wearing a handkerchief across the lower portion of his face, and carrying an automatic pistol, walked into the office, and, springing to the counter, leapt smartly across the grille. "Stick them up-Quick!" he said in quiet, menacing tones to the two officials. Neither the postmaster nor his assistant was quick to comply, but when the young man repeated the demand with what seemed an added threat in his voice they put their hands above their heads. Keeping them covered, the bandit backed to a door separating the official section of the Post-office from the public portion, and, unlocking it, admitted a masked accomplice. This man, who also carried a pistol, forced Mr. Felding to the wall while the first man kept the muzzle of his automatic uncomfortably close to the post-master. Warning Mr. Evans not to move or he would 'let him have it,' the gunman snatched the keys and, opening the strongroom, removed the cash box which it contained. 'Get in there!' he then ordered the two officials, indicating a back room with his pistol. 'Step on it!' Evans and Felding, their hands still upraised, were forced into the room, and the two gunmen slammed the door, turned the key and walked out of the office. They slammed the front door behind them and walked across City Road to a hotel on the opposite corner. There they jumped into a car, which was driven off at a fast speed.

The Age, 6 January 1941, p.8.
POST OFFICE SAFE Removed from Montague
By removing bricks from a wall and making a hole through which they managed to operate a bolt and bars of a door, thieves gained entrance early on Saturday morning to the news agency of Mr. F. Dayble, City Road, South Melbourne, which is also the Montague Post Office, and stole a safe weighing 5 cwt. and containing £90 in cash, stamps and postal notes. The safe was the property of the Postmaster-General's department. Because of the weight of the safe the thieves had to roll it out of the shop to the back lane, where they had a motor car parked. As they could not lift it into the car they obtained a tent from a tent maker's shop next door to the post office and wrapped the safe in it. With the aid of the car the safe was then dragged through several streets to a lane off Richardson Street, Albert Park. Senior Detective Roscwarne, Detective Coe and First Constable Sheehan later followed a trail through the streets by means of the marks made by the safe and fragments of the tent, but lost it at the lane In Richardson Street. They searched several backyards, in one of which they found a broken mattock. A search was made of the house and the safe was found, broken open. All of the stamps and a small portion of the money were found. The detectives later visited two houses in Port Melbourne and arrested two men. Later at the City Watch House two men were charged with shopbreaking and stealing.
www.hawthorntramdepot.org.au/papers/substations.htm.

Recommendations
Revise Heritage Places Inventory.
Nominate the site to the Victorian Heritage Inventory as archaeological place.

Appendix 5 Potential heritage places for future investigation

Table 16 Summary listing of places for potential future assessment

There are the 26 other places considered to have potential to be added to heritage overlay pending further research.

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Melbourne Towing Service	167-169 City Road, Southbank	1950			C-D	2	Contributory to precinct. Representative of important Southbank historic motor theme, rare survivor and characteristic. Further historical and comparative assessment may reach threshold. Relatively modern structure in modernist style may not be recognised generally for its aesthetic significance.	
W. J. Bush Ltd / Potter & Moore perfume & cosmetics, now Urban Central	344 City Road, Southbank	1940			D	2	Contributory to precinct. Altered but rare large wartime industrial premises reflecting former character of Southbank. Low integrity and utilitarian appearance.	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Buckeye Harvester Co. / Kelly & Lewis motor garage	56-58 Clarendon Street, Southbank	1950			D	3	Individual HO. Example of formerly-common building type and use in relation to the Southbank industry theme, rare survivor. Utilitarian place and recent age.	
Evan Walker Bridge	Yarra River, Southbank	1992			C	3	Individual HO. Historical and social value as part of Southbank scheme. Named for Evan Walker and socially significant for love-lock phenomena. Recent age.	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
S & K Motors	35-37 Hancock Street, Southbank	1965			C	3	Individual HO. Altered but possible architectural value for distinctive concrete block screened façade; fits motor theme – rare survivor. Aesthetic threshold – also too recent.	
International Harvester	750 Lorimer Street, Port Melbourne	1961			C	3	Individual HO. Large sawtooth-roof factory historically connected to industrial theme, becoming rare. Recent age.	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
MFB Station No 38	26-40 Moray Street, Southbank	1991			C	3	Individual HO. Potential Architectural value, needs to be confirmed from sources. Recent age.	
Southern Cross Windmills	18-24 Moray Street Southbank	1937			C-D	3	Individual HO - Rare surviving industrial building related to theme– potential architectural value as representative of period Relatively plain so architectural value limited, may only be typical of historical uses	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Children's Court	9-15 Queens Bridge Street, Southbank	1930	D	3	C-D	3	Individual HO. Altered 1930s building, but recent social history as a children's court. Earlier warehouse use historical significance diminished by alterations, more recent social value as children's court may be difficult to substantiate.	
Crown Promenade Hotel	40-56 Queens Bridge Street, Southbank	2003			C	2	Individual HO. Significance as architectural award winner. Recent age.	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Vacuum Oil Company stores	87-89 Queens Bridge Street, Southbank	1930	D	2	D	3	Contributory to precinct. Historical significance as rare surviving industrial building related to Southbank historical theme. Some architectural value in Art Deco/Moderne elements. May be significant enough for a contributory place in a precinct, but utilitarian design and alteration diminish aesthetic value. Historical value only as representative of former motoring industry theme.	
Eureka Tower	3-7 Riverside Quay, Southbank	2002-2006			C	3	Individual HO. Architectural award winner. Recent age.	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Southgate	3 Southgate Avenue, Southbank	1990-1992			C-D	2	Individual HO. Historical and social value. The project that triggered Southbank transformation. Recent age.	
Vacuum Oil / Mobil / Southgate Apartments	28-32 Southgate Avenue Southbank	1960/ 1996			D	3	Originally a early significant glass curtain wall building, contemporary with ICI house. First of the transformational developments south of the river. Heavily altered, probably insufficiently-intact for heritage consideration.	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Shell West Gate service centre	West Gate Freeway				C-D	3	Individual HO. Largest tensioned-fabric roof structure in Victoria. Recent age.	
Southern Link elevated road	West Gate Freeway, Southbank	1987-1988			C-D	3	Individual HO. Longest elevated roadway: historical and technical development. Recent age, utilitarian and poor aesthetics.	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Crown Casino	2-68 Whiteman Street, Southbank	1997			B-C	2	Individual HO. Architectural award winner. Recent age, community stigma may be attached to it.	
Melbourne Exhibition Centre	Convention Centre Place, South Wharf	1996			B-C	2	Individual HO. Significance as architectural award winner: William Wardell Award for Public Architecture, Sustainable Architecture Award, Melbourne Prize, Victorian Architecture Medal for successfully crossing design boundaries. Recent age; conflicting views may exist as to its aesthetic merits.	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Melbourne Convention Centre	Convention Centre Place, South Wharf	1996			B-C	2	Individual HO. Significance as architectural award winner. Recent age.	
Melbourne Recital Centre	31 Sturt Street, Southbank	2009			B-C	1	Individual HO. Significance as architectural award winner. Recent age.	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Melbourne Theatre Company	140 Southbank Boulevard, Southbank	2009			B-C	1	Individual HO. Significance as architectural award winner. Recent age.	
ACCA / Malthouse Plaza	111 Sturt Street, Southbank	2002			B-C	2	Individual HO, or in precinct with Malthouse and Vault. Architectural Award Winner Recent age.	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
VCA Drama School	Dodds Street, Southbank	2002			C	3	Designed by Corrigan. Significance as architectural award winner. Not recommended for HO due to recent age.	
Victorian College of the Arts	St Kilda Road & Dodds Street, Southbank	2001			B-C	3	Currently in HO910 for Police Depot buildings. Also has modern architectural significance: 2004 Australian Institute of Architects prize for Best New Institutional Building. Recent age.	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Seafarers Bridge	South Wharf	2009			C	3	Individual HO. Significance as architectural award winner. Recent age.	
Russell & Russell gauge manufacturers	11-13 Hancock Street, Southbank	1940			C	3	Individual HO. Rare surviving Moderne-style factory; very intact example of industrial building and representative of the former character of Southbank area.	

