Southbank and Fishermans Bend

Heritage Review

Prepared for the City of Melbourne

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biosis.

Biosis offices

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Prepared by:	Gary Vines
	Graeme Butler
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Executive summary

The City of Melbourne commissioned the Southbank and Fishermans Bend Heritage Review as part of its heritage strategy. The aims of the study are to identify places of heritage significance, prepare a thematic history and make recommendations for heritage protection of suitable places by way of new heritage overlays in the Melbourne Planning Scheme. The study also confirms the significance of existing identified heritage places and incorporates research to further support their heritage significance.

Southbank and Fishermans Bend are priority areas in the City of Melbourne Heritage Strategy. Understanding the city's heritage is key to protecting heritage places and values. The Southbank and Fishermans Bend area covers a geographically small part of the city, but this area has played an important role historically in the development of the city, and contributed to its social, cultural and economic development. The distinctive historical urban character of Southbank and Fishermans Bend is undergoing rapid change. The heritage fabric is an important resource that can add community value and maintains a link to the area's history during this process of change.

The study area comprises the areas south of the Yarra River, east of St Kilda Road and north of Kings Way and the West Gate Freeway within Southbank, South Wharf and the northern part of Fishermans Bend. The study area is shown in Figure 1.

Several places were identified at the beginning of the project as needing urgent assessment. This was completed in January 2017. Planning scheme amendment documentation has been prepared to implement the recommendations of this report, however these documents do not form part of the current report.

Aboriginal tribes occupied the area for thousands of years, finding a rich source of food among teeming wildlife along the tidal estuary, swamps and sand ridges. These lowlands both delayed development and preserved natural habitats as recently as the 1960s. Initially valued for transport and industry, the area attracted a wide range of activities. Government and entertainment facilities are concentrated in the area along St Kilda Road. The riverbank was the centre of maritime industry, and commercial activity spread along City Road. Warehouses, timber yards, aircraft and car factories dominated the City Road area in the 20th century, while in recent decades the character is changing to host new residential apartment developments and creative industries.

The legacy of this history is a wealth of high quality early government architecture (such as the Victoria Barracks and Police Depot), the cohesive industrial styles of factories and warehouses dating from the late Victorian, Edwardian and Interwar periods alongside the modern cultural icons of the Arts Precinct.

The methodology used to undertake the review is explained in Section 2 of this report. A Statement of Significance for the whole Southbank Fishermans Bend area is provided in Section 3. A thematic historical narrative is provided in Section 4 of the report and the study recommendations are outlined in Section 5.

Appendices to the report provide citations for the proposed heritage precincts (Appendix 1), the existing heritage places to be retained (Appendix 2) and the newly-identified heritage places (Appendix 3). Appendix 5 lists potential heritage places for further investigation in the future.

In some cases, the study has revealed anomalies in existing heritage overlays, for example, when heritage overlays have been demolished, have been mapped incorrectly, or changes to the street addresses have been made to existing heritage overlays.

Where existing heritage overlays include multiple distinct buildings (such as the Arts Centre or Hamer Hall, both in HO760), separate citations are provided for each component. In these cases, the citation numbers may not match the numbers coding heritage overlays.

Recommendations

The Report recommends:

1. Retention of 17 existing heritage overlays, with corrections made to descriptions, addresses and/or boundaries. Citations and statements of significance for these places are included in Appendix 2 and shown on Figure 87.

2. Deletion of 14 existing individual heritage overlays that have either been demolished or incorrectly included. These are listed in Section 5.3.4 and Table 10 and are mapped in Figure 88.

3. Deletion of the HO5 South Melbourne Precinct Heritage Overlay.

4. Introduction of two new precinct heritage overlays:

   - City Road industrial and warehouse precinct (inside Capital City Zone), Figure 91, and

   - South Wharf shipping sheds and berths precinct (outside Capital City Zone), Figure 92.

5. Introduction of 35 new heritage overlays, including two thematic group listings. Citations and statements of significance for these places are included in Appendix 1 and Appendix 3, and their locations are shown in Figure 89. These include the four priority places assessed at the beginning of the study and subject to a separate interim HO amendment, two serial or group listings and one landscape/streetscape place. The remaining heritage places include two group listings:

   - Electricity substation thematic group, Figure 93, and

   - Bluestone-pitched laneways group, Figure 94.

   The new heritage places also include one landscape/streetscape place:

   - St Kilda Road Boulevard.

   Two further places should be nominated to the Victorian Heritage Inventory, as listed in Appendix 4, Table 12 and Figure 89.

The study has identified a further 28 places for potential future heritage overlays. Although these places have architectural or historic importance, they have not been recommended at this time for heritage protection for reasons explained in Section 5.3.7 of the report. These places are briefly described in Appendix 5, and their locations are shown in Figure 90.

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1 Introduction

1.1 Context for the study

This Southbank and Fishermans Bend Heritage Study was commissioned by the City of Melbourne to identify places of heritage significance, prepare a thematic history and make recommendations for the inclusion of places under the heritage overlay.

This study has confirmed the significance of identified places still present and incorporates further research of these places to better refine and support their levels of significance. The study also identified and researched new places of heritage significance. Overall, most existing and proposed heritage places were deemed to have historical and/or architectural significance at a local level. A number of places were also assessed to be significant at state or national levels.

A number of the places assessed in this study were previously identified as being of potential significance in earlier heritage assessments by both the former City of South Melbourne and City of Melbourne. Also, a number of previously assessed places are no longer present, while other places listed were found to have inaccuracies regarding their locations and boundaries.

The significance of the Southbank and Fishermans Bend area within the historical context of Victoria is presented in Section 3. This geographically small part of the City of Melbourne has played an important supportive role historically in the development of the city, with parts of the civic corridor along St Kilda Road and the industrial Fishermans Bend having contributed to events of great importance in both Victoria and Australia.

1.2 Location of the study area

The study area is situated in the part of City of Melbourne located south of the Yarra River and west of St Kilda Road. This area is bounded by the Yarra River, the West Gate Freeway, Kings Way, Dorcas Street and St Kilda Road. The study area includes the localities of Southbank, South Wharf and the northern parts of Port Melbourne and Fishermans Bend (Figure 1).

Legend

▭ Study area

Acknowledgement: VicMap Data ©State of Victoria

Figure 1: Location of the study area

Matter: 23066,
Date: 20 April 2017,
Checked by: GV, Drawn by: JMS, Last edited by: lmilne
Location: P:\23000s\23066\Mapping\23066_F1_Locality.mxd

Scale 1:35,000 @ A4, GDA 1994 MGA Zone 55

Kilometers

0   0.5   1   1.5

N

1.3   Requirements of the study

The City of Melbourne brief describes the requirements of the study, which are to produce the following:[1]

> *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, 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.*

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[1] Southbank, South Wharf, Port Melbourne and Fishermans Bend Heritage Study – Consultant Project Brief 2016, p.9.

2 Method

2.1 Methodology

The following tasks were undertaken as required by the project brief:

Planning and stakeholder engagement

An inception meeting was held with Council's project manager and relevant staff.

Research of priority places

Six priority places were identified by the City of Melbourne for inclusion in the heritage overlay. These were places for which interim amendments would be considered prior to the completion of the study. As three buildings were related to the same place (Castlemaine Brewery), only four detailed place reports were prepared (see Section 5.3.1).

Background assessment

A review of existing citations, mapping and background documentation was undertaken to identify previous heritage assessments and where mapping issues might need to be resolved.

Database development

The database was developed containing Council GIS property base mapping, with address, property numbers, heritage status and other relevant data. This was then used for data and image capturing.

Thematic historic narrative

The report builds on the previous studies with further original research on the environmental, land use, social history and architecture of the study area. It also builds on Council's 2012 thematic environmental history for the City of Melbourne to prepare a succinct narrative history to provide a context for future development and heritage protection.

Aboriginal heritage

The brief required a desktop assessment of Aboriginal heritage. This was undertaken in consultation with Aboriginal Victoria, through queries to the Victorian Aboriginal Heritage Register, and Traditional Owner groups, including Wurundjeri Tribe Land and Compensation Cultural Heritage Council Inc., Bunurong Land Council and Boon Wurrung Foundation.

There are currently no recorded Aboriginal archaeological or historical places in the study area, nor any specific archaeological studies relevant to the area. Therefore, an understanding of Aboriginal cultural values was derived from oral and historical accounts and consultation with current elders and custodians. An analysis of historic (pre-European) landforms, environmental factors and archaeological predictive modelling helped demonstrate how Aboriginal people may have used the area.

Progress meetings

Progress meetings were held with Council's project manager and relevant staff after background assessments had been produced and preliminary fieldwork had been undertaken to discuss draft documents.

Field assessment

The field assessment was undertaken to provide a comprehensive record of existing buildings, places and features from the public realm. It tested and resolved several discrepancies between existing citations and mapping. Systematic survey of all places, as seen from the public realm, was undertaken. Where issues could not be resolved from public views or aerial photography, private properties were inspected through the assistance of the City of Melbourne.

All properties were photographed and checked against photos from previous heritage studies.

Review of Heritage Places Inventory

The City of Melbourne Heritage Places Inventory was reviewed to check location details, designations, addresses, mapping and content of heritage citations. The Heritage Places Inventory was updated with revised building gradings from A to D, and streetscape gradings from level one to three. As proposed under Amendment C258 to the Melbourne Planning Scheme, a new system employing the categories of significant, contributory and non-contributory was also used to assess heritage significance of places. These new categories are defined as follows:

- **Significant heritage places** are individually-important places of state, municipal or local cultural heritage significance. They are listed individually in the Schedule to the Heritage Review. They can also be places that, when combined within a precinct, form an important part of the cultural heritage significance of a precinct. Places may be both individually significant as well as significant in the context of the heritage precinct.

- **Contributory heritage places** are places that contribute to the cultural heritage significance of a precinct. They are not considered to be individually important places of state, municipal or local cultural heritage significance, however, when combined with other significant and/or contributory heritage places, they play an integral role in demonstrating the cultural heritage significance of a precinct.

- **Non-contributory places** are places within a heritage precinct that have no identifiable cultural heritage significance. They are included within a heritage overlay because any development of the place may impact the cultural heritage significance of the precinct or adjacent 'significant' or 'contributory' heritage places.

2.2 Planning scheme amendment documentation

2.2.1 Background

Based on the findings and recommendations from the heritage assessment undertaken by Biosis, planning scheme amendment (PSA) documentation was prepared, as required by the project brief. The purpose of the amendment is to introduce heritage protection to those places within the study area of local or state heritage significance in accordance with Planning Practice Note 1, *Applying the Heritage Overlay, July 2015.*

Planning scheme documentation has been provided separately to the City of Melbourne and is not reproduced in this report.

2.2.2   Existing controls

At the commencement of the study, there were 21 places in Southbank and South Wharf that were listed in the City of Melbourne Heritage Places Inventory 2016, and 40 places in the study area included in the Melbourne Planning Scheme Heritage Overlay. These 40 places are currently covered by 30 Heritage overlays as some heritage overlays include multiple places. (This includes the four priority assessment places which have been included under interim controls.)

Some heritage overlays, such as the HO5 precinct, were created under the former City of South Melbourne Planning Scheme prior to council amalgamations.

Existing heritage gradings for places in the Melbourne Planning Scheme are listed in the Heritage Places Inventory incorporated document below.

Table 1   Previous Heritage Places Inventory

Southbank		City of Melbourne heritage gradings	
Street	**Number**	**Building grading**	**Streetscape grading**
City Road	34-41	C	2
City Road	63-65	C	2
City Road	121-141	C	3
City Road	157	D	2
City Road	171-179	C	2
City Road	207	A	3
City Road	235-237	B	3
City Road	269-271	B	3
City Road	272	B	2
City Road	278-282	C	2
City Road	300	C	2
Dodds Street	Victoria Mounted Police stables	A	2
Haig Street	46-48	C	2
Kavanagh Street	93	C	2
Kavanagh Street	40-46	C	3
Queens Bridge Street	115-117, 129-131 and 133	A	1
St Kilda Road	234	A	2
Sturt Street	23-31	C	2
Sturt Street	45-99	C	2
Sturt Street	113-115	B	3
Sturt Street	102-118	C	3

The current Melbourne Planning Scheme includes the following places as heritage overlays. Note that not all the places in the Heritage Places Inventory are included in the heritage overlay and not all heritage overlay places are included in the Heritage Places Inventory.

Table 2   Current heritage overlay places

HO number	Name	Address	City of Melbourne Heritage Places Inventory address	Date created	VHR number	City of Melbourne grading (BIF[2])	Streetscape level	Status
HO5	South Melbourne Precinct	St Kilda Road and adjacent streets	Not listed	1860s	H2359			HO from earlier South Melbourne Planning Scheme
HO5	Commonwealth Clothing Factory	62-104 Coventry Street, Southbank	Not listed	1993				Demolished
HO366	James Moore timber yard	115-141 City Road, South Melbourne	121-141 City Road	1899		C	3	Facaded
HO367	Stewarts & Lloyds (Aust) Pty Ltd offices and warehouse, also Tube House	157-165 City Road, South Melbourne	157 City Road	1939-1940		D	2	Demolished
HO368	Sharps & Sons Timber, General Motors (Australia), International House	171 City Road, South Melbourne	171-179 City Road	1912		C	2	Facaded
HO369	J. H. Boyd Girls High School	207-227 City Road, Southbank	207 City Road	1884-1885	H0769	A	3	Intact
HO370	Main Point Hotel	235-237 City Road, South Melbourne	235-237 City Road	1903-1904		B	3	Intact, but new development behind
HO371	Bank of New South Wales	269-271 City Road, South Melbourne	269-271 City Road	1932		B	3	Intact, but new development behind

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[2] City of Melbourne building identification forms.

HO number	Name	Address	City of Melbourne Heritage Places Inventory address	Date created	VHR number	City of Melbourne grading (BIF^2)	Streetscape level	Status
HO374	Edward Murphy warehouse and workshop	272 City Road, South Melbourne	272 City Road	1887-1892		B	2	Intact
HO375	Murphy's Building, Australian Chemicals / Scott Paint Works	278-282 City Road, South Melbourne	278-282 City Road	1885		C	2	Intact
HO376	White & Hancock, Malcolm Moore	300 City Road, South Melbourne	300 City Road	1900		C	2	Intact
HO377	Southern Cross Service Station, later Ampol Service Station	109-117 Clarendon Street, South Melbourne	Not listed	1926				Demolished
HO378	Clarendon Street Bridge (rail-over-road)	Clarendon Street Bridge, South Melbourne	Not listed	1880s				Demolished, mapped in HO in wrong location
HO380	Cider factory	46-48 Haig Street, South Melbourne	46-48 Haig Street	1910		C	2	Demolished
HO381	Halford Timber	93 Kavanagh Street, South Melbourne	93 Kavanagh Street			C	2	Demolished
HO384	Thomas Warburton & Co	40-46 Kavanagh Street, South Melbourne	40-46 Kavanagh Street			C	3	Demolished
HO387	Victoria Police Depot	234-254 St Kilda Road, South Melbourne	Dodds Street	1913		A	2	Appears to be duplicate of HO910
HO388	Alcock's Billiard Tables	23-31 Sturt Street, South Melbourne	23-31 Sturt Street			C	3	Demolished
	Lucy Serco / Witners Shoes		23-31 Sturt Street	C1930		C	2	Demolished

HO number	Name	Address	City of Melbourne Heritage Places Inventory address	Date created	VHR number	City of Melbourne grading (BIF²)	Streetscape level	Status
HO389	Victorian College Of The Arts	43-45 Sturt Street, South Melbourne	43 Sturt Street			C	2	Unclear which building this was intended to cover
HO390	Castlemaine Brewery Malthouse	113-115 Sturt Street, South Melbourne	113-115 Sturt Street	1892		B	3	Adapted for Malthouse Theatre
HO391	Melford Motors	102-118 Sturt Street, South Melbourne	102-118 Sturt Street	1935		C	3	Demolished
HO760	Victorian Arts Centre	2-128 St Kilda Road, 1-9 Sturt Street & 93-115 Southbank Road, Southbank	Not listed	1984	H1447			Intact
HO760	Hamer Hall	100 St Kilda Road, Southbank	Not listed	1982	H1500			Intact
HO762	Sandridge Rail Bridge to Queens Bridge Square	1a Queens Bridge Street, Southbank	Not listed	1886-1888	H0994	A	1	Intact
HO763	Jones Bond store	1 Riverside Quay, Southbank	Not listed	1872, 1888	H0828	A		Intact
HO764	South Wharf sheds 1 and 2	2-26 Clarendon Street, South Wharf	Not listed	1882-1891	H0891			Relocated and reconstructed
HO764	Graving docks / Duke & Orr / Wright & Orr	2A Clarendon Street, South Wharf	Not listed	1878, c1871	H1096 H2116	A, B		Intact but modified

HO number	Name	Address	City of Melbourne Heritage Places Inventory address	Date created	VHR number	City of Melbourne grading (BIF²)	Streetscape level	Status
HO764	South Wharf goods sheds 4 to 9	29-65 South Wharf Promenade & 4-9 South Wharf Road, South Wharf	Not listed	1891, 1929	H0891	A		Reconstructed
HO765	The Tea House	28 Clarendon Street, Southbank	Not listed	1877-1878	H0526	A		Intact
HO791	Queen's Bridge	Queens Bridge Street over Yarra River Melbourne	Not listed	1887-1890	H1448	A		Intact
HO792	National Gallery of Victoria	130-200 St Kilda Road & 93-115 Southbank Road, Southbank	Not listed	1968	H1499	A	1	Intact
HO899	Tram shelter	Cnr St. Kilda Road & Dorcas Street, South Melbourne	Not listed	1917	H1869			Wrongly mapped, not in City of Melbourne (see HO460 Port Phillips)
HO910	Former Victoria Police depot, Victoria Police Mounted Branch stables complex	234 St Kilda Rd, 1-39 Dodds St & 148-170 Southbank Boulevard, Southbank	Victoria Police Mounted Branch stables, Dodds Street	1913 1925-1926	H1541	A, B, C	2	Intact
HO913	Buchannan & Brock	20 Convention Centre Place, South Wharf 3006	Not listed	1872				Demolished

HO number	Name	Address	City of Melbourne Heritage Places Inventory address	Date created	VHR number	City of Melbourne grading (BIF^2)	Streetscape level	Status
HO934	Butler hangar / Commonwealth Aircraft Corporation factory	344-370 Lorimer Street & 231-249 Todd Road, Port Melbourne	Not listed	1936	H94			Relocated to Tyabb

2.2.3   HO5 South Melbourne heritage precinct

The former South Melbourne heritage precinct HO5 is a remnant of a much larger precinct originally located within the former City of South Melbourne. The precinct currently incorporates places and roads that are not of heritage value and part of St Kilda Road. HO5 formerly included some places that have been demolished, such as the former Government Clothing Factory in Coventry Street. This report recommends that HO5 be removed from the existing heritage overlay.

2.2.4   Amendment C258 (heritage policies review)

The City of Melbourne was authorised by the Minister for Planning to prepare Amendment C258 for the Melbourne Planning scheme. The amendment includes revision of local heritage policies at Clause 22.04 (Heritage places within the Capital City Zone) and 22.05 (Heritage places outside the Capital City Zone). It also proposes replacing the current A to D heritage significance grading system with the 'Significant/Contributory' grading system as recommended by Practice Note Number 1.

Biosis prepared the draft planning scheme amendment documentation for the permanent heritage controls in accordance with the revised grading system proposed by Amendment C258.

2.2.5   Amendments C276 and C280

Four heritage places in Southbank were identified by the City of Melbourne as having priority for assessment. These assessments form the basis of Amendments C276 and C280 to the Melbourne Planning Scheme, and provide interim and permanent heritage protection. The priority places are the Castlemaine Brewery at 115-133 Queens Bridge Street, the GPO workshops at 45-99 Sturt Street, 34-41 City Road and 63-65 City Road.

2.2.6   Other planning scheme documentation

Planning Scheme Amendment documentation has also been prepared to introduce permanent heritage controls to relevant properties in the remainder of the study area, based on the findings and recommendations by Biosis as part of the present study.

2.3   Historical themes

The historical themes that formed the background to the Southbank and Fishermans Bend Heritage Review derive in part from the 2012 *Thematic History: A History of Melbourne's Urban Environment*, published by the City of Melbourne.[3] The themes loosely compare with the Victorian Framework of Historic Themes used by Heritage Victoria. Section 4.1.2 shows how City of Melbourne themes and subthemes and Victorian Framework of Historic Themes compare and includes some examples from the Southbank and Fishermans Bend study area. Section 4.1.3 describes the relative importance or representation of each theme within the study area, along with the types of places that reflect each theme.

2.4   Statement of Significance format

Statements of Significance for identified heritage places in this study have been prepared in accordance with the DELWP Practice Note 1, 'Applying the Heritage Overlay', which uses the form:

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[3] 'Thematic History: A History of the City of Melbourne's Urban Environment', Context Pty Ltd, prepared for City of Melbourne, 2012.

- *What is significant? - a brief paragraph identifying features or elements that are significant about the place.*

- *How is it significant? - a sentence to the effect that the place is important because of its historical significance, its rarity, its research potential, its representativeness, its aesthetic significance, its technical significance and/or its associative significance and the threshold for which the place is considered important, such as local, state or national.*

- *Why is it significant? - elaborates on the criteria that makes the place significant according to the relevant criterion and threshold for which the place is considered important.*

The Practice Note establishes the criteria and thresholds.

The Practice Note also describes the option for identifying group, thematic and serial listings for 'places that share a common history and/or significance but which do not adjoin each other or form a geographical grouping," and that such sites may be treated as a single heritage place. Each place that forms part of the group might share a common Statement of Significance, a single entry in the Heritage Overlay Schedule and a single heritage overlay number. This approach has been recommended for the bluestone laneways and electrical substations identified as part of the study.

2.5 Criteria and thresholds

All places were assessed using the Heritage Council of Victoria's Criteria (HERCON) of aesthetic, historic, social and scientific significance. Comparative analysis was at either the local level (comprising all or part of the Melbourne CBD or Capital City Zone) or the State of Victoria, depending on the level of significance. A place must be at least of local significance to be included in the Melbourne Planning Scheme Heritage Overlay.

The criteria used in this report are:

- *Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).*

- *Criterion B: Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).*

- *Criterion C: Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).*

- *Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).*

- *Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).*

- *Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).*

- *Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).*

- *Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).*

Thresholds for heritage significance are:

- *State heritage value - worthy of inclusion on the Victorian Heritage Register.*

- *Individually significant within a municipality – appropriate for inclusion in a heritage overlay.*

- *Contributory to the heritage significance of a precinct – appropriate for inclusion as part of a precinct in a heritage overlay.*

2.6 City of Melbourne heritage grading

Clauses 22.04 and 22.05 of the Melbourne Planning Scheme use the City of Melbourne A to D grading system to identify levels of heritage significance.

'A' graded buildings are considered to be of national or state importance and are irreplaceable parts of Australia, built form heritage. Many will either already be included or recommended for inclusion in the Victorian Heritage Register or the Register of the National Estate.

'B' graded buildings are of regional or metropolitan significance and stand as important milestones in the architectural development of the metropolis. Many will either already be included or recommended for inclusion on the Register of the National Estate.

'C' graded buildings demonstrate the historical or social development of the local area and/or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and building types. Architecturally, they are substantially intact and any alterations are reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

'D' graded buildings are representative of the historical, scientific, architectural or social development of the local area. They are often reasonably intact representatives of particular periods, styles or building types. In many instances alterations will be reversible. There may also be altered examples that stand within a group of similar period, style or streetscape that retains much of its original character. Where they stand in a row or street, the collective group will provide a setting that reinforces the value of the individual buildings.

2.7 City of Melbourne streetscapes grading

The City of Melbourne streetscape/laneway grading is ranked by levels 1 to 3. Clause 22.05 of the Melbourne Planning Scheme refers to streetscape gradings to determine how applications should be assessed. The policy specifies thresholds and acceptable measures for new additions depending on their building and streetscape grading.

- *Level 1 streetscapes are collections of buildings outstanding either because they are a particularly well preserved group from a similar period or style, or because they are highly significant buildings in their own right.*

- *Level 2 streetscapes are of significance either because they still retain the predominant character and scale of a similar period or style, or because they contain individually significant buildings.*

- *Level 3 streetscapes may contain significant buildings, but they will be from diverse periods or styles, and of low individual significance or integrity.*

City of Melbourne undertook a review of local heritage policies in 2016 that included a review of the grading and assessment methodology. The report recommended that streetscape gradings not be used, apart from Level 1 gradings which should be designated as 'Significant Streetscape'.[4]

The translation of A-D gradings and 1 to 3 streetscape levels into the new definitions of heritage significance for the study area are shown in Table 3.[5]

Table 3   Comparison of letter gradings and new significance gradings

City of Melbourne gradings	Practice Note 1: levels of significance
A	Significant
B	Significant
C and some of D	Significant
D and some of C	Contributory
Ungraded	Non-contributory

[4] City of Melbourne Heritage Review: Local Heritage Policies and Precinct Statements of Significance Methodology Report, prepared for City of Melbourne, http://participate.melbourne.vic.gov.au/application/files/6514/4971/0854/Lowell_Chen_PLANNING_AMENDMENT_C258_HERTIAGE_POLICIES.pdf.
[5] 'A Review of the Local Heritage Planning Policies in the Melbourne Planning Scheme', July 2014.

3 Southbank and Fishermans Bend Statement of Significance

This section discusses the historical character and heritage significance of the whole of the study area.

3.1 Summary

Southbank, South Wharf and the northern half of Fishermans Bend have shared but distinct histories. They are defined by the curve of the Yarra River, the West Gate Freeway, the former South Melbourne industrial area and the St Kilda Road civic spine. All of these areas have historically been seen as being the other site, or 'opposite' bank of the river.

St Kilda Road, Sandridge Road, the "Short Road" to the ferry and the Coode Canal provided the historical routes through the area. These determined that Southbank and Fishermans Bend would initially be areas passed through by travellers as much as places where people would dwell and work.

Continuous change marks the history of this area. The landscape was created by a tidal estuary which followed rising sea levels, the flooding of Port Phillip Bay and the formation of wetlands and sand ridges. It was then modified by Aboriginal fire management and transformed into an industrial heartland by colonial settlers. It is soon to become a new chapter in Melbourne's growth and evolution.

Much of the Fishermans Bend district lies on the soft, grey Coode Island silt deposited by the Yarra and Maribyrnong Rivers. This is overlaid with sand ridges from old beach dunes, separated by intervening swamps. The wooded Batman's Hill and Emerald Hill formed the first high ground upstream. The Southbank and Fishermans Bend area was a rich environment for diverse plant life and animals. This diversity supported Aboriginal people for thousands of years.

Aboriginal people from the Bunurong and Woiwurung language groups shared territory around Port Phillip Bay and across the site of the future Melbourne. Particular clans claimed the land between the mouth of the Yarra River and Melbourne. Billibillary (1799-1846) was Ngurungaeta (leader) of a group known as 'Billibillary's mob'. Billibillary's mob belonged to the Wurundjeri-willam clan (meaning 'white gum dwellers') of the Woiwurung language group.

Billibillary was one of the signatories to Batman's treaty and custodian of the Mount William stone axe quarry. Derrimut (1808/14-1864) was the Arweet (also leader) of the Yalukit Willam clan (meaning 'river dwellers') of the Bunurong. Despite having his wife kidnapped by sealers, Derrimut stayed at the Port Phillip settlement and protected Fawkner's hut from rumoured attack in 1835.

The various Aboriginal clans were made up of several extended families who took advantage of the seasonal abundance of the beach, swamps and river at Fishermans Bend. They managed the landscape with fire and travelled to other parts of their estate to rest the land and allow it to regenerate.

Salt and fresh water met at The Falls, which was a rock bar on the Yarra River near the foot of Queen Street. Aboriginal people took advantage of this bar to trap fish and cross the river. Charles Grimes recorded their methods when he explored the Port Phillip district in 1803 and noted the tidal limit of

the Yarra. Batman and Fawkner then took up residence near The Falls in 1835. This was the obvious place for the settlement, as it avoiding the flood-prone flats and sand ridges downstream.

The river, however, was winding, shallow and full of snags. Larger ships anchored in the bay and passengers walked across the flats to Melbourne, following well-worn Aboriginal paths. These paths became the basis for modern roads, including City Road and Williamstown Road. They were used for transporting goods from the Port Melbourne piers to the city. Australia's first train, the Hobson's Bay Railway, ran parallel to the roads from 1854.

As Melbourne grew, the river was widened and straightened by the Coode Canal. Wharves extended along both banks downstream from The Pool of Melbourne, which was the wide, deep section below The Falls. Dry docks, foundries, factories and warehouses also served the shipping trade. The Montague Shipping Shed stored goods transferred from the railways, while vast, open timber yards covered the blocks south of Lorimer Street.

Beyond the docks and railway was a wasteland, used and misused for sand quarrying, rubbish dumping and manure depots. A few isolated, noxious industries were established in the 1840s: boiling-down works rendering animal carcasses to tallow, abattoirs, fell mongers, soap- and candle-makers, and chemical works. These facilities were sufficiently distant to avoid causing nuisance to Melbournians, but close enough by for convenience. Fishermans Bend could serve an essential purpose, but still remain a forgotten and ignored fringe.

At the same time, Fishermans Bend was a paradise for wildlife. The swamps and sand hills harboured a diversity of birds, snakes and small mammals, and were home of some of the last saltmarsh and natural wetlands on the estuary. As recently as the 1960s, field naturalists and bird observers clubs made regular excursions to record and study this remnant oasis on Melbourne's doorstep. Some idea of its richness can still be gained from the reconstructed wetlands in West Gate Park.

Fishermans Bend itself migrated over time, first beginning at the sharp bend in the Yarra River near Footscray, then moving to the bend in the Coode Canal, and finally to a location between the canal and Sandridge Beach. By then, known just as 'The Bend,' this wasteland became home to fishermen's camps and the huts of itinerants and the dispossessed.

Before the 1870s there were a few scattered residences in parts of Southbank and Fishermans Bend that are now within the City of Melbourne boundaries, until a speculative venture saw the creation of the Montague district between City Road and the railway line. Much of the Southbank area was once a swamp and was regularly flooded, but in the 1860s, small timber cottages were built and promoted for 'persons of the artisan class'. Eventually, over a thousand homes were crammed into the small area, with at least 200 on the back lanes and little streets. Occupied by labourers, fisherman, boilermakers, mariners and shipwrights, Montague was renowned for its close-knit community with its own school, church, police station, kindergarten, football team, hotels, post office, bank and shops. However, by the early 20th century, the self-contained suburb of intricate laneways and complex physical and social structures had deteriorated, and became a focus of the various slum commissions.

Hanna Street and City Road appear to have formed boundaries between the industrial areas (north and east) and residential areas (south and west). By the 1890s, a few pockets of dwellings were located on Coventry Street, on either side of Catherine and Hancock Streets, as well as on Blakeney

Place,[6] but by the 1930s, even these buildings were being adapted into commercial use, or demolished for larger factories and warehouses.

The Allen's Sweets Factory, Walker Cheese, Sennitt's Ice Cream and the paper mills defined the vista across the river, while City Road formed the backbone of the district, flanked by warehouses and factories such as the Castlemaine Brewery, Robur Tea House, Johns & Waygood elevator manufacturers and engineers, Patent Stone Works, Felton Grimwade's chemical works and the Port Melbourne Abattoirs.

St Kilda Road, as the front door to the city, was more refined. It was the preferred location for grand public buildings such as the Victoria Barracks and Police Depot, as well as the more prosaic popular attractions such as the circus and dance halls. These in turn gave way to the modern, sophisticated entertainments of the Arts Centre and Victorian College of the Arts. Meanwhile, the industrial strip along the river was transformed into public space backed by modern commercial development as a part of the development of Southgate. This became the catalyst for the spread of offices and apartment buildings throughout Southbank and, more recently, west towards Fishermans Bend proper.

The open expanses of Fishermans Bend were hidden from Melbourne's prying eyes. It proved a suitable place for a secret tank factory and the development of other military facilities during World War II. An early private airfield was used for testing and building aircraft by the privately operated Commonwealth Aircraft Corporation and Government Aircraft Factory. After the war the factories turned to making the prefabricated Beaufort houses to help alleviate the severe housing shortage.

In the 1930s a new endeavour, General Motors (Holden) was established on the vast, empty expanse of Fishermans Bend. It initially assembled imported chassis and mechanics with locally-built bodies, but with the development of the FJ Holden, the site saw Australia's first entirely local, mass-produced car. Launched by Prime Minister Ben Chifley, it became a symbol of Australian achievement and knowhow. Several other car- and truck-makers established themselves in Fishermans Bend and along City Road, including International Harvester, GP Motors and Neale's Motors.

In 1951 the iconic Australian manufacturer, Kraft Walker cheese, moved their factory from the Yarra Bank near Princes Bridge to Fishermans Bend, where the home of Vegemite still operates.

Fishermans Bend is now undergoing yet another change, as the traditional manufacturing industries are being replaced by innovative and creative business and new residential uses.

As for the Southbank area, by the 1960s many urban features had been established, but the major changes brought about by the construction of the West Gate Bridge and the redevelopment of the area were yet to come. This moment in time was well-captured by the first Melway Map, published in 1966 (Figure 2).

History and heritage conservation in the Fishermans Bend and Southbank areas encompass various narratives that move beyond the circles of privilege associated with political, social and economic establishments. Here, the stories of the underclasses and commonplace events, often missing from traditional historical narratives, have taken their place with those of "the big men of the past".

[6] MMBW General Plans City of South Melbourne c.1897 (State Library of Victoria)
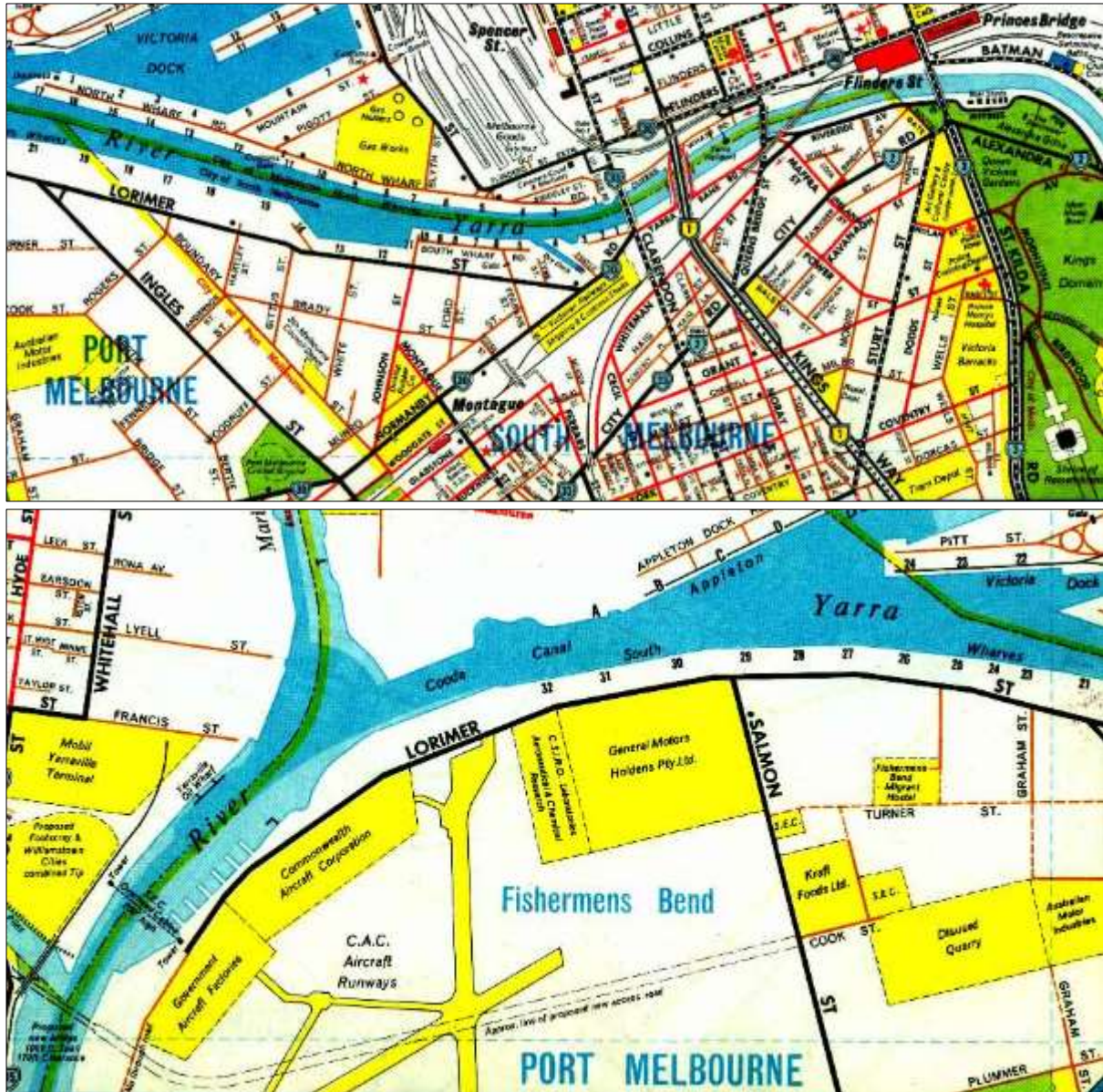
Figure 2   Extracts from Melway maps 42 and 43 (Ausway Publishing, online edition)

3.2   Statement of Significance of Southbank and Fishermans Bend

The historic built form of the Southbank and Fishermans Bend area is of local significance. It satisfies the following criteria:

- *Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).*

- *Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic/architectural significance).*

- *Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons (social significance).*

3.2.1   What is significant?

The street patterns, land uses and built fabric of Southbank and Fishermans Bend reflect the geographic, social and economic factors influencing Melbourne's growth and development in the late 19th and early 20th centuries.

The Southbank and Fishermans Bend area comprises several geographically, historically and thematically distinct areas within the part of the current City of Melbourne located south of the Yarra River and west of St Kilda Road. These areas include the modern suburbs of Southbank, South Wharf, part of Docklands and part of Port Melbourne. Historically and thematically the study area can be divided into distinct parts. Note that the examples given below are representative of the types of places reflecting the significant themes within the study area, but are not the only examples of these themes.

- St Kilda Road, where the focus has been on large government complexes and entertainment. Contributory elements include:
    - St Kilda Road Boulevard
    - Victoria Barracks and Police Depot
    - Hamer Hall, National Gallery of Victoria, Arts Centre, Victoria College of the Arts, Southgate, HSV-7

- The narrow strip along the south bank of the Yarra River, where the focus has been on maritime and trade. Contributory elements include:
    - South Wharf berths and good sheds Nos.1-2, 4-9, 21, 27, 30-31
    - Duke & Orr Dry Dock and remnants of the Wright & Orr Dry Dock
    - Yarra Bridges, in both the 19th and early 20th centuries – Princes, Queens, Sandridge and Spencer – as well as current bridges – Kings Way, Charles Grimes, Bolte and West Gate
    - Tea Warehouse and Jones Bond store

- Industrial South Melbourne, from the Yarra River to Dorcas Street and backing onto the St Kilda Road area, including City Road, Queens Bridge Street, Sturt Street and the surrounding streets in Southbank. Contributory elements include:
    - Motor Garages – GP Motors, Melbourne Towing Service, Lanes Motors

- o Factories and warehouses – Maurice Artaud, Kosky Bros., Murphy, James Moore & Sharp & Sons timber yards, Crown Chemicals, Eckersley & Sons, Austral Otis

- o Castlemaine Brewing Malthouse

- o GPO workshops, Artificial Limb Factory

- o Substations that support local industry

- o Community facilities – City Road Primary School, St John's Lutheran Church, hotels and bank buildings

- o Remnants of 19th century cobbled laneways.

- The post-war industrial areas in the northern parts of Port Melbourne and Fishermans Bend. Contributory elements include:

  - o General Motors Holden

  - o Wartime aircraft industry – Government Aircraft Factory, Commonwealth Aircraft Corporation, Aeronautical Research Laboratories

  - o Kraft factory

  - o Associated State Electricity Commission (SEC) substation

Although not proposed for heritage overlay, there are also a number of modern buildings erected in the last 25 years that have been part of the transformation of Southbank into a mainly residential, commercial and entertainment precinct. They include the tallest building in Melbourne – the Eureka Tower, architectural award-winning performance venues – The Recital Centre, Melbourne Theatre company, exhibition spaces – Australian Centre for Contemporary Art, Melbourne Exhibition and Convention Centre, and entertainment venues – Crown Casino.

3.2.2   How is it significant?

The Southbank and Fishermans Bend area is of historical, architectural/aesthetic and social significance to the City of Melbourne.

3.2.3   Why is it significant?

Historical significance

Southbank and Fishermans Bend are historically significant as being the location of the first peripheral settlement to the main European occupation of the Port Phillip district, beginning in 1835. While Batman and Fawkner vied for the foundation of Melbourne on the north bank, the south side became the temporary landing place for new immigrants, staging points for further entrepreneurial activity, camps for both soldiers and immigrants, and fringe settlement for dispossessed Aboriginal people.

The street pattern is a significant historical relic, determined by the transition between shipping in the bay and the crossing point to the city as well as the routes to the southern bay-side suburbs and to Williamstown via the ferry. Therefore, the alignments of Queens Bridge Street, City Road and St Kilda Road are of historical importance.

The governmental and institutional sites on St Kilda Road illustrate the processes of implementing government control in the original colony. These interrelate with the significant avenues or

boulevards of St Kilda Road itself where these sites have a dominant presence, but also in the way that the road determines the placement of such facilities.

The development of the city is also shown in the evolution of the entertainment and cultural facilities of the area. These facilities, with their origin in popular entertainment venues such as dance halls, circuses and ice rinks, evolved into concert halls, galleries and theatres. They reflect the development of a culturally rich city and mark the intersection of the first Town Reserve and the formal approach to the city from the more prosperous southeastern suburbs.

The first development on the south bank comprised activities not desirable in the city proper. They included noxious industries, such as the paper mill and foundries, and maritime-related industries, including wharves, boat builders, ships chandlers, rope walks, store yards and warehouses. The focus on the immediate riverbank and its limitations on expanding shipping activities away from the river meant that as trade and industry grew, shipping-related activities spread downstream. It eventually extended all the way to the ferry crossing at Fishermans Bend. Significant evidence of maritime activity remains today despite the almost universal transformation and reconstruction of Southgate, Southbank, South Wharf and Yarra's Edge developments over the last 20 years. The Duke & Orr and Wright & Orr Docks, Bond stores, shipping sheds and remaining timber wharfs are all part of the historical significance of the maritime infrastructure.