Appendix 6 Study Brief

City of Melbourne

Project Brief

The Southbank and Fishermans Bend

Heritage Study

Consultant Project Brief

Project Owner
Robyn Hellman

Project Manager
Peter Mondy

Submission Deadline
26 August 2016

Date Updated
21 July 2016

CITY OF MELBOURNE

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1 INTRODUCTION

The City of Melbourne places high importance on heritage values in a future city and is committed to protecting important heritage places within the municipality.

Southbank, South Wharf, Port Melbourne and Fishermans Bend within the City of Melbourne and Docklands between Port Melbourne and South Wharf are renewal areas of the city that contain important heritage places.

2 THE STUDY AREA

The study area includes the suburbs of Southbank, South Wharf, Port Melbourne / Fishermans Bend within the City of Melbourne and Docklands between Port Melbourne and South Wharf. (Refer to Attachment Map 1).The Port of Melbourne Corporation area is not included in the study area.

3 PURPOSE

To identify all culturally significant heritage places, including objects, buildings, trees, and artefacts within the Southbank, Docklands, Port Melbourne and Fishermans Bend areas (see attachment 1 map) to determine which heritage places warrant statutory protection in the Melbourne Planning Scheme.

4 SCOPE

The study should focus on understanding the significance of all historic places, buildings and artefacts within the study area and how significant places should be protected. The study will also develop a historic narrative, at a local level, that builds on the Council's 2012 thematic environmental history for the city.

The assessment of heritage significance should be comprehensive and evaluate the significance of all relevant buildings, places, objects and assets, including where appropriate Aboriginal cultural heritage places, within the study area.

The consideration of Aboriginal cultural heritage in the study may require a sub-consultant partnership to be a part of the project to undertake a preliminary investigation of Aboriginal cultural heritage places within the study area. Bidders should outline how Aboriginal cultural heritage will be considered in the study.

Council's Aboriginal Heritage Action Plan 2015-18 outlines an approach to the protection, maintenance and recognition of sites which are culturally important to Victoria's Aboriginal communities within or connected to the City of Melbourne. The Southbank and Fishermans Bend study is expected to be consistent with the Aboriginal Heritage Action Plan 2015-18. However it is beyond the scope and resources of the current project to undertake new archaeological studies of Aboriginal cultural heritage matters in the study area. The need for any such research should form part of the study's recommendations for further work to be undertaken in a future Aboriginal cultural heritage study or review.

The Southbank and Fishermans Bend heritage study will inform a Melbourne Planning Scheme Amendment to ensure all places with heritage significance are identified, placed within a thematic, historical narrative that provides a context for future development and are afforded the appropriate level of heritage protection. The study findings will also contribute to other vision documents forming a part of a wider planning framework for the area.

5 PROJECT DEFINITION

5.1 Project Requirements

Consultants should provide a fee proposal for the following:

5.1.1 The Study

Undertake a heritage study in the study area (Map at Attachment 1). This includes the following tasks (in accordance with the Department of Environment, Land, Water and Planning (DELWP) Planning Practice Note '*Applying the Heritage Overlay September 2012'*):

1. Review all places, buildings, vegetation and relevant infrastructure within the study area (see map at Attachment 1).
2. Make recommendations for the above detailing whether the item should be retained in, removed from, or added to, a heritage overlay as either an individually significant building or place or a contributory building within a precinct. Each building and or place should be graded significant, contributory or non-contributory in accordance with the definitions in Amendment C258 and should also include a grading for the place or building using the older A to D Gradings system. The latest Heritage Places Inventory incorporated document must be updated with all changes and or additions to gradings shown in track changes mode.
3. Identify and map all study area precincts and prepare Statements of Significance for all precincts, and for all individually significant places.
4. Prepare a comprehensive visually-based presentation (in the form of PowerPoint presentation focused on photographs and images) that informs various audiences about the history of these areas and which develops a thematic historic narrative for the area to help guide future decision-making and to put newer development into a context.

This information is to be presented in a report clearly detailing the reason for the proposed recommendations including any change to an existing grading or why no grading is warranted.

The City of Melbourne is also undertaking a review of its heritage policy which includes the "translation" of existing 'A' to 'D' Gradings to the "significant/ contributory" system to meet the requirements of the DELWP Planning Practice Note '*Applying the Heritage Overlay September 2012'* updated.

Although not part of the current study, the successful consultant will also be required to undertake the following tasks to be costed separately:

- Provide a written response to any issues raised in submissions received during exhibition of the planning scheme amendment.
- Present as an expert witness at the Panel Hearing and respond to any expert witness statements presented by submitters.
- Provide all information to Council in the form of a database consistent with Council's requirements and that of the HERMES database.

5.1.2 Additional project phases

The Review as described above will constitute phase one of the project. At the end of phase one, Melbourne City Council may opt to extend the project requirements to include additional phases of project work, at our discretion.

6 HERITAGE STUDIES

6.1 Previous heritage reviews and studies

This Study will build on all previous City of Melbourne heritage studies including:

- South Melbourne Heritage Study
- Bryce Raworth Pty Ltd, South Melbourne Conservation Study, 1998
- Bryce Raworth Pty Ltd, Southbank Heritage Places Study 1999; and
- Allom Lovell and Assoc. 1999/2000 City of Melbourne Heritage Review.

6.1.1 The City of Melbourne Heritage Strategy 2013

The Heritage Strategy 2013 provides Council's priorities for the strategic protection and management of heritage within the municipality. Action 2.2 is to 'progressively undertake a review of heritage in high growth areas'.

6.1.2 Thematic History – A History of the City of Melbourne's Urban Environment, 2012 Context.

The Thematic Environmental History was adopted by Council in 2012 and sets out the key themes that have influenced the historical development of Melbourne. It helps to ensure the places that reflect and represent the historical development of the municipality are recognised. The proposed study should build on this historic environmental thematic narrative and provide a greater level of detail on any existing and or new themes within the study area.

6.1.3 Amendment C258 - Review of Heritage Policies

This Review is being done concurrently by the City of Melbourne. It includes a review of Melbourne Planning Scheme clauses 22.04 and 22.05 Heritage Places within and outside the Capital City Zone, a grading translation from the A-D system to the significant/ contributory system, and the drafting of new statements of significance for the existing large heritage precincts in the following suburbs:

- Carlton
- East Melbourne and Jolimont
- North and West Melbourne
- Parkville
- Southbank
- South Yarra
- Kensington

The proposed Southbank and Fishermans Bend study should reference this work and ensure any recommendations are consistent with the new approach to heritage and gradings of buildings and streetscapes of Amendment C258.

6.1.4 The Aboriginal Heritage Action Plan 2015-18

The City of Melbourne Aboriginal Heritage Action Plan 2015-18 outlines an approach to the protection, maintenance and recognition of sites which are culturally important to Victoria's Aboriginal communities within or connected to the City of Melbourne.

The plan's purpose is to bring together relevant stakeholders to work together to ensure that the Aboriginal cultural heritage of Melbourne is appropriately recognised, conserved and celebrated by all. It focuses actions into three key themes:

- Conservation: The City of Melbourne has a strong understanding of the nature, significance, extent and condition of Aboriginal heritage places across the municipality, and ensures they are appropriately managed and maintained.
- Celebration: The City of Melbourne is a place where people who live, work or visit can easily recognise, experience, understand and celebrate Melbourne as a place that was, is, and continues to be, an Aboriginal place.
- Collaboration: The City of Melbourne works with key stakeholders to ensure Aboriginal heritage is conserved and celebrated by all.

The proposed Southbank and Fishermans Bend study should reference this work and ensure any recommendations are consistent with the approach.

6.1.5 Aboriginal Heritage of the Fishermans Bend Urban Renewal Area

Biosis Pty Ltd have examined the heritage and historical context of the Fishermans Bend Urban Renewal Area. Their study identifies a number of sites of heritage significance, both on the existing heritage registers and others considered to be of heritage value. Fishermans Bend is predominantly a mix of nineteenth and early twentieth century low scale residential, commercial and industrial developments but had some sites of potential 'Aboriginal Archaeology' significance from its historical role as an Aboriginal settlement.

The study outlined a number of recommendations which deal predominantly with respecting the heritage setting in designing adjacent buildings, and also lists 12 sites for further investigation with a view of potentially adding them to the heritage register or protecting them with planning controls. Background reports, including a Biosis heritage study, may be found here: http://www.mpa.vic.gov.au/fishbendreports.

6.2 Current Policy

Current provisions within the Melbourne Planning Scheme that apply to the study area include:

- *Clause 15.03 Heritage*
- *Clauses 22.04 and 22.05 Heritage Places inside and outside the Capital City Zone*
- *Schedule to Clause 43.01 Heritage Overlay*
- *Heritage Places Inventory, (June 2015)* (Incorporated Document)
- *Amendment C258 to the Melbourne Planning Scheme*

7 PROJECT METHODOLOGY

Research and a limited comparative analysis will be required to substantiate the significance of each place of potential cultural significance that is considered worthy of future conservation. These places will be assessed against the heritage values nominated in Section 4(1)(d) of the *Planning and Environment Act* 1987. Those heritage values include, but are not limited to scientific, aesthetic, architectural or historical interest or other special value. Other special values might include, but are not limited to social or spiritual interest or any of the natural heritage values.

The proposed Heritage Study must be in accordance with the DELWP '*Applying the Heritage Overlay'* practice note updated

The study process needs to clearly justify the significance of the place.

The study will build upon the previous work carried out by Council. It must refer to Thematic Environmental History when identifying historical significance.

The study process leading to the identification of the place should be undertaken with rigour and consistency. The project deliverables are to be prepared in accordance with the Australia ICOMOS Burra Charter, 1999 and its guidelines.

8 PROJECT PLAN

8.1 Project Organisation

The study should elevate the historical narrative and place significant heritage places into context for the broader purpose of people across the organisation.

There is also an expectation the successful bidder will make several visually based presentations of the study findings to Council's leadership team and the wider Council, including its Strategic and Statutory Planning branches.

Project Manager: Peter Mondy

The project manager, Peter Mondy (Strategic Planner) will provide day-to-day supervision and support to the consultant and consultant team. The consultant will be required to report to the branch, the Council leadership team and project manager at regular intervals.

Any inquiries concerning work outlined in this project brief should be directed to the Project Manager Peter Mondy – Strategic Planner or Robyn Hellman – Coordinator Planning Scheme team.

Project Owner: Emma Appleton, Manager Urban Strategy.

The Project Owner has delegated authority for the project and is accountable for its overall success.

8.2 Project Deliverables

The project deliverables are to include:

8.2.1 Photographic Documentation

Buildings

Take photographs of each significant elevation that:

- Provide a clear view (with no or minimal obstructions).
- Colour, 300 DPI jpg and/or tiff files.
- Submit sample photographs for approval – i.e. submit the first ten photographs for approval in approach to visual documentation.