Behind the river frontage and set back from the government reserve land on St Kilda Road, the South Melbourne industrial area that became Southbank comprised a vast array of diverse industries, manufacturers, engineers and trading companies, with factories and warehouses which ranged from tin sheds to massive multi-storey masonry warehouses.

As shipping moved downstream, so did industry. By the middle of the 20th century, the western end of Fishermans Bend became the site of new, vast industrial endeavours. These were initially connected with the nation's efforts to develop economic independence and growth, such as with the first car factories. There was also an element of survival during war times, with the establishment of an experimental tank depot, aircraft factories and aeronautical research laboratories. Later on, these went on to become an important key to the massive growth of the manufacturing sector, contributing to the boom of the 1950s and 1960s.

Architectural significance

Southbank has architectural significance for its very high quality of colonial government architecture in the Victoria Barracks and Police Depot, the modern cultural icons in the Arts Precinct and the cohesive industrial styles of the late Victorian, Edwardian and Interwar styles of factories and warehouses. Although there have been a number of recent losses, the Southbank and Fishermans Bend areas are of architectural significance for their range of Moderne and Modern styles in the factory designs in the 1930s and 1940s, including the aircraft factories, GMH, and motor garages.

The Southbank area has a particularly strong recent architectural significance with numerous architectural prize-winning buildings including Crown Casino, Melbourne Recital Centre and Melbourne Convention and Exhibition Centre.

The diverse aesthetic/architectural significance of Southbank and Fishermans Bend is due to several key phases of development. Southbank retains elements of the late Victorian, Edwardian and Interwar industrial architecture periods in the form of its one to three storey brick factories and warehouses, including some specialist building types such as Castlemaine Brewing's Malthouse. Other special character of the area lies in its ornate public buildings dating from the 19th and early 20th centuries along St Kilda Road, including the aforementioned Police Depot and Victoria Barracks. The prominence of St Kilda Road also gave rise to the more modern architectural styles of the

National Gallery of Victoria, Arts Centre Melbourne and Hamer Hall, among other even more recent arts precinct buildings.

Social significance

Although the original residential buildings in Southbank were demolished in the early 20th century, the social values of the area remain in the associations of past and present workers with the numerous – and in some cases continuing – workplaces. The recent closure of General Motors Holden highlights the connection of many thousands of people to these long-standing workplaces, where migrants forged new lives and social connections. The continuing retirees clubs and community heritage groups retaining their emotional connections to the area demonstrate this.

The wharves also cultivated a strong social connection, through the danger and hardship experienced by the workers, the often-conflicting relations between workers and employers, and through the union movement itself. The Docklands War of the 1960s and 1970s, as well as the waterfront dispute of the 1990s provide further historical reference for the area's continuing social significance.

4 Thematic history

4.1 Introduction

This section provides a historical narrative of the study area based on the relevant historic themes as set out in City of Melbourne's Thematic Environmental History.

The study area comprises diverse neighbourhoods which are parts of formerly larger areas that have been truncated by both the freeway and shifting municipal boundaries resulting from various council amalgamations and expansions (Figure 1 & Figure 2).

4.1.1 Former boundaries

The current City of Melbourne boundary was established in 1994 when local government amalgamations occurred throughout Victoria. Previously the area south of the river had been part of the municipalities of South Melbourne and Port Melbourne, with the lands along the riverbank and at Fishermans Bend under the planning and administrative control of the Melbourne Harbour Trust and later the Port of Melbourne Authority.

Emerald Hill Borough was proclaimed on 26 May 1855, became a town on 1 March 1872, and was renamed and proclaimed the City of South Melbourne on 21 September 1883. Sandridge Borough was proclaimed on 13 July 1860, renamed Port Melbourne on 25 January 1884, became a town on 20 January 1893, and was proclaimed the City of Port Melbourne on 14 May 1919. [7]

On 18 November 1993, a small portion around Southbank and the Victorian Arts Centre was transferred from the City of South Melbourne to the City of Melbourne.

The cities of Port Melbourne, South Melbourne and St Kilda were amalgamated on 22 June 1994 to form the City of Port Phillip.

4.1.2 Thematic framework

The historical themes that form the background to the current heritage study derive from the City of Melbourne Thematic Environmental History.[8] The following table shows how City of Melbourne themes relate to both the Australian Historic Themes and the Victorian Framework of Historic Themes (VFHT).[9]

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[7] *Victorian Municipal Directory*. Brunswick: Arnall & Jackson. 1992.
[8] Thematic History: a History of the City of Melbourne's Urban Environment (Context Pty Ltd, for City of Melbourne, 2012);
[9] Victoria's Framework of Historical Themes (Heritage Council and Heritage Victoria).

Table 4   Thematic framework – Melbourne and Victorian themes

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
1. Aboriginal Ccountry	1.0 Aboriginal Country	1.4 Creation stories and defining Country 2.1 Living as Victoria's first inhabitants	Riverbank camping and fishing at The Falls, Sandridge track
2. Promoting settlement	2.1 Founding stories	2.2 Exploring and mapping	Surveyors camp, laying out the Sandridge and Short roads
	2.2 Defending traditional country	2.8 Fighting for identity 4.3 Grazing and raising livestock	Fawkner and Derrimut settling on the south bank
	2.3 Promoting immigration	2.4 Arriving in a new land 2.5 Migrating and making a home	Aboriginal contact on south bank, Fawkner's homestead, immigration depot
3. Shaping the urban landscape	3.1 From town to city	6.2 Creating Melbourne 6.3 Shaping the suburbs	Architecture, planning, parks and gardens, the 'Garden City', street trees, public spaces
	3.2 Expressing an architectural style	6.2 Creating Melbourne 6.3 Shaping the suburbs 9.3 Achieving distinction in the arts	Industrial-utilitarian design, Richardson Romanesque in City Road, arts precinct
	3.3 Naming places	6.2 Creating Melbourne	City South to South Melbourne to Southbank, migrating Fishermans Bend, Lost Montague
	3.4 Defining public space	4.7 Transforming the land and waterways	Wastelands and wetlands, St Kilda Road boulevard, Queens Bridge Square, Southgate
4. Governing, administering and policing the city	4.1 Governing the Colony and State of Victoria	7.1 Developing institutions of self-government and democracy	South Melbourne, Port Melbourne, Harbour Trust MMBW, Commonwealth lands and institutions, Victoria Barracks, GPO, Department of Defence
	4.2 Administering the City of Melbourne	6.1 Establishing Melbourne Town 6.2 Creating Melbourne 6.3 Shaping the suburbs	Annexations south of the river, council amalgamations
	4.3 Melbourne's role as federal capital	7.1 Developing institutions of self-government and democracy	Police and army headquarters
	4.5 Administering Aboriginal affairs	7.1 Developing institutions of self-government and democracy	Emerald Hill gathering place, The Falls, fringe camps and removal to Coranderrk

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
	4.6 Administering justice	7.3 Maintaining law and order 7.1 Developing institutions of self-government and democracy	Police Depot and stables
	4.7 Policing the city	7.3 Maintaining law and order	Police Depot
	4.8 Defending the city	7.4 Defending Victoria and Australia	Victoria Barracks, defence industries in Fishermans Bend
5. Building a commercial city	5.1 Establishing a pastoral industry	4.3 Grazing and raising livestock	Pastoral industry, trading port livestock shipment, merchants, banking, manufacturing, exhibitions, retail development
	5.2 Melbourne as a trading port	5.3 Marketing and retailing 3.2 Travelling by water	South Wharf, graving docks, bond stores, ferries
	5.3 Developing a large, city-based economy	5.3 Marketing and retailing 5.2 Developing a manufacturing capacity 5.4 Exhibiting Victoria's innovation and products	Manufacture and warehousing, noxious trades of Port Melbourne, wartime and post-war industries of Fishermans Bend merchants, banking, manufacturing, exhibitions, retail development
	5.4 Developing a retail centre	5.3 Marketing and retailing	Southbank motor showrooms
	5.5 Building a manufacturing industry	5.2 Developing a manufacturing capacity 5.4 Exhibiting Victoria's innovation and products	Soap, candles, chemicals, furs, cars, planes, tanks
	5.6 Publishing newspapers and periodicals	3.7 Establishing and maintaining communications 5.4 Exhibiting Victoria's innovation and products	GPO workshops, Herald Sun television studio, WWII communications research and development, radio factory
6. Creating a functioning city	6.1 Water supply	6.2 Creating Melbourne	Fresh water at The Falls
	6.2 Sewerage	6.2 Creating Melbourne 8.3 Providing health and welfare services	Manure pits, North Yarra main
	6.3 Providing essential services	8.3 Providing health and welfare services	Prince Henry's Hospital, electricity substations
	6.4 Disposing of the dead	8.6 Marking the phases of life	No specific places identified

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
	6.5 Public toilets	6.2 Creating Melbourne 8.3 Providing health and welfare services	No specific places identified
	6.6 Street making, drainage and river works	3.1 Establishing pathways 3.2 Travelling by water 4.6 Exploiting other mineral, forest and water resources 4.7 Transforming the land and waterways	Water supply, sewerage, port, transport, public services, public utilities, laying out St Kilda and Sandridge roads, river widening
	6.7 Transport	3.1 Establishing pathways 3.2 Travelling by water 3.3 Linking Victorians by rail 3.4 Linking Victorians by road in the 20th century 3.5 Travelling by tram	Track to the beach, river wharves and graving docks, Hobson's Bay Railway, cable trams, building road electrification, bluestone lanes, bridges
7. Appreciating and adapting the natural environment	7.1 Appreciating the natural landscape	1.6 Appreciating and protecting Victoria's natural wonders	Garden City movement, field naturalists and bird observers, West Gate Park
	7.2 Cultivating the 'Garden City' aesthetic	6.2 Creating Melbourne 4.7 Transforming the land and waterways	Draining/filling swamps, blasting rocks, dredging river, Coode Canal, Garden City housing schemes
8. Living in the city	8.1 Settling as immigrants	6.7 Making homes for Victorians 6.8 Living on the fringes	Canvas Town tent city, immigrants, migrant hostels
	8.2 Housing the population	6.7 Making homes for Victorians 6.8 Living on the fringes	Montague slums, council houses, Garden City
	8.3 Educating the people	8.2 Educating people	City Road Primary School, Lucy Serco dressmaking school, National Gallery Art School, Victorian College of the Arts
9. Working in the city	9.1 A working class	5.8 Working	Working life, GMH Social Centre
	9.2 Women's work	5.8 Working	Commonwealth Clothing Factory, war industries, Lucy Serco dressmaking
	9.3 Working in the post-war city	5.8 Working	Car and plane factories, wharfies

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
10. Shaping cultural life	10.1 Arts and creative life in the city	9.3 Achieving distinction in the arts 9.4 Creating popular culture 2.6 Maintaining distinctive cultures 8.6 Marking the phases of life	Arts precinct, National Gallery, ballet, concert hall, theatres
	10.2 Belonging to a religious denomination	8.1 Maintaining spiritual life 8.4 Forming community organisations	Old/new St John's Lutheran Church, Father Bob
	10.3 Belonging to an ethnic or cultural group	8.5 Preserving traditions and commemorating	Arts and culture, ethnicity, community groups, religion, cemeteries, migrant communities
11. Caring for the sick and destitute	11.1 Improving public health	8.3 Providing health and welfare services	Public health, slum clearance, filling swamps, Prince Henry's Hospital
	11.2 Providing welfare services	8.3 Providing health and welfare services	New Gordon House, Hannover House
	11.3 Caring for the sick	8.3 Providing health and welfare services	Hospitals and welfare, Prince Henry's Hospital, Army Repatriation Clinic
	11.4 Caring for mothers and babies	8.3 Providing health and welfare services	No specific places identified
12, Expressing social and political opinion	12.1 Introducing social and political reforms	7.1 Developing institutions of self-government and democracy 7.2 Struggling for political rights	Parliament, Eight Hour Day monument, federation, union strikes and agitation, slum clearance
	12.2 Staging protests	7.2 Struggling for political rights	Wharf strikes, communist agitation
	12.3 Upholding conservative values	7.1 Developing institutions of self-government and democracy 7.2 Struggling for political rights	No specific places identified
	12.4 Celebrating the larrikin spirit	7.2 Struggling for political rights	No specific places identified
13. Enjoying the city	13.1 Public recreation	5.6 Entertaining and socialising 9.1 Participating in sports and recreation	Theatres, hotels, cafes, bohemian Melbourne, recreation, entertainment, festivals, tourism, Wirth's Circus, Glaciarium
	13.2 Promoting tourism	5.7 Catering for tourists	Queens Bridge Hotel, Melbourne Arts Centre

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
	13.3 Staging exhibitions	5.6 Entertaining and socialising 5.7 Catering for tourists 9.1 Participating in sports and recreation	National Gallery of Victoria, Melbourne Exhibition and Conference Centre
	13.4 Procession sand street events	5.6 Entertaining and socialising 5.7 Catering for tourists 9.1 Participating in sports and recreation	St Kilda Road arch
	13.5 Building a city of fashion and style	5.6 Entertaining and socialising 5.7 Catering for tourists	Kosky Bros., furriers, Maurice Artaud & Sons
	13.6 Eating and drinking	5.6 Entertaining and socialising 5.7 Catering for tourists	Hotels, Southgate development, Crown promenade
14. Advancing scientific knowledge	14.1 Keeping weather records	9.5 Advancing knowledge	No specific places identified
	14.2 Observing the heavens	9.5 Advancing knowledge	No specific places identified
	14.3 Pioneering botanical research	9.5 Advancing knowledge	No specific places identified
	14.4 Developing zoological gardens	9.5 Advancing knowledge	No specific places identified
	14.5 Establishing scientific institutions	9.5 Advancing knowledge	CSIRO and Materials Research Laboratories, Government Aircraft Factory, research and development at GMH Experimental Tank Factory
15. Preserving and celebrating the city's history	15.1 Remembering the past	7.5 Protecting Victoria's heritage 8.5 Preserving traditions and commemorating	Local historical societies and publishing histories, Arts Centre collection, Victoria Barracks Museum, GMH heritage collection
	15.2 Raising monuments	7.5 Protecting Victoria's heritage 8.5 Preserving traditions and commemorating	Factory honour boards
	15.3 Remembering the Aboriginal past	7.5 Protecting Victoria's heritage	Commemorating Birrurung, shared histories
	15.4 Preserving the fabric of the past	7.5 Protecting Victoria's heritage 8.5 Preserving traditions and commemorating	Civic monuments, centenary 1934-1935, heritage movement, commemorations

4.1.3 Main themes relevant to the study area

Some themes are more prominent or important in the study area due to their particular historical development. Impacts of various phases of redevelopment have resulted in different levels of preservation of buildings and fabric that demonstrate these themes. The following table identifies each theme and its relative importance, as well as surviving evidence that remains in the study area to express the themes. The darker the shading, the greater the importance.

Table 5   Relevance of themes in the study area

City of Melbourne theme	Fabric representing the theme	Relevance in Southbank and Fishermans Bend
1. Aboriginal country	Underwater remnants of rock bar at The Falls, potential for buried land surfaces and archaeological deposits	The south bank of the Yarra River, swamps and Fishermans Bend were important resources and gathering places.
2. Promoting settlement	No physical evidence	An aspect of the area's early history including Fawkner's huts and survey camp, and the immigrant depot, but these were subsumed by later events.
3. Shaping the urban landscape	Victorian, Edwardian and Inter-War factories and warehouses in Southbank, WWII Fishermans Bend factories	Distinctive architectural and land use developed in the area, many examples of which survive, making this a particularly important theme.
4. Governing, administering and policing the city	Victoria Barracks, Police Depot	This is an important theme in respect to specific heritage places on St Kilda Road, demonstrating both the proximity of governmental control to the city and the character of that control in the built fabric.
5. Building a commercial city	Numerous factories and warehouses throughout study area	Southbank and Fishermans Bend were predominantly areas of trade, commerce and manufacturing, making this theme of high importance.
6. Creating a functioning city	Streets and lanes, electricity substations	Public utilities were critical elements for the area but were much like any other part of the city, so this theme is of only moderate importance.
7. Appreciating and adapting the natural environment	West Gate Park	Much of the area's history has been about eliminating the natural environment, so while the natural environment was adapted to some extent, this theme is of low importance.
8. Living in the city	No residential places remain	While a few pockets of residential places were extant in the 19th century, these were replaced by commercial activity by the early 20th century making this theme not well-represented in the study area.

City of Melbourne theme	Fabric representing the theme	Relevance in Southbank and Fishermans Bend
9. Working in the city	Numerous factories and industrial sites	Southbank and Fishermans Bend have been primarily places of work and commerce, making this theme of very high importance.
10. Shaping cultural life	Arts precinct	The Southbank arts precinct has long been an important part of Melbourne's cultural activity.
11. Caring for the sick and destitute	No physical evidence	The immigrant depot, police surgeon and Prince Henry's Hospital were important parts of the area and represent this theme, but of which little evidence remains.
12. Expressing social and political opinion	South Wharf 21, timber yards, GMH	The timber workers' strike, Docklands Wars and Holden walk off were only some examples of the significant industrial action in the area, demonstrating that this is an important theme in the area's history.
13. Enjoying the city	Arts [recent, Southgate, Crown Casino	The Southbank arts precinct has long been an important part of Melbourne's cultural activity.
14. Advancing scientific knowledge	Materials Research Laboratories	The scientific research during and after WW2 connected to the experimental tank project and Aeronautical Research Laboratories make this an important theme.
15. Preserving and celebrating the city's history	National Gallery of Victoria, Performing Arts Collection, Southbank Library	While there is recent activity in this area, the theme has not been prominent in the history of the study area.

4.2   Summary timeline

The following timeline identifies representative events in the history of Southbank and Fishermans Bend.

Table 6   Timeline of events in Southbank and Fishermans Bend

Time	Event	Theme
40,000-60,000 years ago	Aborigines arrive in Australia, rapidly spreading around the coast and across the continent. Oldest evidence of occupation near Melbourne at Dry Creek near Keilor.	1.1
10,000-5,000 years ago	Rising sea levels flood Port Phillip Bay, Yarra Delta formed, Aboriginal economic patterns stabilised around lower Yarra and Sandridge Flats.	1.1
1700s	Yalukit willam, one of the five clans of the Boon wurrung (known as the coastal tribe), and members of the Kulin Nation occupy the area around the bay, camping on freshwater swamps near Emerald Hill.	1.1
1802 (November)	Charles Grimes and John Fleming survey the Port Phillip coastline and row up the 'Freshwater River' (Yarra) and 'Saltwater River' (Maribyrnong).	2.1
1803	William Buckley escapes from Sullivan's Bay (Sorrento) penal settlement, passes by the Yarra and lives with Wathaurung people near Geelong for 30 years.	2.1
1824 (15 and 20 December)	Hamilton Hume and William Hovell pass about 20km west of the Yarra mouth on their voyage to Westernport, miscalculating their direction and reaching Corio Bay.	2.1
1835 (30 August)	George Evans lands on the Yarra bank near the Custom's House site on behalf of John Pascoe Fawkner and plants crops.	2.1
1835 (8 June)	John Batman of the Port Phillip Association crosses Yarra and later records, "This will be the place for a village".	2.1
1835	John Batman travels around the western shore of Port Phillip Bay to explore the area.	2.1
1836 (February)	John Batman returns and Fawkner moves to the south side of Yarra, the first white resident of South Melbourne.	2.1
1836	Surveyor William Darke prepares maps of the shoreline of Port Phillip Bay, names the Port Melbourne area "Sandridge".	2.1
1837	Governor Bourke arrives, proclaims the town and the first land sales	3.1
1839	Wilbraham Liardet settles on Sandridge Beach and establishes a jetty, a hotel and a mail service. The location becomes referred to as "Liardet's Beach".	2.1
1840s	The beach is now referred to as Sandridge and becomes a main arrival point for ships, with its jetty and track along what will become Sandridge Road, then later City Road and Bay Street.	3.3
1850-1854	Crown land surveys and sales at Sandridge and Emerald Hill.	3.1
1850s	Sandridge flourishes through the Victorian gold rush and becomes a thriving transport hub. Bay fishermen erect huts along the coastline.	8.2

Time	Event	Theme
1853	Canvas Town, Immigrants' Aid Society and an immigration depot open in St Kilda Road.	2.3
1854	The Hobsons Bay railway line opens, connecting Sandridge to Flinders Street in Melbourne via the first Sandridge rail bridge.	6.7
1855 (26 May)	Emerald Hill is declared a municipality.	4.2
1856	Victoria Barracks open in St Kilda Road.	4.8
1860	The first of several proposals for a direct shipping channel between the bay and Melbourne.	6.7
1860	Sandridge in severed and made an independent borough.	4.2
1861	Work at the South Melbourne abattoir commences.	5.3
1863	Emerald Hill is proclaimed to be a borough.	4.2
1870	Felton Grimwade commences manufacturing at their chemical works.	5.3
1870s	The Montague housing area is established and quickly fills with workers' cottages.	8.2
1872 (28 March)	The Williamstown Steam Ferry commences operation and the 'Short Road' is in use.	6.7
1872	Emerald Hill is proclaimed to be a town.	4.2
1872 (28 March)	The Williamstown 'Short Road' proclaimed a main road.	6.7
1877	The Melbourne Harbour Trust is formed.	6.7
1880	Serious flooding in Montague, Fishermans Bend and South Melbourne.	6.6
1883	Emerald Hill is proclaimed to be a city, and its name is changed to South Melbourne.	4.2
1884	Sandridge changes its name to Port Melbourne.	4.2
1886	The Coode Canal is constructed, causing Coode Island to shift the location of Fishermans Bend.	6.7
1892	The Victoria Dock (now Victoria Harbour) was completed.	6.7
1893	Port Melbourne is proclaimed to be a town.	4.2
1899	The South Melbourne abattoir rebuilt and enlarged.	5.3
1900s	Sandridge, Fishermans Bend and Coode Island are popular field naturalist destinations and wildlife refuges.	7.1
1905-1911	Enamelled steel street signs are installed.	3.3
1909	Johns & Waygood establishes its head office and works on City Road and Cecil Street.	5.3
1910s	Extensive street tree-planting is undertaken by municipal councils. Trees include oriental plane, poplar, elm, oak, pine, sugar gum, currajong and pittosporum.	7.1