Places and Artefacts

- Provide a clear view of the place and each feature/artefact of cultural significance / contributory value.
- Colour, 300 DPI jpg and/or tiff files.
- Submit sample photographs for approval – i.e. submit the first ten photographs for approval in approach to visual documentation.

8.2.2 Mapping

- CoM GIS or AutoCAD base provided will be provided to the consultant with *at least* the following layers –
  - Streets.
  - Features.
  - Building footprints.
  - Property boundaries.
  - Street numbers.
  - Tree canopies.
  - Existing HOs and HPs.
- Mapping to be prepared by the consultant as follows –
  - Linework to be generated within AutoCAD or GIS – not imported from elsewhere (e.g. the Internet). If working in AutoCAD, closed polylines are preferred.
  - **Discrete** layers for **each** proposed outcome such as HOs, HPs, gradings and significant sites.
  - Heritage gradings of buildings and places under the A-D and Amendment C258 systems to be included as individual layers.

8.2.3 The Study

A report that details the findings of the consultant's study and contains:

1. An individual assessment of each building or place in the study area, including the six nominated heritage buildings in Southbank for immediate interim protection included in attachment 2, and a recommendation for all sites (individually significant, contributory within a precinct, not contributory within a heritage precinct; and a grading from 'A' to 'D' as appropriate). This report must clearly detail the reasons for any change.
2. Statements of Significance for any precincts and all individually significant buildings, places or artefacts.
3. A local level historical thematic narrative that places the buildings and or places into a story of change for the broader purpose of informing readers.
4. A master map locating the above precincts and individually significant places and buildings with a corresponding legend in a format compatible with City of Melbourne CoMPASS (ArcGIS) system. The consultant must supply the relevant list of properties in a GIS file format (eg SHP file or MAPINFO file) including relevant attributes (HO number and property address and heritage grading under the A-D and C258 systems.).
5. The latest Heritage Places Inventory incorporated document updated with all changes and or additions to gradings shown in track changes mode.
6. All Maps and any other information required to support interim and final heritage protection overlay applications to the Minister for Planning.
7. Archival standard photographs of individually significant buildings, places or artefacts taken to a recognised professional photographic standard using a consistent approach and cataloguing system.
8. Any recommendations for further work.

8.2.4 Information Formatting

The completed study, recommendations and the statements of significance must be produced as separate documents so the statements can be easily incorporated into the planning scheme.

The statements of significance are to be written according to the *'Applying the Heritage Overlay Practice Note (September 2012)'* and be based on the heritage criteria contained therein. In addition a location map and clear photograph of the building and or place should also be included.

All sources of information written or oral must be fully documented. For source material privately held, the name and address of the owner should be given, with the owners' consent. Websites are to be cited as footnotes.

All reports are to be submitted in both an Adobe PDF format and an editable Microsoft Word format.

Photographs, maps and drawings shall be of a suitable quality to enable reproduction as detailed above. One hard copy of the final completed report is to be supplied and one electronic copy in both PDF and MS Word format. All statements of significance, photographs and other data shall be provided in a format compatible with the City of Melbourne's systems.

The consultant will provide at least one unobstructed colour photograph in JPEG format (300 DPI) compatible with the CoMPASS (ArcGIS) system clearly depicting each building or place.

The City of Melbourne's accessibility standards for publishing documents on our websites conform with the federal legislation and international Web Content Accessibility Guidelines (WCAG 2.0 Level AA). All documents provided to Council must be prepared in an accessible format consistent with WCAG 2.0 Level AA.

8.3 Preparation of Project Management Plan

The successful consultant must produce a Project Management Plan for endorsement by the client before commencing the study. This plan must set out an agreed timetable and payment schedule with related milestones.

8.4 Research, assessment, and data-entry

Further research and assessment of significance is not required if a place is not considered to be worthy of future conservation. However, the completion of a partial entry in the database to denote this fact will be appropriate to record that City of Melbourne knows the place has been previously considered.

Research and limited comparative analysis will be required to substantiate the significance of each place of potential cultural significance that is considered worthy of future conservation.

Refer to the Practice Note mentioned above for further details.

8.5 Recommendations for Statutory Planning Controls

The successful consultant must prepare all detailed Victoria Planning Provision (VPP) statutory exhibition and interim protection Planning Scheme Amendment documents required to introduce both interim and permanent statutory planning controls for all elements worthy of conservation, in the correct statutory planning format, including all supporting documents, in both a PDF and MS Word format, at the required times.

Such documents must be consistent with all relevant VPP Practice Notes and Ministerial Directions. The documents must include the information for each place arranged alphabetically by address and locality. All maps, overlays and schedules included in the Planning Scheme Amendment documents must be checked and certified by the consultant as being correct.

8.5.1 Draft Schedule to the Heritage Overlay

For those places recommended for a Heritage Overlay, the consultant shall complete a draft Schedule to the Heritage Overlay, taking care to ensure the draft schedule takes into account any other approved heritage-based planning scheme amendments which may also affect or impact entries in the list.

The drafting of the Schedule must accord with the requirements of the VPP Practice Note – '*Applying the Heritage Overlay, September 2012'* and the formatting requirements specified in relevant Ministerial Directions and Practice Notes.

8.5.2 Draft Statements of Significance

Each building, stand of vegetation, place or asset identified as individually significant shall have a statement of significance.

8.5.3 Base Maps and Report

The consultant must supply the City of Melbourne with:

1. A Planning Scheme base map(s) showing the location of all places (marked with a polygon) which are recommended for statutory protection, in both hardcopy and in a GIS (Mapinfo/ ArcInfo) layer.
2. A report which includes:
   - Name of the client.
   - The study date, and the range of dates considered by the study.
   - Executive summary (no more than 2 pages) and contents page.
   - The place reports for all those places and infrastructure identified to be significant and worthy of future conservation, with colour photos, aerial photos, property boundary and place maps.
   - The draft Schedule to the Heritage Overlay with changes and additions to the overlay schedule, shown in track changes mode, taking care to consider the impact of any other planning scheme amendments which may also affect this outcome.
   - The latest Heritage Places Inventory incorporated document updated with all changes and or additions to gradings shown in track changes.
   - A statement citing any specific limitations of the study if any (for example - limitations in terms of the types of places identified; geographic limitations and or access limitations etc.). This should be clearly organised so the client is informed of any work which may be required as part of any future heritage study review or investigation.
   - Statements of Significance.
   - The Study Consultant Brief.