Time	Event	Theme
1913	Station Pier replaces the former Railway Pier.	6.7
1919	Port Melbourne is proclaimed to be a city.	4.2
1920s	The Yarra River is widened and the south wharves are reconstructed.	6.6
1922	The new Princess Pier is completed.	6.7
1925	The SEC's electricity supply is provided.	6.3
1930s	Early industries, including soap production, chemical works, a rubber factory and blanket mills, prosper in the area.	5.5
1930s-1950s	The Montague slums are cleared and residents rehoused, many in Garden City.	8.2
1936	Major companies, including GM Holden, BHP and Broken Hill Associated Smelters commence operations in Fishermans Bend.	5.5
1937	The Commonwealth Aircraft Corporation open a factory at Fishermans Bend with test facilities and the first runway in Melbourne. CAC also builds the Wirraway warplane.	4.8
1939	Garden City public housing provides low-cost housing for the working class.	8.2
1949	The Fishermans Bend Migrant Hostel is established in the former army barracks.	2.3
1954	Australian Motor Industries erect large auto assembly works.	5.5
1960s	Webb Dock is constructed as a containerized terminal and for the ferry to Tasmania.	6.7
1967	The National Gallery of Victoria is constructed.	10.1
1968	Construction on the West Gate Bridge commences.	6.7
1974	The West Gate Bridge collapses.	15.1
1974-1978	West Gate Park is created.	7.1
1975	Closure of the South Melbourne abattoir.	5.5
1977-1978	The Port Melbourne and St Kilda lines are converted into light rail lines.	6.7
1978	The West Gate Bridge opens.	
1982	The Melbourne Arts Centre and Concert Hall are constructed.	10.1
1990	St John's Lutheran Church Southgate is rebuilt.	10.2
1990s	Fishermans Bend evolves into a light-manufacturing and industrial precinct.	5.5
1990s	Southgate's development has become mixed-use, both commercial and residential.	13.6
1994	Port Melbourne and South Melbourne become part of City of Port Phillip.	4.2
2012	The Victorian Government rezones 248 hectares into the Capital City Zone to kick-start the renewal of Fishermans Bend, declaring it a project of State Significance.	3.1

4.3 Environmental factors affecting land use

Themes: 3.x Shaping the urban landscape, 7.1 Appreciating the natural landscape

The nature of the landscape south of the Yarra River has had an important effect on the area's development and history. The Southbank and Fishermans Bend area comprises a number of landforms. The tidal estuary was formed 5,000-10,000 years ago following rising sea levels and the flooding of Port Phillip Bay, along with the formation of wetlands and sand ridges. The natural landscape of the region was then modified by Aboriginal fire management. European settlement transformed the area yet again, first into a wasteland of sandpits and noxious trades, and later into an industrial heartland. Recent decades have seen the area form a new chapter in Melbourne's growth and evolution.

Much of the Southbank and Fishermans Bend area lies on the soft, grey Coode Island Silt deposited by the Yarra and Maribyrnong Rivers, overlaid with sand ridges from old beach dunes and separated by intervening swamps. The wooded Emerald Hill, formed out of the Older Volcanics, was the first upstream high ground. This was a rich environment for a diverse plant life and animals, which in turn supported Aboriginal people living in the area for thousands of years. The base of the hill reaches down near City Road and Montague Street, where there was once a large swamp. Another swamp separated Emerald Hill from St Kilda Road.

The basement rocks of the area were made of folded and faulted Ordovician and Silurian marine sediments, overlaid by Tertiary sands and gravels from Older Volcanics. Between one and five million years ago volcanic eruptions buried most older sediments west of modern-day Melbourne under basalt lava flows. However, the erosive force of the Maribyrnong River gradually cut through the basalt to expose the older sediments. The older volcanic lava flows stopped by the Pliocene Red Bluff sands outcrop north of the Yarra estuary at Kensington and North Melbourne. Batman's Hill, near Spencer Street, appears to be the southern edge of this exposure. [10]

The slumping of the Port Phillip Basin resulted in the formation of the bay and the drowning of the river mouth, which was subsequently filled by estuarine and fluvial sedimentation, including Coode Island Silt. These recent and Pleistocene sediments now form the estuaries and flood plains of the Maribyrnong and Yarra Rivers, as well as the lower reaches of Moonee Ponds Creek. The flats extend between Melbourne and Footscray, and south from the basalt ridge of Kensington to the bay, including the areas of Fishermans Bend and most of Sandridge/Port Melbourne. Soils on these floodplains included silt deposited by floodwaters, and swamp deposits of fine sand and silty clay. Raised beach ridges, from wind-blown and wave-deposited sand, formed south of the Yarra River over much of Port Melbourne, forming the geological unit known as the Fishermans Bend Sand.[11]

The shallow sand deposits were exploited extensively for building, road-making and more from the mid-19th century into the 1960s. The deep Coode Island Silt deposits challenged foundation engineers, leading to several innovative structures such as the Tea House, built on a massive raft of red gum timber, or the deeply-bored piles of the Kings Way Bridge.[12] The Coode Island Silt continues to influence the form of development in the area. The cost of foundation piling means that medium-rise buildings are rarely financially viable.

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[10] Geological Survey of Victoria, Melbourne, Sheet SJ, 55-1.

[11] N.J. Rosengren, Sites of Geological and Geomorphological Significance in the Western Region of Melbourne,
   Conservation Forests and Lands, Victoria, 1986.

[12] Kings Way Bridge classification report, National Trust Bridges Database, Reg. No. 4042.

Figure 3 **Geological survey plans from 1959 showing sedimentary units and sand quarries**

City Road began as the Sandridge Road, following the higher ground at the foot of Emerald Hill and the dry ridge between the Port Melbourne Lagoon and the swamps and sand ridges to the west. Williamstown Road also followed the higher ridges where possible, but required considerable more filling. In Southbank, a large swamp extended south of City Road and east of Kings Way, down to Albert Road. It wrapped around the hill to the east where Victoria Barracks stands today. The swamp delayed development of the area until well into the 20th century.

Downstream was a large tidal marsh on the south side of the Yarra, commencing opposite the site where the West Melbourne Gasworks would be built. Further west were a series of sand ridges and intervening swamps, formed by the progressive shift of the Yarra as it meandered across the estuary. The accumulation of sand formed beach ridges, which were left behind as the shoreline receded. Williamstown Road marks the approximate southern limit of these swamps and ridges. Another large marsh commenced north of where Todd Road now runs.

Figure 4 **Cox Plan 1864, showing the section of South Melbourne, Fishermans Bend and Sandridge**

Fishermans Bend originally described the sharp bend in the natural course of the Yarra River near its junction with the Maribyrnong. The Coode Canal altered the course of the river, and as a result, Aboriginal riverbank campsites that may have existed on banks of the original river course are now under the West Melbourne freight terminals, or would have been dredged away for river widening.

The lower reaches of the Yarra, from the junction of the Maribyrnong River to the mouth, was known in the past as Hobson's River. This section of the river was the location of some of Melbourne's largest early industries, but it was also one of the best habitats for wetland flora and fauna and therefore an important food resource for Aborigines. Red gum and river bottlebrush lined the banks of the Yarra, along with tea-tree and swamp paperbark in the low-lying areas. Manna gum and drooping she-oaks dotted the hills and sand ridges.

When alterations to the natural course of the Yarra River began in the mid-19th century, with the construction of training walls, the removal snags and trees from the riverbank and dredging the riverbed, these changes had only a minor impact on the surrounding mud flats, salt marshes, swamps and other estuarine landforms. It was not until the large-scale land reclamation and filling during the Second World War that the Fishermans Bend area lost its predominantly natural character.

4.4 Aboriginal history

Theme: 1.x Aboriginal country

The first inhabitants of the Yarra riverbanks, the Fishermans Bend flats and the Yarra River estuary would have moved into the area around 5,000-10,000 years ago, when the water level in Port Phillip Bay would have become stable and regular floods had deposited sufficient sediment to form dry land. The area would have been an important resource-rich environment for Aboriginal people. Earlier periods of lower sea levels, when much of Port Phillip Bay was a dry plain, caused erosion of the Yarra and Maribyrnong river valleys and making land surfaces lower. With the rising sea levels and flooding of the bay the accumulation of sediment covered any earlier landscape, and therefore any older Aboriginal campsites.

Aboriginal occupation of the Yarra delta is presumed to have been relatively intensive and an important part of their overall natural and cultural resources. This is based on speculation and extrapolation rather than solid archaeological, ethnographic or historical evidence, however William Thomas, Assistant Aboriginal Protector, noted in 1840 that:

> By what I can learn, long ere the settlement was formed the spot where Melbourne now stands and the flats on which we are now camped [on the south bank of the Yarra] was the regular rendezvous for the tribes known as Warorangs, Boonurongs, Barrabools, Nilunguons, Gouldburns twice a year or as often as circumstances and emergences required to settle their grievances, revenge deaths . . . .[13]

Similarly, when Fawkner came across a group of Aborigines near Batman's Swamp he noted:

> ...the Blacks at first alarmed, the women in particular. When I drove towards them they threw themselves into strange but pleasing positions and bellowed loudly.[14]

At the time of European settlement, Aboriginal people in the central Victoria had a social, political, economic and cultural structure and organisation based on familial links and totemic associations, or

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[13] Thomas in Presland, G. 1985. *Aboriginal Melbourne: the Lost Land of the Kulin People*. McPhee Gribble, Ringwood, p.35.
[14] Billot, C.P., 1985, *The life and times of John Pascoe Fawkner*, Melbourne: Hyland House, p.14.

moieties. A number of language groups (*Taung wurrung, Wadda wurrung, Dja wurrung, Woi wurrung* and *Bun wurrung)* formed a loose coalition known as the Kulin Nation.

Aboriginal people from the *Woi wurrung* and *Bun wurrung* language groups shared territory around Port Phillip Bay and across the site of the future Melbourne. Particular clans claimed the land between the mouth of the Yarra River and Melbourne.

Billibillary (1799-1846) was Ngurungaeta (or leader) of a group known as 'Billibillary's mob' who belonged to the Wurundjeri willam clan (meaning 'white gum dwellers') of the *Woi wurrung*. He was one of the signatories to Batman's treaty, and custodian of the Mount William stone axe quarry.

Derrimut (or Derrremart) (1808/14-1864) was the Arweet (also leader) of the Yalukit willam clan (meaning 'river dwellers') of the *Bun wurrung* who, despite having his wife kidnapped by sealers, stayed at the Port Phillip settlement and protected Fawkner's hut from rumoured attack in 1835. Benbow (or Eurernowel) (1800[?]-1852), who was referred to by the white men as 'King Benbow', lived in a hut on Batman's land with his wife 'Kitty'. He recovered Batman's drowned son's body from the river and, with Derrimut, helped in the search for the murderers of the overseer, Franks, and his shepherd. He is also recorded hunting at Williamstown in Fawkner's diary in 1836. Derrimut died in 1864 and his memorial stone is located in the Melbourne General Cemetery.[15]

Both Aboriginal groups comprised several extended families who took advantage of the seasonal abundance of the beach, swamps and river at Fishermans Bend and the wooded Emerald Hill. They managed the landscape with fire and travelled to other parts to rest the land and allow it to regenerate. The Chief Protector the Aborigines, George Augustus Robinson, first listed them in his 1840 journal. In 1900, the early ethnographers Howitt and Fison referred to a difference between the Aboriginal groups at St Kilda and Sandridge.[16] Their suggestion was that the group at Sandridge had *bunjil* (eagle) as their moiety, while the St Kilda group had *waa* (crow) as their moiety.[17]

The preferred camping places of the *Woi wurrung* and *Bun wurrung* clans were along the south bank of the Yarra River, opposite the settlement of Melbourne. The salt and fresh water met here at The Falls, and a rock bar on the Yarra near the foot of Queen Street held back the tidal inflow, and so maintained fresh water above The Falls. The location provided the most reliable drinking water in the area and a convenient and safe place to cross the river.[18] It was probably the place that John Helder Wedge was shown by two natives who called it *Yarrow* (swiftly flowing), but they were probably referring to The Falls rather than the river itself.[19] The Government reserve for Aborigines was run by George Langhorne and was established in 1837 on an 895-acre site south of the Yarra River to the east of Anderson Street near the present-day Royal Botanic Gardens. The Government paddocks were established here, between Princes Bridge and Punt Road.

Aborigines took advantage of the rock bar to trap fish and cross the river. When Charles Grimes explored Port Phillip in 1803, and Batman and Fawkner took up residence in the area in 1835, this was the obvious place for a settlement as it avoided the flood-prone flats and sand ridges.

The river, however, was winding, shallow and full of snags, so larger ships anchored in the bay and passengers walked across the flats to Melbourne, following well-worn Aboriginal paths. These paths

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[15] Presland, *Land of the Kulin,* 1985.

[16] Clark 1990, p.368.

[17] Nicolson and du Cros, 1999, p.7.

[18] Ian D. Clark, Toby Heydon, 1998, 25-7 A Bend In The Yarra: A History of the Merri Creek Protectorate Station.

[19] Eidelson, Meyer 1997, *The Melbourne Dreaming*. A Guide to the Aboriginal Places of Melbourne (Reprint 2000 ed.). Canberra: Aboriginal Studies Press. p.14–17.

became the basis for later roads, such as City Road and Williamstown Road, transporting goods from the Port Melbourne piers to the city. Australia's first train, the Hobson's Bay Railway, ran parallel to these paths from 1854.

South Melbourne was first known as Emerald Hill, after the hill on which the town hall stands, described as a green island surrounded by swamps. This was a traditional social and ceremonial meeting place for a number of Aboriginal tribes. A great gathering had been witnessed in this place in 1840 by a number of the early European settlers. Corroborees were also recorded and painted by Wilbraham Liardet at Emerald Hill. In 1840 Richard Howitt described fifty men dancing there, assisted by the musical accompaniment of women, in a performance which would 'haunt the soul for years afterwards'. [20]

Woi wurrung and *Bun wurrung* people camped in the area stretching from The Falls to approximately two kilometres southeast along the river. To the west, the swamps and saltwater may have been less attractive for camping, but plentiful game and plants here meant it that was a rich source for food. A particularly favoured location for camping was on the hill overlooking 'Tromgin', a swamp south of the Yarra River. Robinson and Thomas, an assistant protector, reportedly spent much time from the late-1830s to mid-1840s attempting to 'break up' Aboriginal camps along the Yarra River close to the settlement.[21]

Figure 5   Melbourne from The Falls, 1837, showing an Aboriginal camp on the south bank of the Yarra River (National Library Australia)

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[20] Howitt, 1904, The Native Tribes of South East Australia.
[21] Clark & Heydon, 1998, p.34-5, 40, 49.

Figure 6   Melbourne from The Falls by Robert Russell, 1837 (National Library Australia)

4.5   Discovery and survey

Theme: 2.1 Founding stories

Knowledge of the existence of Port Phillip Bay came to navigators and settlers in New South Wales only 14 years after settlement had begun in Australia. On 5 January 1802, Lieutenant John Murray, aboard the *Lady Nelson*, observed what was 'apparently a fine harbour of large extent' through the heads, which guarded the entrance to Port Phillip Bay. Two months later, on a second visit, he entered the bay and took possession of the area in the name of King George III. Seven weeks after this Captain Mathew Flinders, aboard the *Investigator*, sailed into the bay and reported an 'extensive harbour' surrounded by country which had 'a pleasing, and in many places a fertile appearance'.[22]

Based on the reports from Murray and Flinders, Governor King despatched his surveyor-general, Charles Grimes, with instructions to explore the shores of the bay. On 2 February 1803, Grimes and his party rowed a small boat up the course of the Yarra River to its tidal limit. James Fleming, a member of his party, later described this place as 'the most eligible place for a settlement that I have seen'.[23] Grimes also mapped the river and coastline at Fishermans Bend and Sandridge, describing his visit thus:

> At the usual time, the same party as yesterday, with the addition of the doctor, went on shore; for about a mile the land was dry, a light sandy soil; afterwards a large swamp with three lagoons in it all dry. The land appears to be covered with water in wet

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[22] R.D. Boys, First Years at Port Phillip, 1834-1842, Melbourne, 1959.
[23] Flemming Journal.

seasons. Come to a salt lagoon about a mile long and a quarter of a mile wide; had not entrance to the sea. Soon afterwards came to a large river; went up it about a mile, when we turned back and waited for the boat to take us aboard. The ground is a swamp on one side...Saw many swans, pelicans and ducks.[24]

The accounts of the area either did not inspire confidence among the Sydney adventurers or else the time was not ripe for further expansion of settlement, as nothing more was heard about Port Phillip for two decades. In 1824, Hume and Hovell passed west of Port Phillip Bay, initially believing they had reached Westernport. Another decade was to pass before an attempt at permanent settlement was made. John Batman traversed the basalt plains north and west of the bay in 1835, before settling on his chosen site on what was to become known as Batman's Hill.

The name 'Sandridge' was given by Surveyor William Darke when he prepared maps of the shoreline of Port Phillip Bay in 1836. The early settler Edward Curr recorded the area along the beach where surveyors had laid out allotments with string lines, simply as 'The Beach'.[25]

Government survey of Melbourne was carried out under Robert Hoddle's supervision in 1837. He laid out the streets around the existing huts to the east of Batman's farm on the north side of the Yarra River to take advantage of the high ground and avoid the swamps altogether. This geographic influence would continue to determine future land use in the Southbank area. As land around Melbourne was surveyed and sold, the higher and more fertile areas were given preference and the swamps and riverbanks were reserved for future public purposes.

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[24] Logbook of Charles Grimes, 2.2.1803. Quoted in N. U'ren and N. Turnbull: A History of Port Melbourne, O.U.P. 1983, p.6, in Allom Lovell and Associates, 'Port Melbourne Conservation Study Review', Vol.1, pp.13-14, and Ward A. Port Phillip, Heritage Review, Vol.1, 2011, Version 15, p.26.
[25] Curr, E.M., Recollections of Squatting in Victoria Then called the Port Phillip District (from 1841-1851), Melbourne University Press, p.9-10.
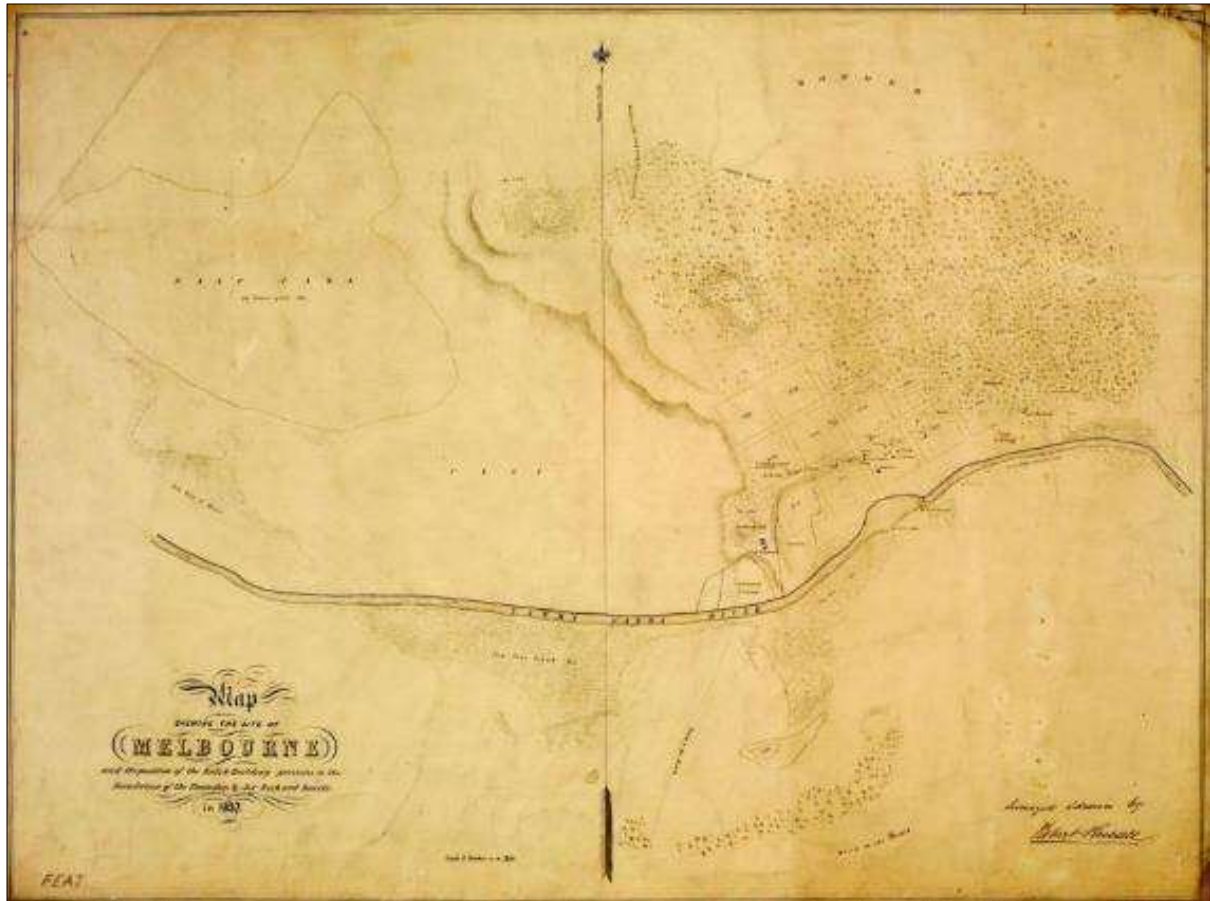
Figure 7   Map showing the site of Melbourne, Russell, 1837 (8168-P1-312-SYDNEY-M20)

The prominent rise of Emerald Hill attracted initial settlement because of the views it offered, as well as and the land being permanently dry when much of the surrounding area was swamp or flood-prone.[26] Edmund Finn, who wrote under the name 'Garryowen', is credited with naming Emerald Hill when he described the area in an October 1845 advertisement for a temperance society picnic as an '...eminence . . . green as the freshest shamrock . . . encircled by shining lagoons, the sparkling sea, and growths of scrub and ti-tree'.[27]

The first surveys in Sandridge were conducted in 1850, and in Emerald Hill from 1852 to 1854, during the time that Robert Hoddle and later Andrew Clarke headed the survey office. The layout of the Emerald Hill survey was based on a grid bounded by Eastern Road, Park Street, Montague Street and the diagonal Sandridge Road (City Road). The South Melbourne grid was aligned with the original orientation of the CBD grid, with the line of Spencer Street continuing down as Clarendon Street. In 1854, the grid was extended to include Three Chain Road (Albert Road) and Nelson Road.[28]

The diagonal track to the beach along what would become Sandridge Road (and later City Road and Bay Street) pre-existed the grid survey, and so was retained. Like Williamstown Road, which came a bit later, Sandridge Road was also the shortest distance between two important points. The

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[26] Ward, 2011, p.12.

[27] Susan Priestly, 'Emerald Hill', eMelbourne Encyclopedia. Accessed online, from http://www.emelbourne.net.au/biogs/EM00519b.htm.

[28] Streets of South Melbourne. Accessed online, from http://streetsofsouthmelbourne.wordpress.com/introduction.

Sandridge Survey also used a grid, but aligned itself parallel with the beachfront to avoid awkward triangular lots.

However, development west of Sandridge Road was constrained by swamps and, from 1854, the railway. An 1855 Department of Crown Lands confirmed the reservation of the land west of the railway, and so prohibited development of this area. Behind the Victoria Barracks, another large Crown land reserve was retained from sale for many decades, evidently to provide for future government facilities but also because of its flood-prone nature.

St Kilda Road began its life as a bush track to the fishing villages and later became the 'fashionable villages for the wealthy' at St Kilda and Brighton beaches. St Kilda Road, however, overcame the disadvantages of its early neglect and, from the 1860s, was laid out and planted with avenues of trees to form a grand boulevard.

At the same time, wide landscaped reserves were provided along the Port Melbourne and St Kilda railway lines. A much later plan included a 'permanent reserve for stormwater channel and other public purposes'[29] on the alignment of an earlier proposal for a ship canal. However, neither scheme was ever acted upon.

4.6 Early settlement

Themes: 2.7 Promoting settlement, 8.1 Settling as immigrants

The Port Phillip Association, which was formed in Tasmania with John Batman as their agent, undertook a reconnaissance expedition across Bass Strait to the Port Phillip District in May/June 1835, followed by a permanent camp from late-June on the Yarra. Batman laid claim to Aboriginal lands north and west of the Yarra on behalf of the Association and erected his own house on Batman's Hill, near the later site of the Spencer Street rail yards. The area south of the Yarra was not part of the Port Phillip Association's claim.

John Pascoe Faulkner arrived soon after Batman's men in August 1835, but made a more substantial landfall on the north bank of the Yarra River. Batman arrived and set up his own premises to this same site in November 1835. However, in November, Fawkner was persuaded to move to the opposite bank in deference to Batman's prior claim, and so become the first permanent non-aboriginal settler of South Melbourne. This pattern of settlement, focussing on the higher ground north of the river and upstream along the river, was to continue for many years.

Melbourne's first white settlement, in the vicinity of Batman's Hill, can be located today only from documents. No physical evidence of the first period of settlement is likely to be found because of the extensive excavations and reclamation that has occurred with river improvements, railway construction and the erection of city buildings. However, the topographic features of the site, such as the high ground adjacent to the river and swamp, can be identified by the informed observer. Russell's 1837 map of Melbourne shows three long narrow buildings at the top of a ridge that led down to the river with a paddock or garden and cultivated ground. [30]

A view from Emerald Hill in 1855 shows that there was very little settlement on the south bank of the Yarra, with only a couple of dwellings on the higher ground and some boats tied up on the

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[29] Port Melbourne, Parish of South Melbourne, County of Bourke, Department of Lands & Survey, Melbourne, T. S. Butson, 13 February 1914.
[30] Robert Russel, Map Showing the Site of Melbourne, 1837.

undeveloped river bank. The Hobsons Bay Railway and Sandridge Road show that activity was focussed on travelling through the areas swamps to get to the bay port (see Figure 8).
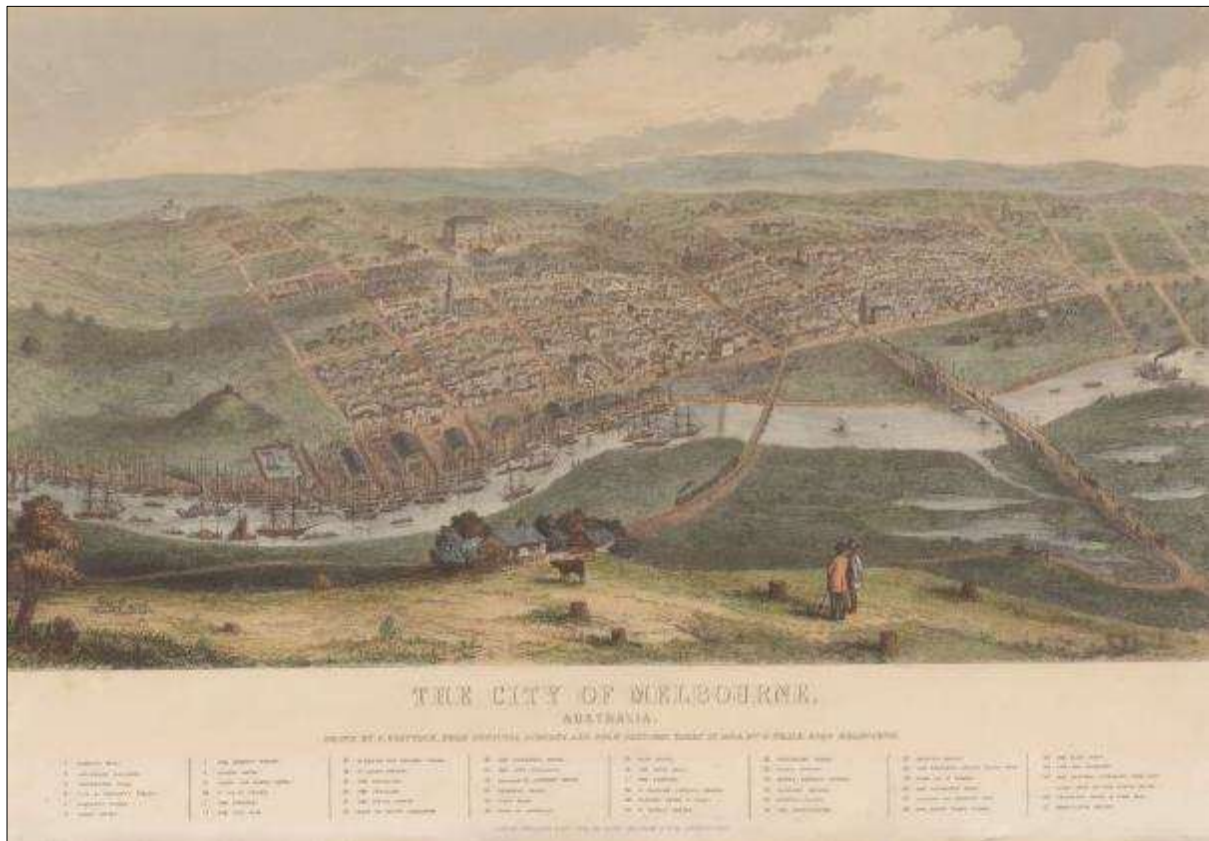
Figure 8   View from Emerald Hill, 1855, Whittock (National Library)

4.7   Formation of towns and local government

Themes: 4.1 Governing the Colony and State of Victoria, 4.2 Administering the city of Melbourne

Melbourne's initial settlement occurred at a slow pace – a few dozen huts and some more substantial buildings on the hill opposite the falls, some more huts along the beach at Sandridge – but the bulk of the settlers fanned out to the pastoral hinterlands to raise sheep and cattle. However, this dramatically changed with the discovery of gold in 1851 at Ballarat and Bendigo. Thousands came to Port Phillip, disembarking on the beach at Sandridge and walking across the flats to Melbourne. In 1852, 94,664 people arrived in the colony by sea and within months of the announcement of the discovery of gold, a tent city had sprung up on the south side of the Yarra between Emerald Hill and St Kilda Road. The area was known as 'Canvas Town' and was laid out in streets with shops, residences and hotels, all under canvas (see Figure 9).
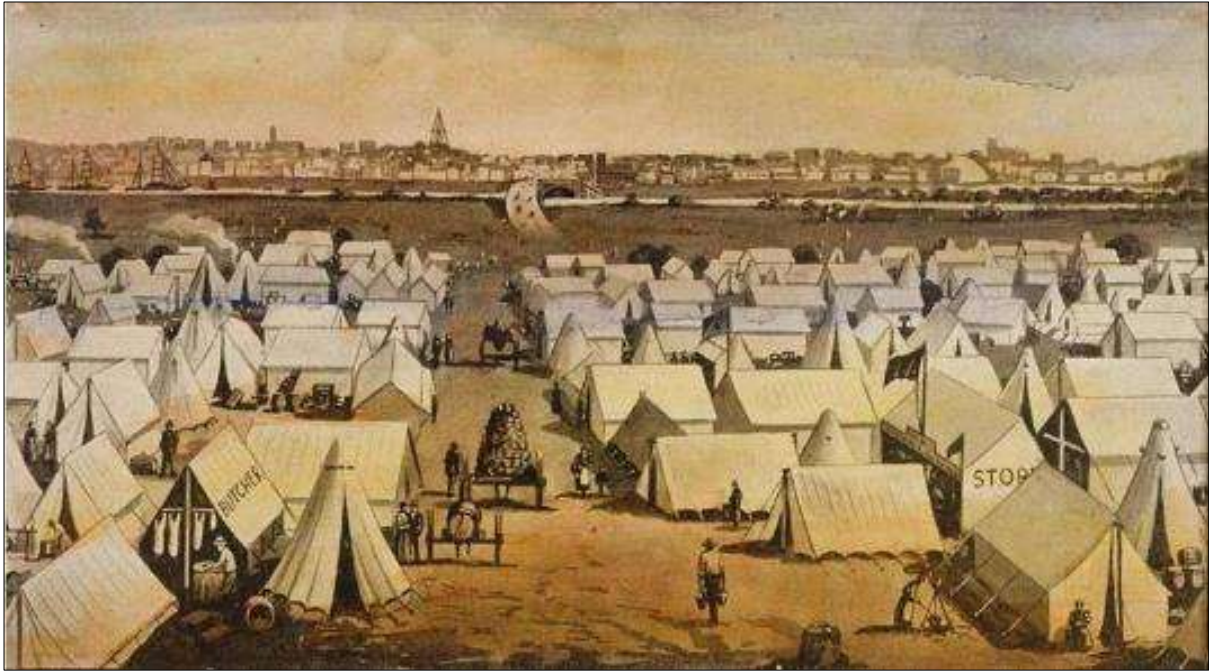
Figure 9   Canvas Town and Princes Bridge, De Gruchy & Leigh, lithographers, c.1855 (State Library of Victoria H25127)

Creation of the Melbourne Corporation in 1842 initially provided local representation and services throughout the colony. However, as suburbs grew and Victoria became a separate colony from New South Wales, suspicion of the power of Melbourne councillors among the colonial government saw the subsequent fragmentation of local democracy into many small councils.

The first land sales were held in 1850 at Sandridge, and in 1852 at Emerald Hill. In 1854, Canvas Town was dispersed and many of the inhabitants moved up to Emerald Hill. On 14 December 1854, a residents' meeting was called to lobby for independence from Melbourne. On 26 May 1855, Emerald Hill became the first suburb outside of Geelong to be declared a municipal district, taking the motto *'Ordine Primum'*, meaning 'first in the field'. When the council met for the first time on 4 July 1855, James Service, later to become Premier of Victoria, was elected chairman. Despite rapid development, the area was still separated from the main settlement by swamps and flood-prone flats (see Figure 10).

Figure 10   Melbourne and its suburbs, compiled by James Kearney, draughtsman, engraved by David Tulloch and James D. Brown. Melbourne, Andrew Clarke, Surveyor General, 1855

Figure 11   The City of South Melbourne council map, 1970 (State Library Victoria)
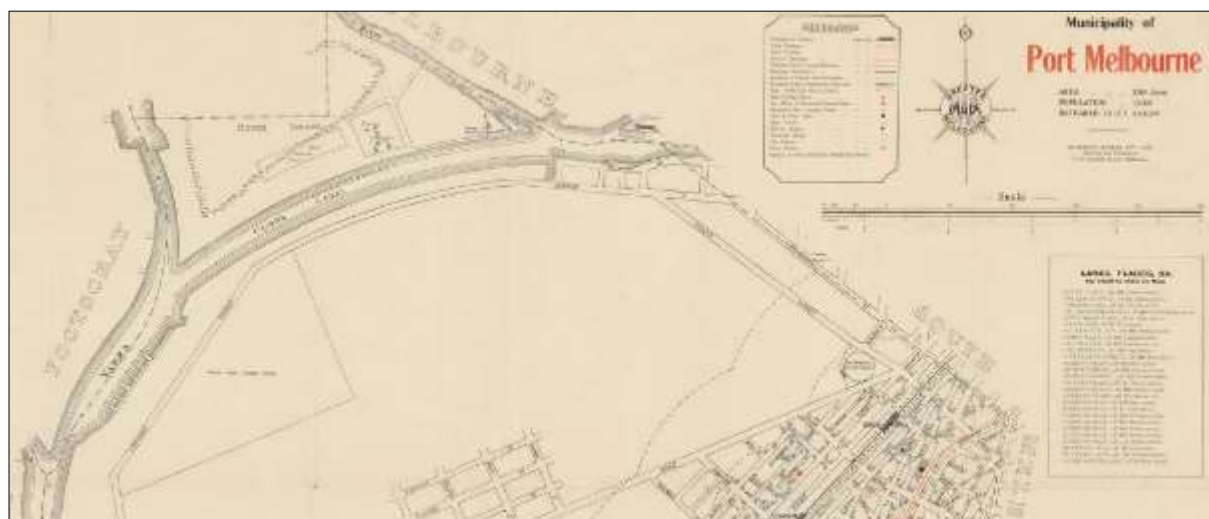
Figure 12   Municipality of Port Melbourne, Melbourne, Anderson, Gowan Pty Ltd., 1921 (State Library of Victoria, http://handle.slv.vic.gov.au/10381/118445)

Emerald Hill was proclaimed a borough in 1863, a town in 1872, and city in 1883 when its name was also changed to South Melbourne. Sandridge was severed from Emerald Hill and made an independent borough in 1860. It was renamed Port Melbourne in 1884, becoming a town in 1893 and a city in 1919. [31]

In 1994, under the Kennett State Government, a review of municipal government led to the amalgamation of most councils, with the former cities of South Melbourne, Port Melbourne and St Kilda combining to form the City of Port Phillip (apart from the strip of land north of the West Gate Freeway, which became part of the City of Melbourne).

4.8 Wasteland, wetland and wildlife

Theme: 7.1 Appreciating the natural landscape

Much of Fishermans Bend and a large part of Southbank were originally low-lying swamps and sand ridges – hence the original name for Port Melbourne, 'Sandridge' – and its proximity to Melbourne and wasteland status saw these outlying areas used as convenient dumping grounds. For example, in 1885, contracts were let for the very substantial amount of £5,000 to M Gardiner & Co. for 'removing earth from Fishermans Bend and spreading same'.[32] The cumulative effect of this was that today there is now a metre or two of fill and rubbish across most of the area, which only occasionally reveals the buried natural ground as a black, humic layer over the original sands. It is in this layer that any potential Aboriginal archaeology would be located, presenting a unique challenge for its appropriate and adequate identification and evaluation. Coode Island was created through the excavation of the Coode Canal in 1886 between Victoria Dock and the Stony Creek Backwash. The canal also cut off a bend of the Yarra previously known as Humbug Reach (Fishermans Bend), reducing the trip from the bay to the Melbourne docks by about 3 kilometres. The old course of the Yarra remained as a shallow channel for many decades, creating an area of about 100 hectares surrounded by water. Coode Island was effectively isolated from major human impact from its creation the 1880s until the 1950s, and as such, it became a sanctuary for wildlife.

The original vegetation south of the river was described in early survey plans as being dominated by tea-tree scrub, salt marsh, swamp and sandy waste with a small stand of trees, possibly swamp paperbark, which was destroyed when the canal cut was excavated. The swamps harboured a variety of species of plant, animal and insect life. A new species of mosquito, *Culex labeculosus*, and a scale insect, *Pulvinaria salicornae*, were described in the early-19th century, along with some more common scale insects. Of native plants, black wattle, *Acacia mearnsii*, and coast wattle, *Acacia longifolia,* climbing lignum, *Muelenbeckia adpressa,* New Holland Daisy, *Vittadinia australis*, sea blight, *Myoporum viscosum*, smooth sea-heath, *Frankenia pauciflora*, and angular, rounded and small pigface, *Mesembryanthemum australe, M. aequilaterale* and *M. tegens*, were found by Tovey in 1908 and 1909, along with a vast array of exotic plants probably introduced from ship ballast which had been dumped on the river banks.[33] The ballast dumps also introduced many exotic species of rock into the area, and it was noted as a good site for obtaining geological specimens which, '. . . would constitute handsome educational cabinet specimens of types of rock difficult to procure otherwise except at

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[31] Barrett, Bernard, *The Civic Frontier: The Origin of Local Communities and Local Government in Victoria*, Melbourne University Press, Melbourne, 1979.
[32] Victorian Government Gazette, No.44, 24 April 1885, p.1127 & No.98, 16 October 1885, p.2875.
[33] J.R. Tovey, 'Some notes on Coode Island and its Flora' *Victorian Naturalist, No.XXVIII,* July 1911, p.57-61.

some expense. . .'.[34] These included some examples of gneiss banded with crystalized red garnets, granite porphyries, schist, limestone crowded with fossils, varied sandstones and quartzite.

One of the few residents of Coode Island, Bill Lemarquand, who was born on the island in 1901 and lived there until the 1940s, recalls that:

> *The sky was ablaze with skylarks . . . every few yards there were nests on the ground. Springtime was full of their music. Sometimes there were dolphins in the river. The most beautiful thing I have ever seen was the pigface growing on the island in spring. It was a swamp in the middle before they drained it. I will never forget that pigface.*[35]

As a boy, Bill caught bream, mullet and eels in the rivers as well as rabbits, and he recalls that wild ducks were abundant.

Fishermans Bend was once a significant breeding and feeding ground for thousands of wader and other birds. Local ornithologists such as Gerygone (Jack Jones), Margaret McKenzie, Lawrence O'Conner and Ralph Kenyon recognised the area's importance, as did the many field naturalists and bird watchers who made regular club excursions to both Coode Island and Fishermans Bend. The area was of sufficient note for Peter Scott, the head of Severn Wildlife Trust, to visit it during a trip to Australia.

In 1898, the mouth of the Yarra was noted for its diverse and rare flora. Thirty species were recorded by one observer, many of which were noted as appearing only in the one spot, or not found to the east of Melbourne.[36] These particular species included *Frankenia laevis, Alternanthera triandra, Sagina apetala, Atriplex Muelleri, Enchylaena tomentosa, Salicornia arbuscula, Muehlenbeckia Cunninghamii, Eutaxia empetrifolia, Tillaea purpurata, Hydrocolyte hirta, H. tripartita, H. callicarpa, Pimelea clauca, Calotis scapigera, Angianthus Preissianus, Cotula filifolia, Lobelia platycalyx, Sebaea albidiflora, Samolus remens, Convolvulus sepium, Wilsonia humilis, W. rotundifolia, Myoporum deserti, M. humile* and *Azolla ficuloides.*

Field naturalist excursions to Fishermans Bend continued well into the 1940s. In 1949, the Bird Observers Club recorded double-banded dotterels, little stints, red-capped dotterels, and a lone hooded dotterel on the beachfront. Meanwhile, on the sand bar were a few crested terns and one fairy tern. On the flats, there was evidence of nesting birds, including white-fronted chats, red-capped dotterels, banded plovers, little grassbirds and black-fronted dotterels. Also noted were hardhead ducks, black ducks, little grebes, eastern swamp hens, dusky moorhens, black swans and marsh crakes. Altogether, this particular outing recorded 35 native and seven introduced species. It is interesting to note that the various swamps, ponds and other landscape features, formed largely by intermittent filling and sand quarrying, were all known by different names, such as Bittern Pond, the Pit, Butte Pond, Crake Pond and the Old Butts.[37]

Up until at least the 1960s, there were up to 40 species of Australian birds breeding at the Fishermans Bend wastelands, while many more species found food, shelter or rest there either as

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[34] "Excursion to Coode Island", *Victorian Naturalist*, No.XXIX, May 1912, p.5-6.