9 SUBMISSION

9.1 Submission requirements

Written quotes are required that will include the following:

1. A detailed work program including methodology, process, milestones and timelines relevant to the tasks set out in this brief.
2. Responses to the matters raised in the study brief should include a plan indicating the proposed timing of tasks, and, a timetable for regular reporting to the Project Manager to an agreed schedule.
3. Details of the consultant's (and any sub-consultant's) relevant experience and qualifications. This should include a recent resume for each participant with the name, title, contact telephone and email details for two recent work-related referees.
4. Total fee for completion of the Study (inclusive of disbursements). The fee (including disbursements), cannot be exceeded without prior written authority from the project manager.

   The fee proposal should include a breakdown of the fees for the respective tasks and stages and members of the consultancy that are indicated in the brief.
5. Hourly rates for each person to be involved in the project for any additional and approved variation to contract.
6. Details of any resources required to support the consultant to ensure that the project is conducted to a high standard and completed within the required time frame.

9.2 Presentation on the Study Approach

Short-listed bidders will be asked to make a formal presentation to the project team outlining their proposed approach and methodology for the study.

9.3 Timetable

The six 'nominated places' listed in attachment two must be assessed immediately to support a request to the Minister for Planning for interim protection for these sites. This work is discrete and could, if necessary, be undertaken separately before the main part of the project is commenced.

For the rest of the project, the recommended approach is to undertake the work in two stages, with the survey and fieldwork completed preferably by Christmas 2016, and, the draft assessment and reporting, completed by 31 March 2017. Both stages should be finished within six months of commencement.

Council's first preference is for the work to commence as soon as is possible. However, the start date is negotiable. The project must be fully complete by the end of the 2016/17 financial year.

It will be necessary for the consultant to meet with all relevant Council officers at an inception meeting to discuss and agree on key aspects of the project and to establish the key project milestones and meeting times. The report editing process should allow for a minimum of three, full editorial re-drafts (excluding any typographical corrections) at no extra cost.

9.4 Project budget

A lump sum price (inclusive of all costs (including disbursements) excluding GST) should be submitted with a proposal setting out the hourly/daily rates for relevant staff proposed for the consultancy. A fixed flat rate tariff for approved variations to the brief should be included in the quotation.

9.5 Confidentiality

All documentation, written and electronic, relating to the study will remain confidential between the Council and the consultant.

The report must not be published nor publicly released without the prior written agreement of the Council.

The consultant shall not publish any information and or data associated with the study without the prior written approval of the project manager.

9.6 Closing date for submissions

Submissions (an electronic copy and a bound copy) need to be lodged with City of Melbourne by **Friday 26 August 2016.**

Submissions marked "**Southbank and Fishermans Bend Heritage Study - Consultant Bid**" may be sent to:

Post:
Mr Peter Mondy
Strategic Planner-
City Strategy and Place - Urban Strategy Branch
City of Melbourne
PO Box 1603 MELBOURNE VIC 3001

Email:
peter.mondy@melbourne.vic.gov.au

Phone enquiries: 03 9658 8681

10 ATTACHMENTS

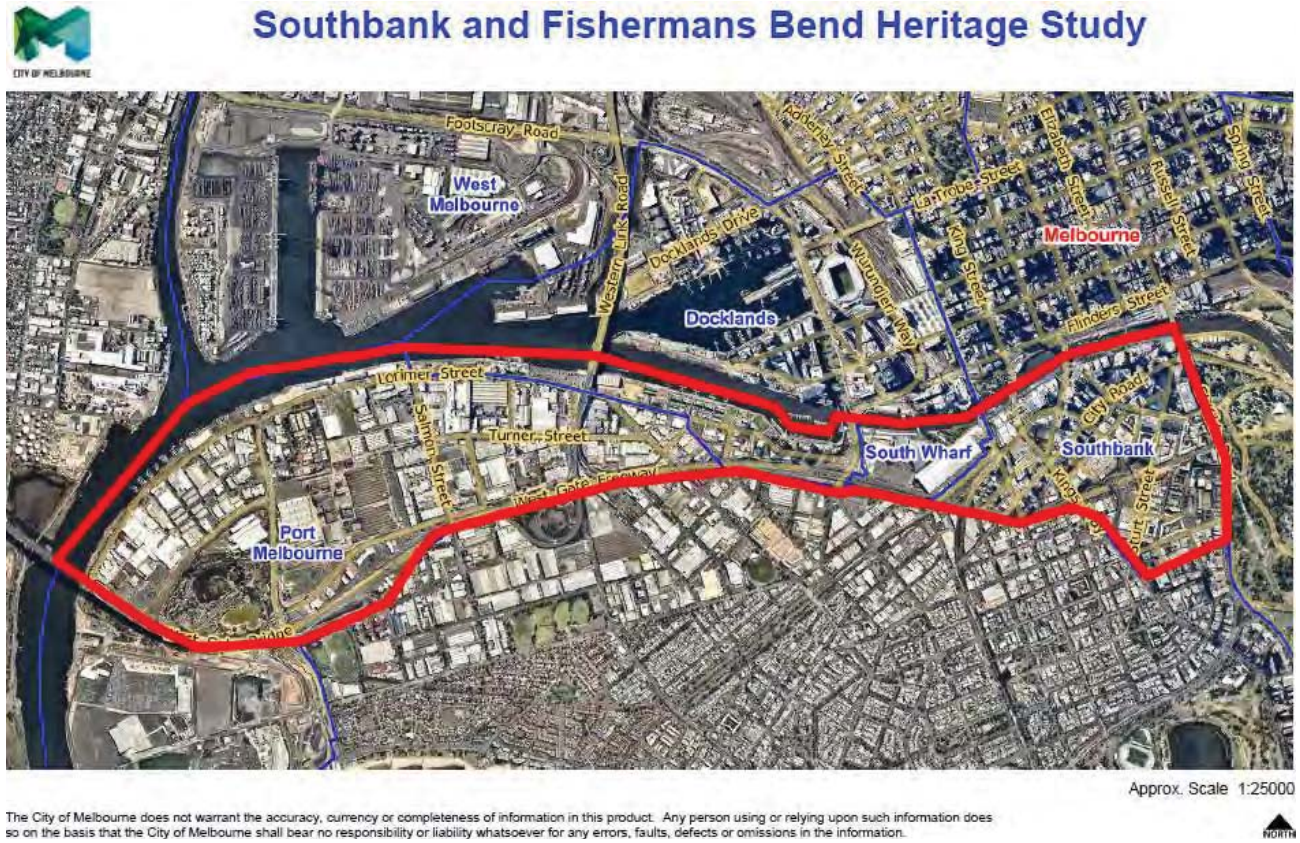
Attachment One
Detailed Study Area Map

Attachment Two
List of A, B and C graded heritage buildings within Southbank not currently within a Heritage Overlay

Appendix One – Strategic Planning
Strategic Planning frameworks

10.1 Attachment One

Detailed Study Area Map (The study area applies only to the parts of the four suburbs – Fishermans Bend/ Port Melbourne, South Wharf and Southbank- identified in the map below (red line) within the City of Melbourne. The Port of Melbourne Corporation land is not included in the study area)



The City of Melbourne does not warrant the accuracy, currency or completeness of information in this product. Any person using or relying upon such information does so on the basis that the City of Melbourne shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

10.2 Attachment Two

List of A, B and C graded heritage buildings within Southbank not currently within a Heritage Overlay of the Melbourne Planning Scheme

Proposed Interim Heritage Controls

Council intends to conduct a full heritage study of the Southbank and Fishermans Bend area in the 2016-17 financial year. The six Southbank buildings listed below were proposed in a 1997 South Melbourne Conservation Study led by Bryce Raworth to be graded A, B or C. They do not currently fall within a Planning Scheme heritage overlay.

In this context, it is appropriate to request **immediate interim heritage protection** from the Minister for Planning for the six buildings identified below at the beginning of the project to ensure the buildings are protected until more permanent heritage controls are put in place.

The successful consultant is required to provide updated building citations for each of the six sites and all other necessary documents, including planning amendment documents with maps and ordinance text, to support an immediate interim heritage protection application to the Minister for Planning for the six nominated buildings.

The interim heritage protection controls will be similar to the permanent heritage controls which are highly likely to result from a Planning Scheme Amendment following the completion of the 2016-17 Southbank and Fishermans Bend Heritage Study.

Pictures and Heritage information are compiled in the following pages.

Address	Name	Built	Raworth 1997 grading
115-117 Queens Bridge St		1887	A
133 Queens Bridge St		1887	A
129-131 Queens Bridge St	Castlemaine Brewery	1888	A
63-65 City Rd		1895	B
39-43 Sturt St		1930	C
35-41 City Rd		1935	C

115-117 Queens Bridge St

Heritage Gradings		
Building Grading	**Streetscape Level**	**Laneway Level**
A	1	
Conservation Study Details		
Precinct	**Conservation Mgt Plan**	
South Melbourne Heritage Precinct		
Conservation Study	**Study Date**	**Status**
South Melbourne Conservation Study 1997 - Bryce Raworth		

Building and History Information	
Architectural Style	Italianate
Period	1876-99 - Victorian
Construction Date	1887
Source for Construction Date	1887
Integrity	Fair
Condition	Fair
Original Building Type	Bottling Store
History	
Description/Notable Features	Notable features include elaboration / high standard design of rendered concrete surfaces. The two storey building is one of a pair that flank the large brewery building. Originally constructed of polychrome brickwork, it has subsequently been rendered. More recently, the ground floor fenestration has been altered. Nonetheless the building has retained its original form and makes a major contribution to the suite of brewery buildings.
Statement of Significance	
Recommended Alterations	

133 Queens Bridge St

Heritage Gradings		
Building Grading	**Streetscape Level**	**Laneway Level**
A	1	
Conservation Study Details		
Precinct	**Conservation Mgt Plan**	
South Melbourne Heritage Precinct		
Conservation Study	**Study Date**	**Status**
South Melbourne Conservation Study 1997 - Bryce Raworth		

Building and History Information	
Architectural Style	Italianate
Period	1876-99 – Victorian
Construction Date	1887
Source for Construction Date	1887
Integrity	Fair
Condition	Fair
History	
Description/Notable Features	Notable features include an elaborate / high standard design of cement rendered surfaces. This two storey building is one of a pair that flank the large brewery building. Originally constructed of polychrome brickwork, it has subsequently been rendered in cement. Although modifications to the exterior have occurred since that time, including modifications to the ground floor fenestration, the building has survived in better condition than its counterpart to the north.
Statement of Significance	
Recommended Alterations	Signage, awning (inappropriate - remove)

129-131 Queens Bridge St

Heritage Gradings		
Building Grading	**Streetscape Level**	**Laneway Level**
A	1	
Conservation Study Details		
Precinct	**Conservation Mgt Plan**	
South Melbourne Heritage Precinct		
Conservation Study	**Study Date**	**Status**
South Melbourne Conservation Study 1997 - Bryce Raworth		

Building and History Information	
Architectural Style	
Period	1876-99 - Victorian
Construction Date	1888
Source for Construction Date	1888
Integrity	Fair
Condition	Fair
Original Building Type	
History	Nicholas and Edward Fitzgerald, with the managing director J.B. Perrins, established the South Melbourne branch of the Castlemaine Brewery in November 1871 described in 1890 as ..'one of the most extensive , most prosperous breweries existing in Australia. In 1874 the malthouse for the company was erected on the north side of Queensbridge St whle by 1887 Nicholas Fitzgerald and Perrins were recorded as occupying brick stores on this site for the Castlemaine Brewery Co. In the following year the property had an N.A.V. of 4606 (pounds) and it is from this dramatic increase in their N.A.V. (four and a half tims that of 1887) that the construction of the brewery is inferred. In 1890 the building was listed as being at Moray St North, and while it was portrayed as the 'new brewery' and bottling stores, built originally as a standby in case of fire in the main brewery, at that date the building was fully utilised. By 1892 a new Castlemaine malthouse had been erected in Sturt St. Fitzgerald had been the first Chairman of Directors of the company and he was recorded as becoming the Managing Director in 1892, a post he held until 1906, the year when the brewery amalgamated with the Carlton Brewery.
Description/Notable Features	Notable features include unpainted decorative brickwork. This five storey building is constructed of polychrome brickwork surmounted by a Mansard roof. The facades are of red brick with quoins, window heads and string courses at each floor level, in contrasting cream brick. A decorative arch motif, five stories in height, relieves the front facade. These

	stores were a coherent group of three buldings, each built in polychrome brickwork. The central building was five storeyed, with a mansarded roof punctuated by two rows of dormer windows and the buildings flanking it, two storeyed with decorative rendered parapets. The three buldings remain and the central tower is substantially intact including its mansard roof, however the lower buildings have been rendered over, resulting in a loss of coherency over the group. The sandblasting of the brickwork of the central tower has been very detrimental to its fabric.
Statement of Significance	The former Castlemaine Brewery Malt House is of significance as a rare, large and substantially intact surviving part of one of South Melbourne's largest industries and for being an architectural landmark in the area. Despite their altered state, the two storeyed buildings are integral to the significance.
Recommended Alterations	Signage (inappropriate - remove) Above roof sign (extremely inappropriate - remove)