[35] John Lahey, 'When Coode Island was a paradise for birds', *The Age,* 15 March 1994, p.7.

[36] Alex Morrison, "Some Plants found growing at Mouth of River Yarra and at Werribee', *The Victorian Naturalist,* Vol. 15, 1999, p.87.

[37] "Fishermen's Bend Outing", Bird Observers Club Monthly Notes, September 1949; Jack Jones, 'The Birds of Fishermans Bend', Bird Observers Club Monthly Notes, February 1938; 'Fishermen's Bend Outing', Bird Observers Club Monthly Notes, May 1946; 'Trip to Fishermen's Bend' Bird Observers Club Monthly Notes, October 1948.

part of a wider range or during stopovers on continental migrations. *Footscray's First Hundred Years* provides lists of breeding species as well as frequent and rare visitors, making particular mention of the nearly extinct Australian bustard and several other rare birds. The brightly-coloured blue-winged shoveler was also often seen in spring on the swamps and, occasionally, on the Maribyrnong River.[38]

The variety and abundance of wildlife at Fishermans Bend came to the notice of the Government when, in 1909, the Governor in Council authorised the proclamation of the ground of the Victorian Golf Club at Fishermans Bend as a sanctuary for animals and birds. The area comprised about 50 hectares near the south bank of the Yarra, and was leased by the club from the Crown. The golf club occupied the area east of Salmon Street and was in use from at least 1908 to after 1928.[39] The club originally intended to plant the area with trees as ornament as well as shelter for native birds, however this scheme faded when the land reverted to Government for other uses, eventually becoming part of the aircraft factory and runways.[40]

Large parts of the western portion of Fishermans Bend continued to be subject to sand mining into the mid-20th century, initially to raise the runways at the Commonwealth Aircraft Corporation airfield (Figure 13). Quarrying was also later undertaken to obtain fill for other area works, as well as to extract materials such as concrete or mortar for use elsewhere, by the Melbourne Washed Sands Co. in the 1940s and 1950s.[41]

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[38] '15,000 water fowl were shot for the table', *Footscray's First Hundred Years.* p.93.

[39] 'GOLF'. *Weekly Times*, Melbourne, Victoria, 23 May 1908, p.20. Accessed online 13 September 2016, from http://nla.gov.au/nla.news-article224464162.

[40] "A Suburban Sanctuary", *EMU*, Vol. IX, July 1909, p.21.

[41] Daily Commercial News And Shipping List, Sydney, NSW, 26 June 1931.

Figure 13   Aerial view of Fishermans Bend, Victoria, c.1940 (State Library of Victoria Pictures Collection, H96 163/11)

4.9   Industrial development

Theme: 5.5 Building a manufacturing industry

The proximity to the Yarra and swampy wastelands of Fishermans Bend and Sandridge initially attracted activities and industries that were shunned from the commercial and residential parts of Melbourne. Low-lying areas on the south bank of the Yarra saw the development of brickworks, ships chandlers, dry docks and repairers, stevedores and Melbourne's first iron foundries and engineering works. Related industries gradually spread westward. Further downstream, boiling down works, fellmongeries, abattoirs and other noxious trades crowded along the riverbank and discharged their wastes into the river.

Access to the river for both freshwater (above The Falls) and navigation for shipping (below The Falls) was critical to the early industries, particularly those relying on the shipping trade, such as Millers Rope Works and ship builders, and the large water users, such as Ramsden's Paper Mill, which commenced manufacture in a substantial masonry industrial complex in 1868.[42]

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[42] 'Mr. Ramsden's Paper-Mill'. *The Argus*, Melbourne, Victoria, 29 April 1868, p.5. Accessed online 20 February 2017, from http://nla.gov.au/nla.news-article5814826.

Figure 14   View west along Yarra bank, showing Ramsden's Paper Mill, c.1885-1920 (State Library of Victoria)

A royal commission was held in 1872 to consider the best use of low-lying lands near Melbourne on both banks of the Yarra for public and commercial purposes.[43] In the later 1870s this resulted in moves to clean up the river and move most of the worst noxious industries away from the city, generally to Footscray and Yarraville. As a result, most of this area was cleared of industry.[44]

A pipe factory, asphalt plant and timber yard with drying sheds were located in Brady Street, in the 1890s. Meanwhile, the Port Melbourne Abattoir was built in Lorimer Street, and a boiling down works was established in Boundary Street.

The abattoir was a subject of concern from its establishment in about 1861. Odours spread to the Melbourne and Emerald Hill areas and its discharges polluted the river which, being tidal, washed the discharge up onto the door of the city with each tide. The abattoir was completely rebuilt in 1899, following the same plans as the Melbourne City Council abattoirs in Flemington.[45] It continued to

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[43] Low Lands Commission Melbourne, Parliamentary paper, Victorian Parliament, No. 62. John Ferres, Government Printer, *The Argus*, 22 Feb 1873, p. 6. Accessed online 20 February 2017, from http://nla.gov.au/nla.news-article5848716.
[44] Cannon, M. Old Melbourne Town before the Gold Rush, 1991.
[45] Record, Emerald Hill, Victoria, 17 June 1899.

operate into the 1960s, but was closed around 1975 and leased out for less disagreeable uses before being demolished to make way for warehouses and showrooms around 1990.

Boiling down works provided tallow and glycerine to the soap and candle works, the largest of which was Kitchen & Sons, established in 1856 just outside the Melbourne City Council area in Ingles Street. It manufactured candles, washing blue, soap, soda crystals, glycerine and baking powder.[46]

Figure 15   View east from near Port Melbourne Football Ground showing Kitchen & Sons soapworks and the warehousing and timber yards beyond
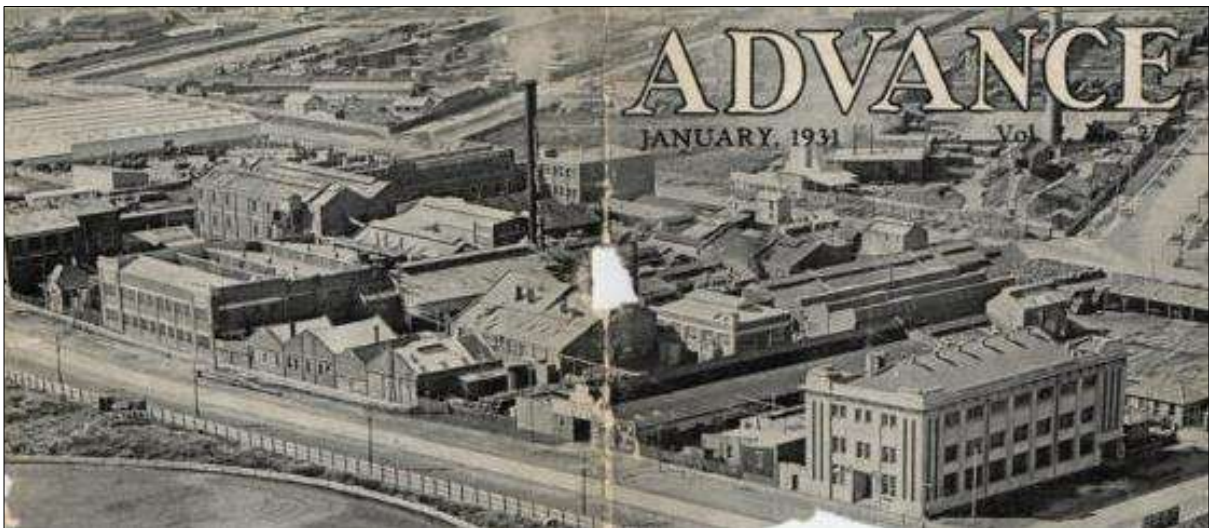
Figure 16   Kitchen & Sons factory, from company brochure

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[46] Candles, Soap, Apples, Milk, Cream, Butter, Butterine, Marjarine and Margarine from The House of Kitchen. Reg A. Smith, April 1978. Accessed online, from http://member.melbpc.org.au/~tonkit/kitchen/docs/Candles.pdf.

Felton Grimwade & Co. was established in Melbourne in about 1867, soon after moving from Russell Street to Flinders Lane where its importing business flourished. The firm operated as wholesale druggists but developed into a large manufacturing enterprise with products including acids, salt, glass bottles, fertilisers and eucalyptus oil. In 1870 they were operating a chemical works at Port Melbourne. The Port Melbourne Council, however, opposed the manufacture of sulphuric acid at the plant as early as 1872. Nevertheless, the company manufactured sulphuric acid and other mineral acids such as bisulphide of iron from the outset. By 1894 the Port Melbourne building was the principal manufactory of Felton Grimwade and Co.'s diverse chemical business.

Figure 17   Felton Grimwade chemical and bisulphide works, Port Melbourne, Australasian Sketcher, 12 March 1884 (State Library of Victoria, A/S12/03/84/43)

Alfred Felton is remembered for his generous bequest to the National Gallery of Victoria, which continues to fund the purchase of artworks for the State Collection.

Ballarat Brewing Company, run by Coghlan & Tulloch's, had three premises in Ballarat. In order to better establish themselves in the Melbourne market, they erected a modest building in Cecil Street, South Melbourne (now partly beneath the West Gate Freeway) in about 1910 for storage or distribution of bottled beer. Like many of the regional breweries, the company was subject to merger and takeover. In 1953, it acquired the Volum Brewery in Geelong and, five years later, was itself taken over by Carlton & United Breweries, although public pressure at the time ensured that the 'Ballarat Bertie' logo was retained on the new beer bottles produced by CUB. After the takeover, the company's former building in Cecil Street was used by CUB for storage until at least the mid-1970s.[47]

The 1930s saw dramatic expansion of industry in the Fishermans Bend area, partly as a result of government stimulus programs as well as due to the war effort. Port Melbourne prospered as an industrial location long into the mid-20th century.

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[47] City of Port Phillip Heritage Review, citation No.2315.

Figure 18   Looking across the Dunlop factory to Montague shipping shed and Southbank

Two Southbank engineering firms, Austral Otis and Johns & Waygood, pioneered the development of the passenger and goods lift in Melbourne, initially using hydraulic power from the Yan Yean water supply. In doing this, they contributed to the engineering which permitted the construction of multi-storey office buildings. Austral Otis established their head offices and engineering works at the corner of Kavanagh and Hanna streets in 1887, while Johns & Waygood were located at Cecil Street in 1909, where they erected extensive workshops and a new plant for the manufacture of structural steel.[48] Austral Otis were also responsible for the first escalator installed in the Manchester Unity building in 1932. Johns & Waygood erected further works on the corner of Gladstone and Kerr streets for the manufacture of mortar bomb cases in 1938 and 1939 as a part of the war effort.[49]

[48] Pratt, A., The National Handbook of Australia's Industries, The Specialty Press Pty Ltd., 1934, p.257-58.
[49] National Trust citation, Johns & Waygood, October 1989.

Figure 19   Austral Otis factory in 1980s (National Trust)

Figure 20   Beginnings of Johns & Waygood works (State Library of Victoria)

Queens Bridge Street was originally called Moray Street North and, along with City Road, provided the main access into South and Port Melbourne from the city when the only bridges available for foot and wheel traffic were the Princes and Falls bridges. As a result, the roads became important commercial thoroughfares with numerous warehouses and factories. Robur Tea had two separate warehouse buildings, one on Clarendon Street and the other on Queens Bridge Street.

Another beverage was next door at the Castlemaine Brewery, where its two two-storey bottling stores and central five-storey brew tower were constructed in 1888 at 115-133 Queens Bridge Street.

In the 1890s, a slump in industrial activity delayed development in the area, but it had revived by the turn of the century. City Road gained a number of warehouses including Crown Chemical and Anderson's printing works and wholesale furriers Kosky Brothers. Next to Kosky, Maurice Artaud built a three-storey brick warehouse and factory in 1911 for his import and hat manufacturing trade. Unfortunately, there were multiple instances of fires breaking out, causing damage to many of these buildings in two separate instances which then required extensive rebuilding. The presence of a firetrap in the proximity of a varnish factory was also cited as the reason for rebuilding the Queens Bridge Hotel.

Much of City Road was devoted to supplying the building industry during Melbourne's boom periods. J Wright & Son's Carron Timber Yards were located on the corner of Sturt Street and City Road near Princes Bridge, with timber yards covering several blocks. James Wright was also responsible for erecting many buildings around Melbourne as well as in the Southbank area, and so had a very substantial physical impact on the character and streetscapes of Melbourne.

Wright's rival was John Sharp & Sons, who was based a little further down City Road in 1912, but had operated on the site from at least the 1890s.
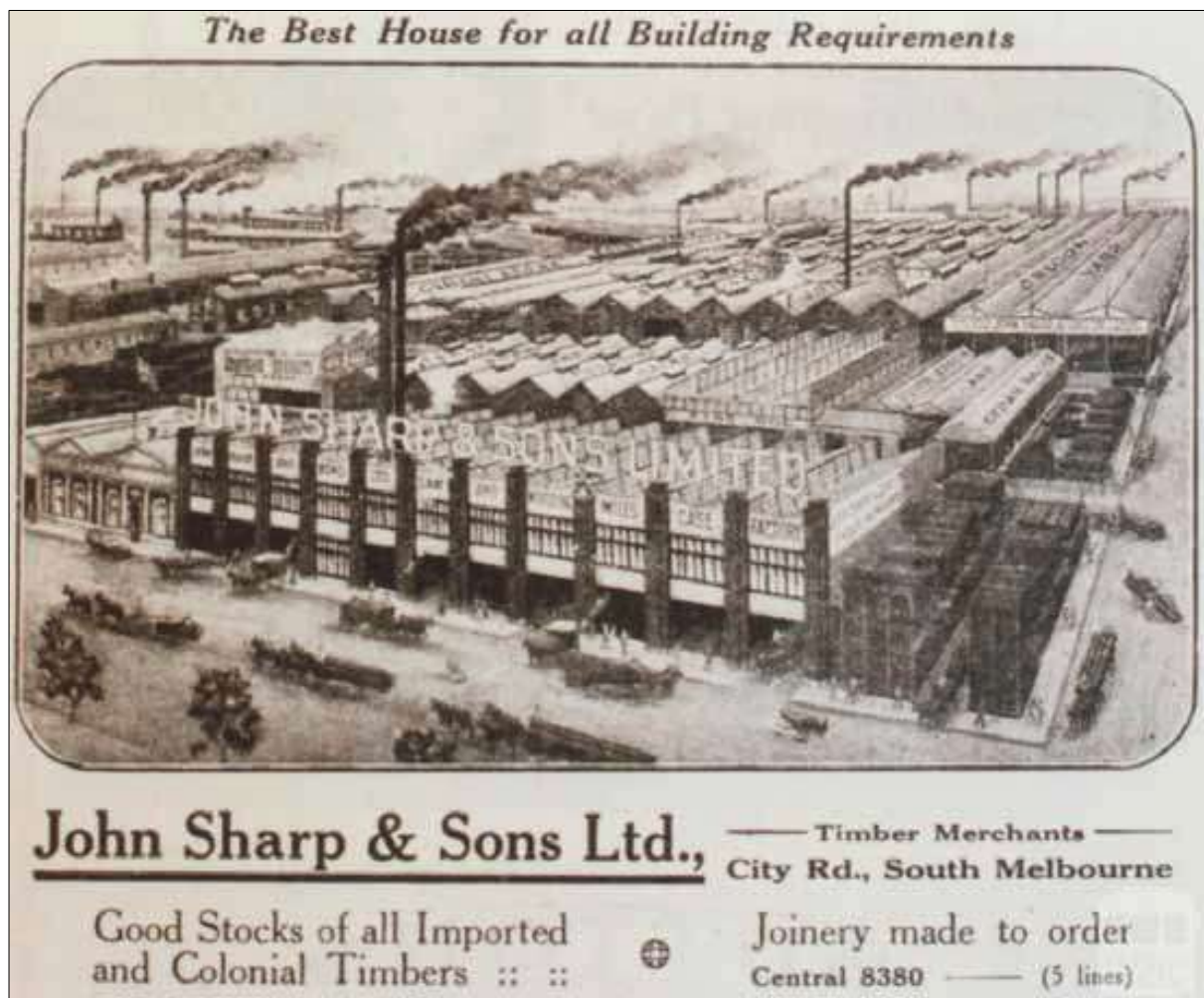
Figure 21   John Sharp & Sons timber merchants, City Road (Victorian Places website)

John Danks & Son also operated from City Road supplying plumbing fixtures from their brass foundry for improved bathrooms, kitchens and laundries being installed in Melbourne houses. They expanded rapidly and in 1900 moved from their City Road site to the corner of Hanna Street and Bank Street in South Melbourne.[50]

The development of refrigeration at the end of the 19th century facilitated a number of new industrial enterprises. Among them was Sennitt's Ice Cream, started by John Paul Sennitt who had previously been an engineer for the Victorian Cold Accumulator Co. Pty Ltd in La Trobe Street. In 1894, the business was transferred to 'a centrally-situated, prominent and commodious premises' on the south bank, between Princes and Queens bridges.[51]

4.10 Port development

Themes: 5.2 Melbourne as a trading port, 6.6 Street-making, drainage and river works

As Melbourne was founded by sea and, for much of its history, has depended on shipping for its prosperity and livelihood, port and harbour facilities have been paramount. The first options for loading and discharging larger ships were either to haul them upriver by rope to the 'pool' at the bottom of Market Street, or to anchor them off Sandridge and alight, then walking the 2¼ miles into town. The Yarra River was narrow, shallow, winding and littered with snags, meaning that it could take days to get ships up to the settlement. While the beach landing at Sandridge was only about two miles (3.2 kilometres) away, by water it was more than six kilometres of 'warping' to the open water of the bay – using the capstan to haul the ship by ropes tied to trees along the bank.

Fishermans Bend originally referred to that part of the former course of the Yarra River where it made an almost 180-degree turn, located north of where Swanston Dock is now, close to Footscray Road. The spelling has varied between 'Fisherman's' and 'Fishermen's' Bend, either with or without an apostrophe. Some maps, such as Coode's from the 1870s, have 'Fishermans', though according to Allan Meiers, the term 'Fishermens' Bend with an 'e' was in popular usage in the 1920s for all the area west of Graham Street including Garden City, while 'The Bend' referred to the beach west of the Sandridge pier to the river mouth.[52] The name was officially gazetted as Fishermans Bend in 1998.

Numerous plans for improvements to the river situation were proposed, including several for a new ship canal going directly from Hobsons Bay across the Sandridge flats to Melbourne. Hoddle himself proposed a pier, railway, water supply pipeline, road and settlement at Sandridge in 1839, pre-empting the eventual solution by 15 years.[53]

The option for a ship canal directly between the settlement on the Yarra River and the bay was first proposed in the 1850s and revived several times. A number of reviews, royal commissions and investigations were held into the issue. In January 1851, even before the announcement of gold discoveries changed the whole basis of trade and shipping in Port Phillip, *The Argus* reported that a '...public meeting, according to the requisition, of such of the inhabitants as are favourable to the

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[50] Priestley, S., *South Melbourne A History*, Melbourne University Press, 1995, p.258.

[51] Andrew J. Ray, 'Sennitt, John Paul (1851–1922)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University. Accessed online 20 February 2017, from http://adb.anu.edu.au/biography/sennitt-john-paul-13190/text23879.

[52] Allan Meiers Fisher Folk of Fishermans Bend, Port Melbourne Historical and Preservation Society, October 2006.

[53] Robert Hoddle, *Pioneer Surveyor 1794-1881*, Bernes Hoddle Colville Research Publications, Melbourne, 2004, p.177.

formation of a Company for the purpose of constructing a SHIP CANAL."[54] This appears to have been well-attended and was answered shortly afterwards with the publication of a scheme employing a canal straight to the Southbank area along with a large wet dock, neither of which were connected to the river.
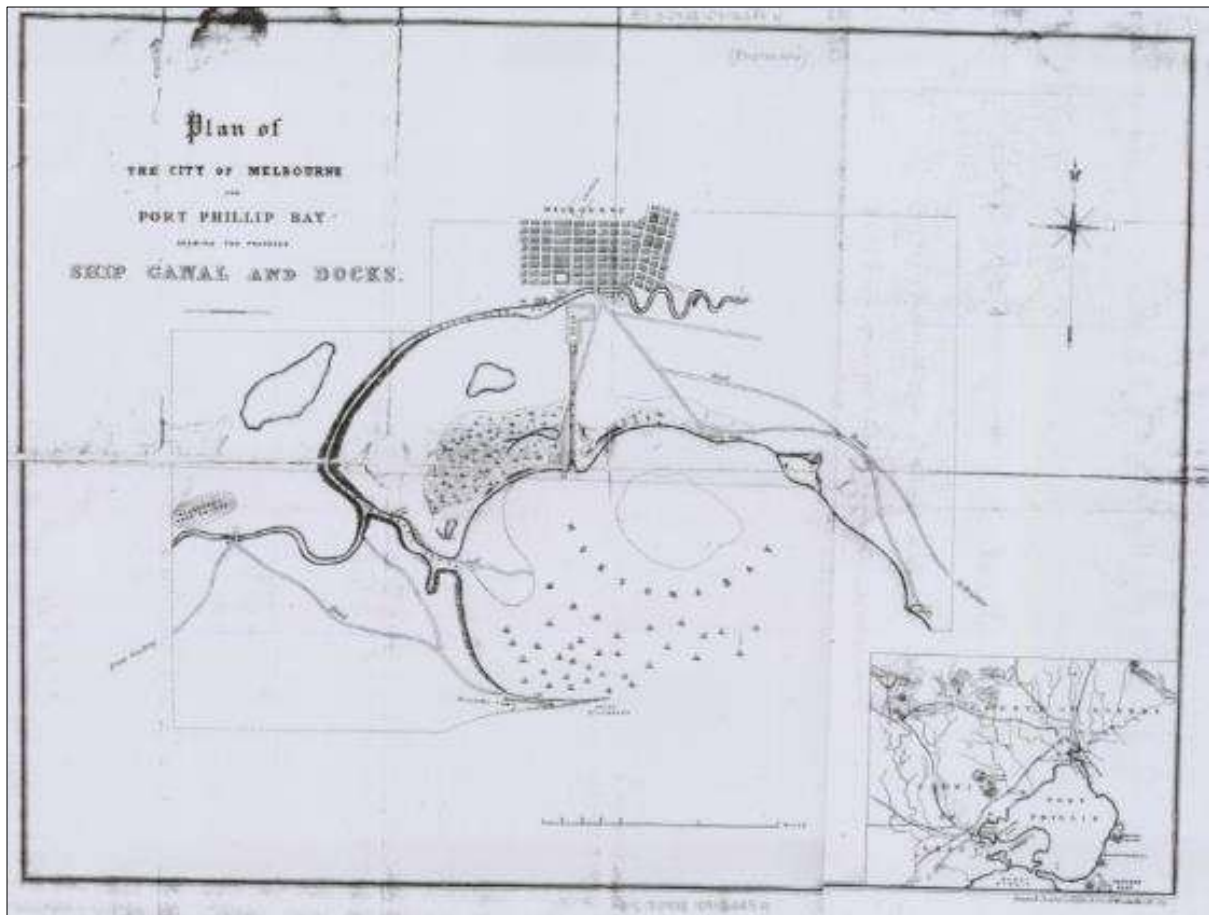
Figure 22   Plan of the City of Melbourne and Port Phillip Bay showing the proposed ship canal and docks, Melbourne, 1853[55]

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[54] Proposed Ship Canal. 7 January 1851. *The Argus*, p.2. Accessed online 10 May 2013, from http://nla.gov.au/nla.news-article4775479.

[55] Collins & Co., 1853, State Library of Victoria map collection. Accessed online, from http://handle.slv.vic.gov.au/10381/117444.

Another complex and sophisticated design for a ship canal or 'tidal harbour' and docks was proposed along with an extension of the city westward. This was presented to the Royal Commission by John Millar in December, 1860.[56]

Figure 23   Plan for proposed ship canal, 1860, John Millar

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[56] Design for ship canal or 'tidal harbour' and docks for the Port of Melbourne: with proposed extension of the city west-ward / laid before the Royal Commission by the author, John Millar, lithographed at the Office of Lands and Survey, Melbourne, 21 December 1860, State Library of Victoria.

The Melbourne Ship Canal and Dock Company was formed in 1864 by a group of prominent Melbourne businessmen with a commercial scheme to construct a dock while cutting a canal directly into Hobsons Bay. The idea was that it would have the additional benefit of relieving flooding problems in the low-lying areas of West and South Melbourne.[57]

Since Melbourne's beginning, The Melbourne Ship-Canal & Dock Company was formed in 1864, by a group of prominent Melbourne businessmen, with a commercial scheme to construct a dock with a canal to be cut directly to Hobsons Bay. It was intended that it would have the added benefit of relieving the problem of flooding in the low lying areas of West and South Melbourne.[58]

Improvements to wharves and jetties have been continuous. At the start, major development took place at the natural 'pool', a wide, deep section of the river situated at the bottom of Market Street near the customs house on Flinders Street. This became known as 'Queens Wharf', while new wharves built across the river became known as 'South Wharf'. Both were gradually extended downstream. By the 1860s there was continuous wharfage along both sides of the Yarra, from Queens Bridge (then called Falls Bridge) to near Spencer Street and, by the 1880s and 1890s, continuing further to the gasworks on the north bank with the construction of the 'Australia Wharf'.[59]

Melbourne City Council initially controlled the waterfront, but the ongoing need for improvements resulted in the formation of the Melbourne Harbour Trust in 1877. One of its first acts was to commission John Coode, an eminent British harbour engineer, to prepare a plan for improvements to Melbourne's port and navigable rivers in 1878. His plan included widening and straightening the river entrance, excavating the Victoria Dock on the swamps immediately west of the city and cutting a new canal to remove the long, difficult passage around Fishermans Bend, from Humbug Reach to near Yarraville. This new canal would commence just west of where the Bolte Bridge crosses the river today.

As part of the Coode Scheme a turning basin (or 'swinging basin', to turn ships around) was proposed on the south bank of the river just above the gasworks, to enable river ships to be swung around while also providing additional wharf space. An upper swinging basin had previously been created at The Pool by dredging and widening the river, and another swinging basin had been formed at the mouth of Victoria Dock, again, by widening the river.

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[57] 'The Melbourne Ship Canal and Dock Company and the Floods of the Yarra'. 15 August, 1864. *The Argus*, p.6. Accessed 10 May 2013, from http://nla.gov.au/nla.news-article5751552.

[59] Buckrich, Judith Raphael, *The Long and Perilous Journey: A History of the Port of Melbourne*, Melbourne Books, Melbourne, 2002; Hoare, Benjamin, Jubilee, *A History of the Melbourne Harbour Trust: Compiled from the Original Records of the Trust and From the Victorian Hansard*, Peacock Brothers, Melbourne, 1927.

Figure 24   **Plan of ship canal and site for docks, Robert Adams, Melbourne. Photo-lithographed by J.W. Osborne at the Department of Lands and Survey, 1860**

Figure 25   **Proposed ship canal and docks, Port of Melbourne, Victoria. Department of Lands and Survey, Melbourne. Photo-lithographed at the Department of Lands and Survey by J. Noone, 1875**

The canal was opened in 1887[60], cutting off the former Fishermans Bend and in doing so, shortening the route to the bay. By forming a regular curve and widening and deepening the channel, shipping of the largest tonnage at the time could reach the main port immediately west of the city and railway terminal. Other development continued along the bay piers, which still dealt with over 30,000 tonnes in 1899 alone. Deeper draft ships were accommodated at a rebuilt station pier (which replaced the railway pier) in 1913, augmented a few years later by the new Princess Pier in 1922. [61]

The south bank of the Yarra was always bustling with maritime activity and seamen's lore. The pubs and Seamen's Mission provided for the needs of the men, while several slipways and graving docks along the riverbank served the needs of the ships. The docks were used primarily for repairs and maintenance, although some small vessels were also constructed along here. When Hughes & Sinnott's Dock excavated a dock in 1868 they began a long-running dispute between the users of the river and the Harbour Trust, which had resumed various leases for river-widening from the 1870s. This culminated in a battle between the dock owners and the Harbour Trust.[62]

Wright & Orr Co. built a new dry dock in 1878 which was further extended in 1907. It measured 420 feet in length (128 metres). It was abandoned after World War II as it had become inadequate for the larger modern ships of the time. Duke Dock was next to it downstream, built first in 1875, extended in 1880 and then rebuilt from 1901 to 1904, becoming the largest dry dock in Victoria after an extension in 1935 added 527 feet (160 metres) to its length. The tight site produced a remarkable image of bowsprits of large ships hanging over Normanby Road. The dock had a brief period of intense activity during World War II, but declined after the war ended, ultimately closing in 1975 and handed over to the National Trust. In 1978, the Trust opened its partly-restored museum ship, Polly Woodside, to the public, fittingly at rest in the Duke and Orr Dock.

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[60] 'The Fisherman's Bend Canal'. *The Age*, 28 July 1887, p.5. Accessed online 13 September 2016, from http://nla.gov.au/nla.news-article190641542.
[61] Ruhen, Olaf, p.180.
[62] Ruhen, Olaf, *Port of Melbourne, 1835-1976*, Cassell Australia, Sydney, 1976.

Figure 26 Wright's dock with Duke & Orr dock behind, 1948 (State Library of Victoria, H2008.39)

Figure 27 Opening of the Polly Woodside Melbourne Maritime Museum by the Right Honourable Dick Hamer, Premier of Victoria
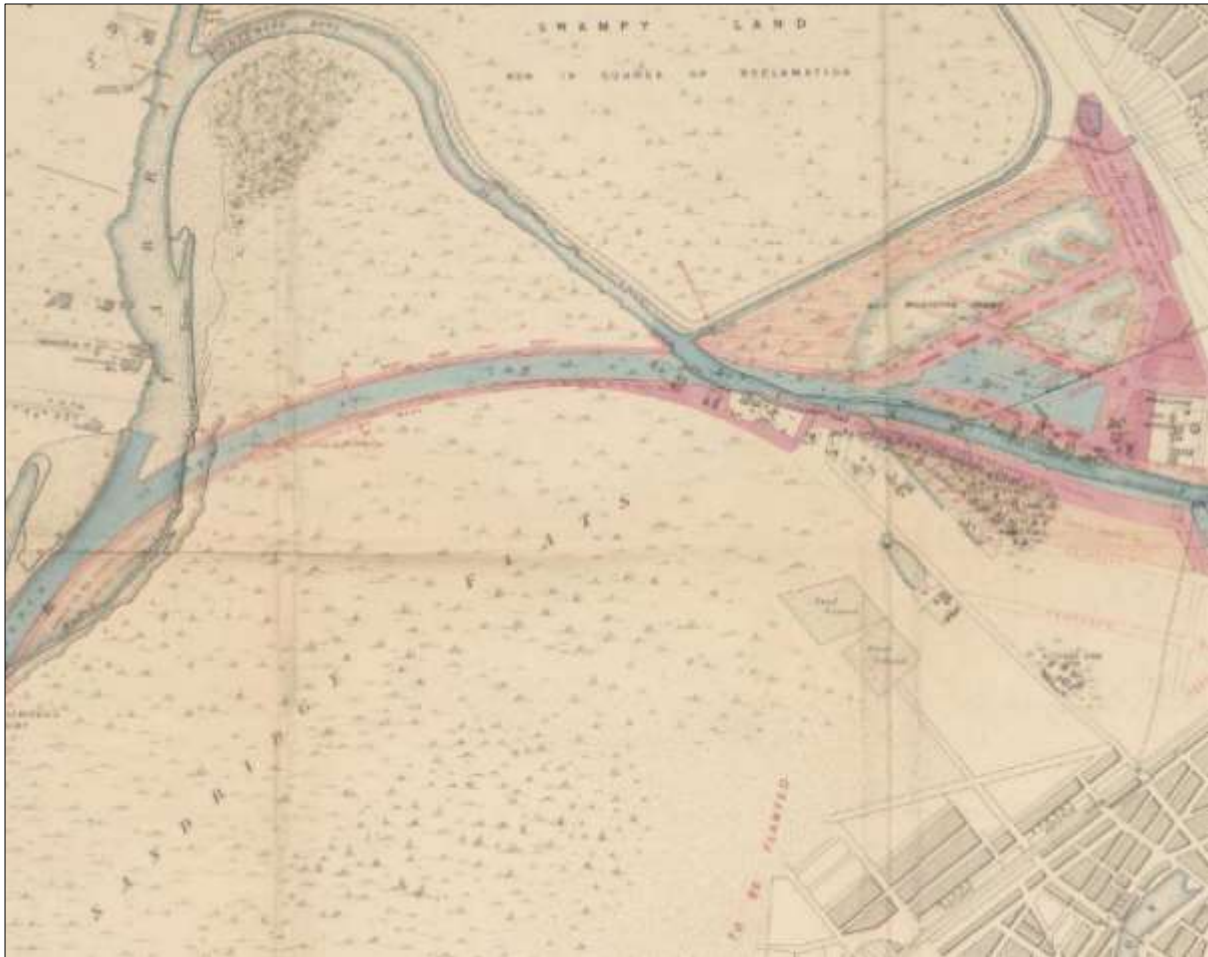
Figure 28   Coode plan for Melbourne's docks, State Library of Victoria. Note 'Fishermans Bend' in top left

In the early 1900s, further improvements were carried out to the wharves along the upper parts of the navigable section of the Yarra River, including widening the swinging basin downstream of Johnston Street which had, by this time, become known as the Interstate Swinging Basin due to shipping using the river wharves. Improvements were necessary because the former Turning Basin at The Pool below Queens Bridge and the river wharves would both be cut off from shipping by the construction of the proposed Spencer Street Bridge.

The new Swinging Basin involved excavation of the low swampland on the south side of the river, and creation of a large timber-piled extension to the existing south wharf. In the 1920s and 1930s, further widening of the river was carried out downstream of the swinging basin while even more new wharves constructed. As a result, the existing industries, storage yards and other port-related activities were pushed further south as timber storage, ballast yards and other maritime warehousing grew more and more concentrated in the triangle between Lorimer Street, the Port Melbourne railway and Ingles Street.

Figure 29   View across the Australia Wharf showing scattered huts on the south bank, Lewis, 1994:21, cited in Duncan

Figure 30   The Yarra River and Port of Melbourne show their widening operations downstream of the swinging basin between 1930 and 1948[63]

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[63] State Library of Victoria, H91.160/524. Accessed online, from
http://www.slv.vic.gov.au/airspyglass/0/0/0/im/ai000525.jpg

Figure 31   Spencer Street Bridge c.1928 shortly after its completion, showing the densely-developed industrial area, State Library of Victoria H2001.308/3064

South Wharf was gradually extended along the river, both as dredging widened the channel and as construction of Lorimer Street improved river access. By 1899, South Wharf was constructed down to the commencement of the Coode Canal, at a point opposite the Victoria Dock entrance. A small wet dock had been excavated all the way back to Lorimer Street, roughly where the Bolte Bridge now crosses the riverbank. By 1942, the wharves had reached Salmon Street, with the Coode Canal doubled in width up to this point.[64]

Wharfage opposite GMH was considered to be an integral part of the factory operation, as considerable quantities of components and raw materials would be transported to the plant from overseas, or from the BHP steel mills in New South Wales and South Australia. Wharf sheds numbers 31 and 32 were constructed by 1955, providing general cargo storage for the building materials industries.

Figure 32   South Wharf and its surrounds in 1899[65]

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[64] Melbourne and Metropolitan Board of Works & McGowan, G. R. 'Map of Melbourne & Suburbs'. Melbourne Board of Works, Melbourne, 1942.
[65] Melbourne Harbour Trust Plan of River Yarra and Victoria Dock: showing wharves, berths and sheds from Queen's Bridge to 2 Miles. Melbourne Harbour Trust, Melbourne, 1899.

4.11 Bridges, roads and rail

Themes: 6.6 Street-making, drainage and river works, 6.7 Transport

Liardet's Hotel and the jetty at Sandridge were the starting points of the first track across the sandy flats from the beach to the city of Melbourne. It remained a sandy track for the first decade or so, with little impetus for funding available to undertake improvements. However, in 1853, construction of the road to Sandridge was undertaken by the Central Roads Board, which used extensive sections of 'timber viaduct' (probably a corduroy road where logs are laid side by side and chained together) to cross swampland.[66] The Sandridge Road was formally proclaimed as a main road in 1854,[67] while a toll bar was in place for much of the 1850s to raise revenue for route improvement and maintenance. At the time, the road was considered to be one of the best in the colony.[68]

Patrick Hanna operated a ferry service between King Street, Melbourne, and the south bank around 1862, and Hanna Street, later to become part of Kings Way, was named after him.

Travellers relied on punts or wading across The Falls prior to the privately-financed Balbirnie's Bridge was built by the Melbourne Bridge Company over the Yarra River in 1845. A new, more permanent bridge with a dramatic single masonry arch was designed by Lennox, built in 1850, and opened in time for the separation of the colony of Victoria from New South Wales.[69]

St Kilda Road gradually developed into Melbourne's grand boulevard, with works to form and drain the carriageways undertaken in the 1850s and avenues of decorative trees planted in the 1860s. The Victoria Barracks and the Church of England Grammar School commenced construction in 1856, and subsequent development and government land releases were controlled by requiring buildings of public and civic importance.

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[66] VGG, 26, 4 May 1853, p.622.
[67] VGG 82, Tuesday, September 05th 1854 p.1988
[68] THE SANDRIDGE ROAD. (1859, June 25). The Argus (Melbourne, Vic.: 1848 - 1957), p. 5. Retrieved May 14, 2013, from http://nla.gov.au/nla.news-article5683372
[69] Gary Vines, *Historic Metal Road Bridges in Victoria*, VicRoads and National Trust.
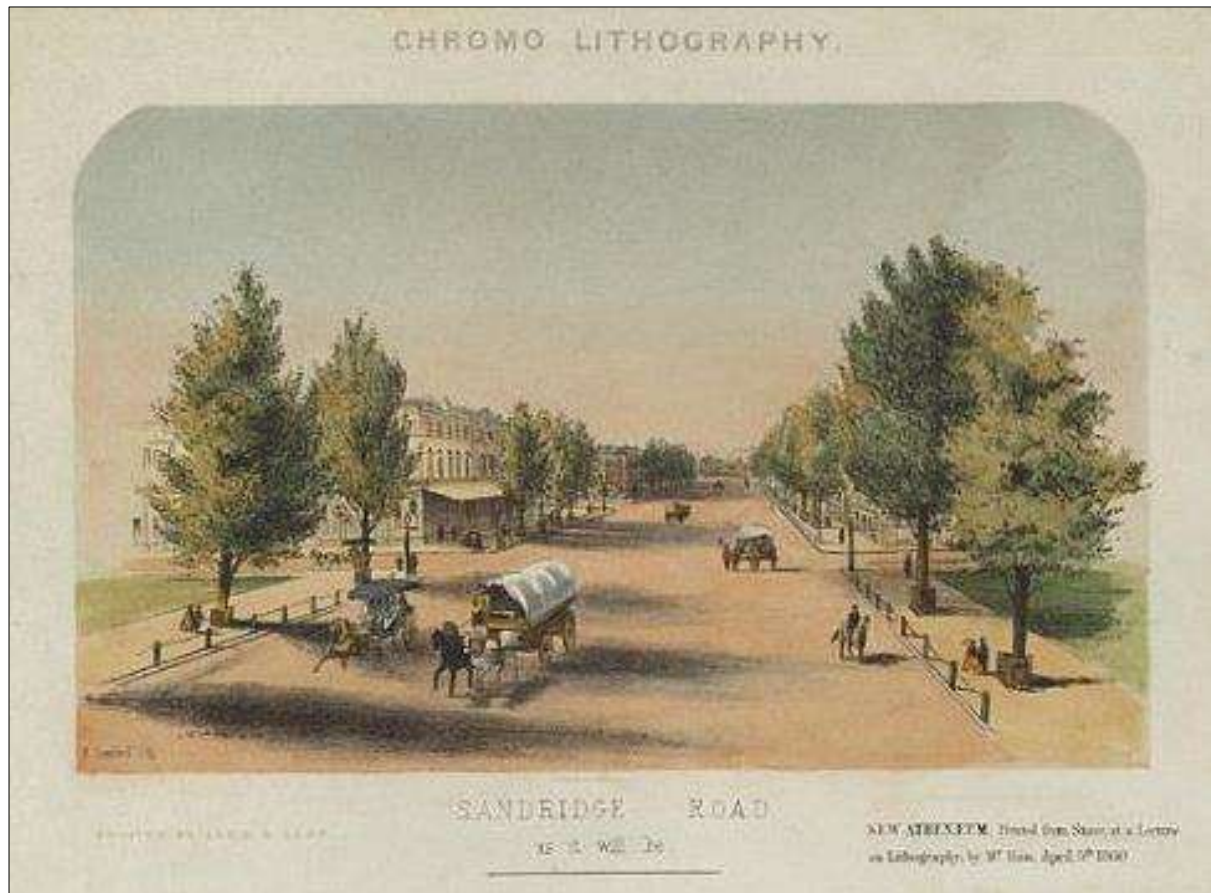
Figure 33 'Sandridge Road as it will be', 1860, R. Shepherd[70]

In 1839, only a few years after the first European settlement of Melbourne, consideration was already being given to the construction of a railway to link the main centre of habitation with the bay, where shipping arrived. Difficulties navigating the shallow and tortuous lower Yarra saw many ships anchor in Port Phillip Bay and then transfer their cargo – supplies and immigrants – by lighters, small, shallow draft boats, up the river or across the swamps of Sandridge. In the 1839 Government Survey, Robert Hoddle made provision for a railway linking Melbourne and Hobsons Bay. Nothing came of this due to a lack of both capital and motivation, but on 7 September 1851 a public meeting called for a railway linking Melbourne to Sandridge (Port Melbourne). The Government approved the establishment of the Melbourne and Hobsons Bay Railway Company on 20 January 1853, soon followed by the Geelong and Melbourne Railway Company and the Melbourne, Mount Alexander and Murray River Railway Company.[71]

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[70] Lithographed Thomas Ham, Ladd & Carr printers, State Library Victoria collection H92.194/2
http://handle.slv.vic.gov.au/10381/153976
[71] National Trust of Australia (Victoria) Classification Report FN B4794 St Kilda Railway Road Over Rail Bridges

Figure 34   Plan of Melbourne c.1852 showing St Kilda, Sandridge and Short Road (State Library of Victoria).