63-65 City Rd

Heritage Gradings		
Building Grading	**Streetscape Level**	**Laneway Level**
B	2	
Conservation Study Details		
Precinct	**Conservation Mgt Plan**	
South Melbourne Heritage Precinct		
Conservation Study	**Study Date**	**Status**
South Melbourne Conservation Study 1997 - Bryce Raworth		
Building and History Information		
Architectural Style		
Period	1876-99 - Victorian	
Construction Date	1895	
Source for Construction Date	1895	
Integrity	Fair	
Condition	Fair	
History	This warehouse is one of only three late Victorian warehouses, that were given decorated facades, that remain substantially intact in the industrial area of South Melbourne, the others being at 272 & 75 City Road (q.v.v.)	
Description/Notable Features	Notable features include an elaborate / high standard design of cement rendered surfaces. This two storey building is constructed of cement rendered brickwork. Its ornate arches demonstrate the influence of contemporary American architects such as H.H. Richardson. Although altered internally, it remains in excellent condition for its age. The design of this warehouse is similar to that of 75 City Road, with the facade being dominated by a series of arches that extend down to ground level with brick piers. The influence of the American Romanesque is clearly evident in the design, and while similar to a number of warehouses constructed in the City of Melbourne, particularly Flinders Lane, is rare in the industrial areas of South Melbourne. The building has been altered internally.	
Statement of Significance		
Recommended Alterations	Signage, external air conditioner (inappropriate - remove) Painted brick (inappropriate - ram)	
Other Comments	Awning (extremely inappropriate - remove)	

39-43 Sturt St

Heritage Gradings		
Building Grading	**Streetscape Level**	**Laneway Level**
C	3	

Conservation Study Details		
Precinct	**Conservation Mgt Plan**	
South Melbourne Heritage Precinct		
Conservation Study	**Study Date**	**Status**
South Melbourne Conservation Study 1997 - Bryce Raworth		

Building and History Information	
Architectural Style	
Period	1926-39 - Inter War
Construction Date	1930
Source for Construction Date	1930
Integrity	Poor
Condition	Fair
History	
Description/Notable Features	Notable features include an elaborate / high standard design of cement rendered surfaces. This pair of factories has been extensively modified to create studio spaces for the Victorian College of the Arts. This has required the construction of a new, and unsympathetic unfil sturcture and alterations to the red brick facades. Some of the unusual, cement rendered dressings, most notably those above the windows have survived in good condition.
Statement of Significance	
Recommended Alterations	

35-41 City Rd

Heritage Gradings		
Building Grading	**Streetscape Level**	**Laneway Level**
C	2	
Conservation Study Details		
Precinct	**Conservation Mgt Plan**	
South Melbourne Heritage Precinct		
Conservation Study	**Study Date**	**Status**
South Melbourne Conservation Study 1997 - Bryce Raworth		

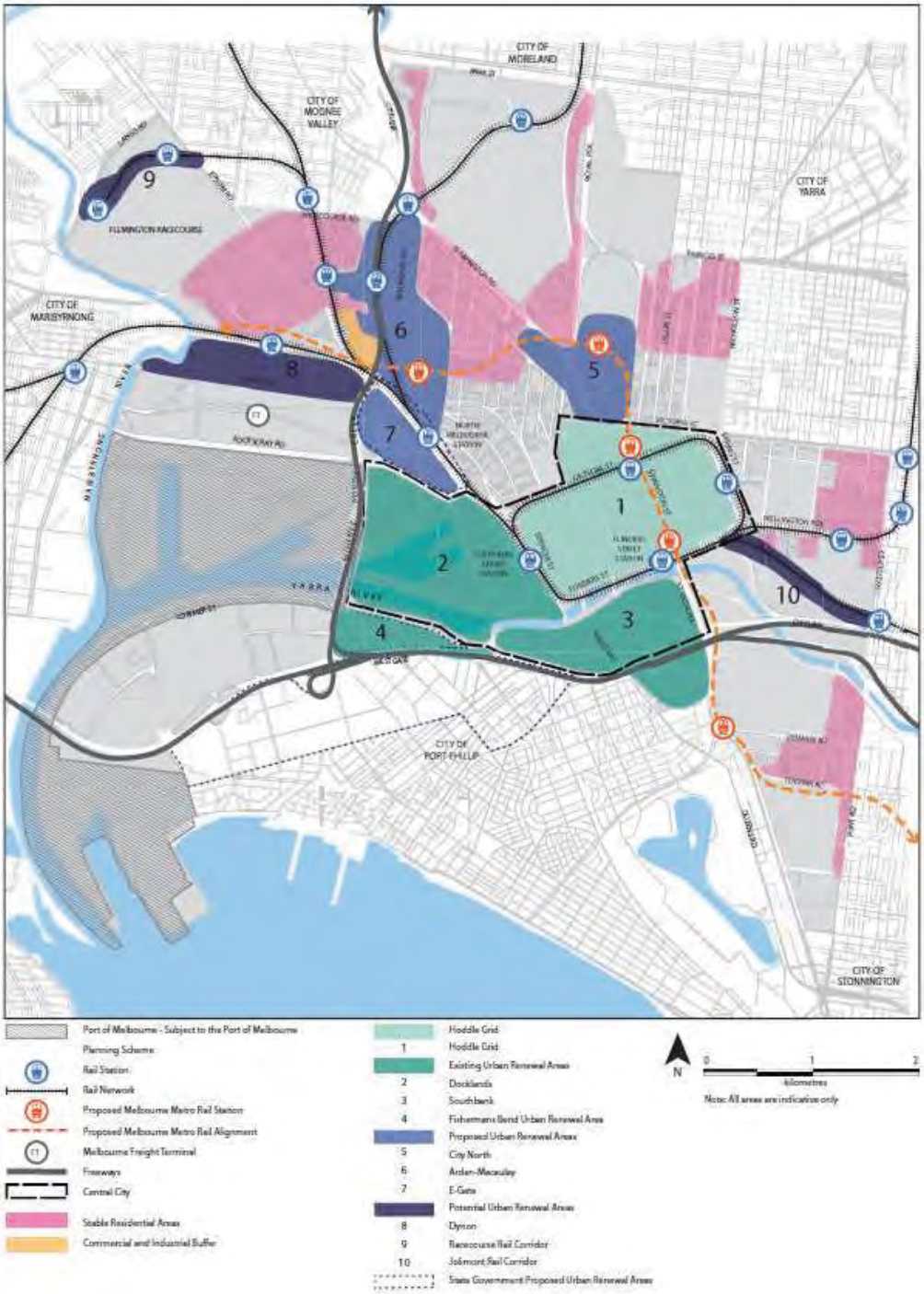
Building and History Information	
Architectural Style	Early Modern
Period	1926-39 - Inter War
Construction Date	1935
Source for Construction Date	1935
Architect	
Integrity	Good
Condition	Fair
History	
Description/Notable Features	These retail premises represent a good example of early Melbourne Modernism. The ground floor faience and the horizontally banded brickwork above are typical of the period. The ground floor fenestration has been modified but the building retains the original window treatment above.
Statement of Significance	

10.3 Appendix One: Strategic Planning frameworks

The Municipal Strategic Statement (MSS)

The Municipal Strategic Statement (MSS) at Clause 21.04-1.2 (figure 1) identifies the suburbs of Southbank, South Wharf, Port Melbourne and Fishermans Bend within the City of Melbourne with the Southbank, Docklands and Fishermans Bend 'Urban Renewal Areas', which are south-west of the central city.

Figure 1 Growth Area Framework Plan



The Southbank Structure Plan

The City of Melbourne has identified Southbank as an urban renewal area that will accommodate significantly more residents and employment growth over the new 30 years. The Southbank Structure Plan 2010 provides a vision and strategy for the future development of Southbank as an integral part of the central city, with the Yarra River at its centre. The plan outlines:

- a range of improvements for commercial, retail and community infrastructure
- the creation of a better street environment for walking and cycling
- new and improved public open spaces.

The plan was endorsed by the City of Melbourne's Future Melbourne Committee on 14 September 2010 within the context of extreme pressure of intensification.

Amendment C171

Planning Scheme Amendment C171 is part of the implementation of the Southbank Structure Plan 2010.

The Southbank Structure Plan proposes the most radical revamp the precinct has seen in its 30-year history and will shape the neighbourhood for the next 30 years. Improvements have been identified for commercial, retail and community infrastructure, creating a better street environment for walking and cycling and new and improved public open spaces. These improvements will make the Southbank precinct a better place to live and do business, an easier place to move around and a more interesting and accessible place to visit.

By setting building and podium heights, prescribing how far towers are set back from streets and setting minimum distances between towers, Amendment C171 ensures that new developments will enhance streets and public spaces and add to the amenity of Southbank.

It also extends the Capital City and Mixed Use Zones through Southbank. This will help make Southbank a more active, attractive and safe central city area.

The Minister for Planning approved Amendment C171 on 20 June 2013 when a notice of approval of the amendment was published in the Victoria Government Gazette.

The Fishermans Bend Urban Renewal Area

The Fishermans Bend Urban Renewal Area (then made up of four precincts – Lorimer in the City of Melbourne and Montague, Wirraway and Sandridge in the City of Port Philip) was announced as an urban renewal area and rezoned Capital City Zone in 2012. At this time, Places Victoria were overseeing strategic planning for Fishermans Bend.

The Fishermans Bend Employment Precinct.

In April 2015 the Minister for Planning announced planning changes to Fishermans Bend, including making the industrial and commercial precinct to the west of Lorimer a new precinct in the Fishermans Bend Urban Renewal Area called the *Fishermans Bend Employment Precinct*. The Minister for Planning has appointed a Ministerial Advisory Committee to:

> *"Identify heritage buildings or other key sites and their values and provide design guidance to implement the Heritage Interpretation Plan" and that a "Heritage Interpretation Plan should be commissioned for the entire Fishermans Bend area, including the Employment Precinct, as a valuable input into defining the characteristics of distinct neighbourhoods, and assist in creating places with 'soul'".*

Much of this work has now been superseded and is now incorporated within the Fishermans Bend Recast which is the work undertaken by the Ministerial Taskforce.

The Fishermans Bend Taskforce

The Metropolitan Planning Authority (MPA) isoverseeing strategic planning for Fishermans Bend in their role as the lead on the Fishermans Bend Taskforce. The MPA will ultimately be responsible for carrying out the Ministerial Advisory Committee Report recommendations. It is important for the successful consultant to inform Council of any heritage recommendations impacting on MPA planning activities.

The Fishermans Bend Recast Vision

The Fishermans Bend Recast Vision responds to a recommendation from the Ministerial Advisory Committee (MAC) to refresh and redefine the vision for Fishermans Bend. The Advisory Committee recognised the community's broad support for the Fishermans Bend Urban Renewal Area Draft Vision 2013 (Draft Vision 2013). The MAC advised that any new vision should use the Draft Vision 2013 as a baseline and draw on wider economic, social and environmental influences on Fishermans Bend. The Taskforce is consulting with officers from the City of Port Phillip, City of Melbourne and a range of government departments and agencies to prepare the Fishermans Bend Recast Vision.

The Draft Vision 2013 includes 10 Strategic Directions for Fishermans Bend, which form a baseline for the Recast Vision:

1. The creation of 21st century jobs
2. The timely provision of infrastructure
3. A place that is easy to get around
4. A vibrant mix of uses and activities
5. Distinctive and diverse neighbourhoods
6. A great place for families
7. A high quality built environment
8. Smart environmental solutions
9. Environmental constraints addressed
10. Strong partnerships and effective governance

How will this Study Contribute to the Fishermans Bend Recast Vision?

The Southbank and Fishermans Bend Heritage Study will provide important information that will help set the Council and the Taskforce to understand the identity and character of the area.