Construction of the first rail line, from near Flinders Street to a wharf on Hobsons Bay, was rapid. On 12 September 1854 the Melbourne and Hobsons Bay Railway was opened using a locally-constructed locomotive. This was possibly the first locomotive-hauled train in the Southern Hemisphere. The line ran for about 2¼ miles (3.6 kilometres) between the Sandridge Pier and Flinders Street. The only major structure on the line was a sharply-skewed timber trestle bridge crossing the Yarra River. When railway was sufficiently successful over the next twelve months, the company, having returned an 8% dividend to its shareholders, decided to construct a new branch to St Kilda.

The Victorian Government Railway Department was established on 1 April 1856 as part of the Board of Land and Works. George Christian Darbyshire was appointed as Engineer in Chief. Soon after his appointment, the Government took over the struggling Murray River Railway Company. However, the Hobson's Bay railway line was still privately operated. Over the next few years, the Melbourne & Hobsons Bay Railway Company upgraded both its lines, which included the duplication of tracks and the opening of new stations. On the St Kilda branch, stations were opened at Emerald Hill (now South Melbourne) in September 1858, and at Butts (now Albert Park) in November 1860.[72] The line was further extended to Brighton by the St Kilda and Brighton Railway Co. in 1859, joining the St Kilda line by a loop from St Kilda to Windsor, and extended even further to Brighton Beach by 1861. However, a more direct route from Windsor to the city was built 11 months later and the loop line was dismantled in 1867. In 1878 the private railway company operating the line was taken over by the Victorian Railways. William Elsdon, a civil engineer, was appointed Chief Engineer of the Melbourne &

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[72] City of Port Phillip Heritage Review, Railway cutting and road bridges, Heritage Alliance.

Hobsons Bay Railway during the construction phase from 1854-1878, and then made Chief Engineer of the Victorian Railways until 1882.[73]

Much later on, a further railway line through Fishermans Bend was constructed in 1986 to connect the Spencer Street rail yards to Webb Dock. However, the tight curves, especially at the Yarra River bridge, made the line difficult to use and it was closed in the late 1990s.

In 1854, a telegraph line from Melbourne to Sandridge was constructed along Sandridge Road and the railway line. This was the first telegraph line in Australia and provided shipping intelligence and synchronised signalling to set ships' chronometers via a time ball at Williamstown, with the observatory near the Royal Botanic Gardens.[74]

Williamstown Road and Ingles Street were practically the only other roads of any substance in the area north of the Sandridge railway line and west of Emerald Hill until quite late into the 19th century. Both roads were still considered impassable in the 1880s, in part due to carts cutting up the surface of the sandy ground. [75]

Williamstown Road was known as the Short Road as its use considerably shortened the journey from the city to Williamstown in combination with a ferry at Greenwich, near the end of North Road Williamstown. The alternative route ran around the north of Batman's Swamp, crossing the Maribyrnong at Footscray via Dynon Road to Whitehall Street and Douglas Parade. Short Road ran from Queens Bridge (previously the Falls Bridge) along Queens Bridge Road (formerly Moray Street North), City Road and Williamstown Road to the ferry, crossing the river near the old Newport Power Station and onto Williamstown via Douglas Parade.

Substantial work was undertaken on Short Road in the 1870s, with £400 contributed by Williamstown, Sandridge and Emerald Hill councils, and £600 contributed by the Victorian Government. The road was proclaimed a main road on 28 March 1872.[76]

A ferry was briefly operated in 1857-1859 from the temporary northern terminus of the Geelong railway line at Greenwich,[77] providing a service along the Yarra River to Melbourne. A ferry to Williamstown called the 'Gem' also began operating before 1870, but this is likely to have only operated between North Wharf and one of the Williamstown piers.[78]

Williamstown Council launched a new steam ferry service called 'The Link' in 1873, later known as 'Clough's Short Road Ferry'.[79] This ferry operated until 1907, when a new steam ferry was commissioned. In 1931 a third ferry, built by Thompson's engineering and also steam driven, was brought into service. This was a combined vehicle and passenger ferry, and was operated by winching itself along a chain laid across the bed of the river. The cable was occasionally snagged by

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[73] Minutes of the Melbourne & Hobsons Bay Railway Co., Public Records Office cited in National Trust of Australia (Victoria) Classification Report FN B4794 St Kilda Railway Road Over Rail Bridges
[74] VGG 99, Tuesday, October 31st 1854 p. 2419
[75] 'DEPUTATIONS.', The Argus (Melbourne, Vic. : 1848 - 1957), 28 May1885, p. 10, viewed 26 April, 2013, http://nla.gov.au/nla.news-article6080703
[76] VGG No 19, Thursday, March 28th 1872
[77] Museum Victoria, Victorian Railways, Geelong & Melbourne Railway Co http://museumvictoria.com.au/railways/theme.aspx?lvl=3&IRN=449&gall=454
[78] TUESDAY, SEPTEMBER 6, 1870. *The Argus*, 6 September 1870,, p.4. Accessed online 14 May 2013, from http://nla.gov.au/nla.news-article5830963.
[79] Williamstown Borough Council, 24 July 1869, *Williamstown Chronicle*, p.5. Accessed online 14 May 2013, from http://nla.gov.au/nla.news-article68579312.

ships using the river channel and whenever a ship passed the ferry would have to stop to slacken the cable, allowing it to drop to the bottom of the river.

When the first Greenwich ferry began operating in 1873, fees were one pence for a foot passenger, six pence for a vehicle with one horse or animal, nine pence with two horses or animals, one shilling with three animals, and vehicles with four wheels paid two shillings.

The Short Road appears to have regularly been subject to neglect and, as a result, there was extensive lobbying by business and councils for improvements. However, in 1888, a conference of relevant authorities seems to have brought about few results.[80] A proposal for a tramway along the route was approved by the government, but the Austral-Anglo Tramway Company did not manage to either raise the capital or undertake any works towards realising the project. Willimstown Council offered to contribute to the project, and the penal department even offered convict labour to undertake works.[81] In 1896 a committee with representatives from the Harbour Trust and Williamstown and Port Melbourne Councils met on several occasions to address the condition and repair of the road.[82] Substantial repairs were carried out by the Country Roads Board in 1926.[83] When the West Gate Bridge opened on 15 November 1978, the ferry ceased operating.[84]

Figure 35 Wiliamstown ferry, Frank and Wendy Rouse[85]

[80] 'The proposed Short Road to Williamstown – Conference of Municipal Representatives', *The Age*, 22 November 1888, p.4.

[81] 'A Short Road to Williamstown', *The Age*, 22 November 1888, p.5.

[82] The Williamstown Short Road, 11 September 1896, *The Argus*, p.6. Accessed online 6 May 2013, from http://nla.gov.au/nla.news-article9168164.

[83] Williamstown Short Road, 30 January 1926, *The Argus*, p.33. Accessed online 6 May 2013, from http://nla.gov.au/nla.news-article3731864.

[84] Heritage Inventory H7822-0385: Williamstown Steam Ferry Landing. Accessed online, from http://vhd.heritage.vic.gov.au/places/result_detail/13688.

[85] Williamstown Ferry, Frank & Wendy Rouse. Accessed online, from http://historictrucks.blogspot.com.au/2009/12/short-road-ferry-to-williamstown.html.

As the 20th century began, industrial development spread down City Road from the Southbank area and later into Fishermans Bend, resulting in substantial road works with stone pitching the main service roads in 1907, particularly in the Montague area, home to most of South Melbourne's pitched roads in 1924.[86]

The configuration of streets in the Southbank area was heavily influenced by the needs of industry, with roads backing far enough down to wharves to allow loading from dockside sheds, or set further back from the river to accommodate slipways and graving docks. Land allotment also catered to industry needs, with large blocks for the vast timber yards and factories. One particularly unusual shape, however, is the long, narrow allotment created parallel with Queens Bridge Street to accommodate Millers Ropewalk. This is still discernable as part of Freshwater Place and various property boundaries behind modern buildings today.

Figure 36   Melbourne and Metropolitan Board of Works plan of Southbank area showing the Millers Ropewalk set behind blocks off Queens Bridge Street

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[86] Priestly, p.250.

From 1905 to 1911, enamelled steel street signs were installed in much of the suburban areas and some main routes, while tree planting was carried out extensively along the main roadways with oriental planes, poplars, elms, oaks, pines, sugar gums, kurrajongs and pittosporum sourced from the Mount Macedon Government nursery.[87]

Tar macadam, wood-lined channels, asphalt, some timber block paving on tramways and fully-pitched laneways were all used to improve drainage, reduce rutting and limit dust nuisance. The Southbank lanes were created as part of subdivisions during the Victorian era as service access routes to the rear of properties. Crown parcels sold at auction from the 1850s were generally larger blocks that ran from street to street. The laneways were created by private owners subdividing Crown allotments as a means of maximising lot yield. Although the Central Business District laneways were intended as service lanes due to a prohibition of crossovers into main streets, in some cases the inner suburban laneways, including in the Southbank area, also became the main access route to some residential properties. Often these access points became associated with the city's gold rush and 1890s Depression-era slums.[88]

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 site or, in the case of excess supplies, 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 was used for kerbs and channels many years later than it was in other parts of the municipality. The Annual Report from the South Melbourne City Surveyor to the Public Works Committee for 1912 to 1913 noted 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. In comparison, the Annual Report for South Melbourne for 1927 to 1928 noted that 318 lineal feet of bluestone and 1,609 lineal feet of concrete kerbing had been used in road construction.[89] Few, if any, laneways were constructed in the Fishermans Bend area or in the northern part of Port Melbourne, as these larger industrial blocks did not require rear service entries. The sites here covered entire blocks or were developed later, once narrow stone paved lanes were seen as an anachronism.

Lorimer Street was the only other substantial road through Fishermans Bend in the 19th century. It owed its origin to the use of excavated spoil from the Coode Canal to build up land along the banks of the new cut. This area then became available for occupation by various port related business, and formed the initial area for new factories in the early 20th century. Salmon Street was constructed as a result of the immediate pre and post war development at both ends for both GMH and Rootes car factories, with a concrete road surface of the type built for military roads at the time.[90]

Spencer Street Bridge was constructed in 1929 in part to improve access to the south wharves and the Fishermans Bend industrial area. The bridge was an innovative design, employing cantilevered and suspended spans and strong enough to carry the tramlines that were then extended down Clarendon Street. Construction was funded jointly by the cities of South Melbourne, Port Melbourne

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[87] Priestly, p.251.

[88] Bate, Weston and Melbourne and State Library of Victoria, 1994. Ess*ential but unplanned: the story of Melbourne's lanes*. City of Melbourne: State Library of Victoria, Melbourne.

[89] City of Port Phillip, 'Heritage kerbs, channels & laneways history, significance & guidelines', no date. Accessed online, from http://www.portphillip.vic.gov.au/Heritage_Kerbs_Channels_and_Laneways.pdf.

[90] Parliament of Victoria, 'Land Bill'. 19 November 1941, Hansard, p.1873.

and Melbourne along with Victorian Railways, the Harbour Trust and Tramway Board, and built by the Victorian Railways Construction Branch.[91]

By the 1950s private car traffic had expanded greatly, and congestion had become a significant problem in Melbourne. Following the 1929 Melbourne Strategy Plan and the Melbourne and Metropolitan Board of Works (MMBW) Melbourne Metropolitan Planning Scheme in 1954, a major traffic route to the city was considered necessary along Hannah and Roy Street in South Melbourne, along with three new river crossings in the city area. Following preliminary enquiries, King Street was given first priority among these crossings. The project was seen as part of the road strategy for Melbourne, developed by the MMBW as the metropolitan planning authority at the time. Once completed, the bridge would become the responsibility of the MMBW. However, expertise in bridge construction lay more with the Country Roads Board, and was made the responsible authority for supervising construction under the 1957 King Street Bridge Act. The bridge employed new materials and construction techniques involving welded, deck-girder, suspended-span construction with spans up to 160 feet (49 m) long. However, a partial collapse in July 1962 led to a royal commission that identified the builder's unfamiliarity with welding low-alloy steel as the reason for cracked welds.[92]

Other river crossings had to wait until the erection of the Johnston Street (now Charles Grimes) Bridge in 1990, and the Bolte Bridge in 2000. In recent years, substantial public use of Southbank has led to the construction of five separate footbridges across the river: the Southbank Bridge (Evan Walker Bridge), the conversion of the Sandridge rail bridge for foot traffic, the Seafarers Bridge, the Spencer Street Bridge footbridge and the conversion of the Web Dock railway bridge to the pedestrian Webb Bridge.

West Gate Bridge

By the 1960s the character of Fishermans Bend was emerging. While the Harbour Trust kept the western end locked up and the West Gate Bridge cut a swathe through both South Melbourne and Fishermans Bend, industrial development progressed and took on an air of maturity.

In 1964, plans were announced for a lower Yarra crossing, and work began on the West Gate Bridge in 1968. The surrounding land was used as a construction site with large areas reclaimed from remnants of the former swamps and sand pits. On 15 October 1970 a box girder span at the western side of the bridge collapsed, killing 35 men and injuring 18. The reconstructed bridge was eventually opened on 15 November 1978. The bridge is Victoria's tallest, at 2.58 kilometres long and 102 metres high. By 1979 it was carrying 22,000 vehicles per day, and in recent decades it has been widened and strengthened using innovative carbon fibre post tensioning. *The Age* described the land seen from the bridge in the early days of its opening as:

> It is scrofulous scenery indeed... dead water, swamp, sick factories, dead wood, haze, gasping barges, wretched refineries, wheezing chimneys, dead grass, institutional putrefaction.

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[91] National Trust Classification Report, B6799 Spencer Street Bridge.
[92] Darwin, D., George H., Matheison, J., and Wilson C., 1960, 'King Street Bridge Project', *Journal of the Institution of Engineers Australia*, 32:167-182, September.

Figure 37   West Gate Bridge toll plaza looking east just prior to opening (Museum Victoria)

A toll was initially charged to cross the bridge, with the toll plaza located near Todd Road. It was later demolished, with service centres built in its place. The last remnant of the tolling and administration facilities was the West Gate Bridge Authority office building which was demolished in 2010.

The West Gate was part of a freeway scheme from at least the 1950s that was intended to provide a bypass of the city. This was ultimately realised when the Southern Link elevated road, which was shown in the 1969 Melbourne Transportation Plan and constructed 1987, was connected by tunnels under Grant Street, the Kings Domain and Yarra River to the South Eastern Freeway between 1996 and 2000.

4.12 Utility services

Theme: 6.3 Providing essential services

Electricity supply from the SEC came to the Fishermans Bend area in 1925, both providing some respite from the dangers of dark streets in slum areas and facilitating further industrial development. Previously, the A. U. Alcock Electric Light and Motive Power Company had supplied power into South Melbourne from its Melbourne power station in Coors Lane.[93] As part of the power network, a number of specially designed electricity substations were erected, with the larger examples located

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[93] Gary Vines, July 2007, 'Cross Street Electrical Substation Footscray: Report for City of Maribyrnong', Biosis Research Pty Ltd, p.12. Retrieved 12 September 2012.

close to established industry. South Melbourne and Port Melbourne were connected to the Yallourn power supply in 1926 when the new Substation G was erected in South Melbourne and an interconnector line constructed across the Yarra to the Yarraville Terminal. The transmission towers had to provide clearance for shipping on the river, much of which still included masted sailing ships and so required two steel towers 250 feet (76 metres) high.[94]

Additional electricity substations were constructed, beginning in the 1930s, to provide greater capacity for the burgeoning industries. A large installation on the corner of Salmon and Turner streets was erected specifically to provide power to the new Holden factory. Smaller installations were erected in South Melbourne on Fawkner, Hancock, Sturt and Moray streets to serve the diverse industries in Southbank and South Melbourne. In the 1970s a much larger substation was built in Dodds Street as part of network modernisation.[95]

Further demand, in particular from the vast car factories, saw the establishment of the Fishermans Bend Terminal Station in the late 1960s, near Turner and Graham streets at the SEC depot. Tall transmission towers were erected either side of the Yarra River to carry to 220 kilovolt cables high enough to avoid shipping.

The South Melbourne cable tramway was opened by the Melbourne Tramway and Omnibus Company on 17 June 1890, followed three days later by the Port Melbourne line which ran along City Road and Bay Street. The tramway engine house for both lines was located on City Road. With the formation of the Melbourne & Metropolitan Tramways Board in 1919, a new electric tram route was established via Albert Park and, in 1937, the South Melbourne cable line was converted to electric traction while the Port Melbourne line was closed down and the engine house sold off.[96]

4.13 Humpies and Montague slums

Theme: 8.2 – Housing the population

The wastelands of Fishermans Bend became a refuge for the dispossessed and homeless, as much as for wildlife, somewhat like the better-known Dudley Flats north of the river. Rambling fishermen's camps existed along the beach and on the remaining undeveloped stretches of river banks, and humpies and shacks were thrown up at different times by those making a living out of scrounging from the rubbish dumps, or who were simply taking advantage of the quite undisturbed locality. For example, a Portuguese man who lived in Fishermans Bend in 1877 was considered a subject worthy of the *Police News* despite his diminished circumstances, which featured an illustration of him, '. . . sitting at a table with his trained rat standing on the table on hind legs and dancing.'[97]

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[94] Electric Supply, 2 June 1926, *The Argus*, p.26. Accessed on 17 February 2017, from http://nla.gov.au/nla.news-article3785833

[95] M. Pierce, 'Early Electricity Supply in Melbourne', *Australian Journal Of Multi-Disciplinary Engineering* Vol.8, Iss.1, 2010.

[96] Ward, 2011, p.20.

[97] *Police News*, 14 April 1877, Melbourne: Richard Egan Lee, State Library Victoria Accession no(s) PN14/04/77/00, http://www.slv.vic.gov.au/miscpics/gid/slv-pic-aab26620

Figure 38 **'Portuguese man living at Fishermans Bend, Sandridge'**, *Police News*, **14 April 1877**

The famous Australian artist Albert Tucker also looked to Fishermans Bend for inspiration, as evidenced in the social deprivation and depression which came to feature strongly in his paintings. He took several photos of what is assumed he regarded as 'picturesque shacks' in preparation for paintings in the 1930s.

Figure 39 **Fishermans Bend, Albert Tucker**[98]

The 1880s were a period of rapid growth in Emerald Hill, with a population of 25,000 in 1880 rising to 43,000 by the end of the decade. Port Melbourne saw similar growth, but from a smaller starting

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[98] Fishermans Bend, Albert Tucker, State Library of Victoria, H2008.98/205. Accessed online, from http://handle.slv.vic.gov.au/10381/140187.

point. Many of the municipal councillors were prominent real estate developers and financiers, including Matthias Larkin, James Page, J. R. Buxton and W. Thistlethwaite, or were land speculators such as William Buckhurst. As a result, subdivision and street construction, although rudimentary, went ahead rapidly.[99]

The closest residential area to Southbank was Montague, a former swamp, which was subdivided and promoted for 'persons of the artisan class'. This was reflected in the advertisements for houses for sale, for example, describing a 'neat two-roomed cottage and land, plastered, £110, Stoke Street, off Gladstone Place'. By 1875 there were 560 households and, by 1900, there were 1,000 in the district with 200 in the lanes and little streets. Many of the people attracted to the low-cost housing were labourers, fisherman, boilermakers, mariners and shipwrights, probably drawn to the area because of its proximity to the docks and metal works along the river and to the noxious trades on the Sandridge flats. Owner occupation was at approximately 33% and most of the houses in the smaller streets were made of timber and had two or three bedrooms. Almost no houses had a bathroom or washroom. By the 1920s, much of the housing stock was falling into disrepair due to regular flooding and inundation coupled with minimal maintenance, particularly among the rental properties. However, Montague was renowned for its close-knit community. The self-contained suburb had its own school, church, police station, kindergarten, football team, hotels, post office, bank and shops.

A 1881 contributor to *The Argus* described the Montague area, known colloquially as 'Salt Lake City', as a poorly-drained sector with a terrible stench in which typhoid was rife. '[It is] wonderful how people can live there; yet new houses are going up there daily in thick clusters, evidently intended for persons of the artisan class. Children are being reared . . . in great numbers. Their chief amusement here is to play in the horrible liquid surrounding their homes.' [100]

Floods exacerbated the problems, with one description of the 1880 flood noting:

> Pedestrians could proceed along the footpath in Flinders Street to a point a short distance beyond William Street where the flood barred all further progress. The houses from this point to the corner of Spencer Street were flooded on the ground floors and cellars. The water could be seen stretching from a short distance below the Falls Bridge to Sandridge Bend on the one hand, and from Emerald Hill to Footscray on the other.[101]

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[99] Ward, 2011, p.35.
[100] *The Argus*, 16 August 1884, in Priestley, p.121.
[101] 'The Floods in Victoria', 18 September 1880, *South Australian Register*, p.6. Accessed online 4 June 2013, from http://nla.gov.au/nla.news-article43149401.
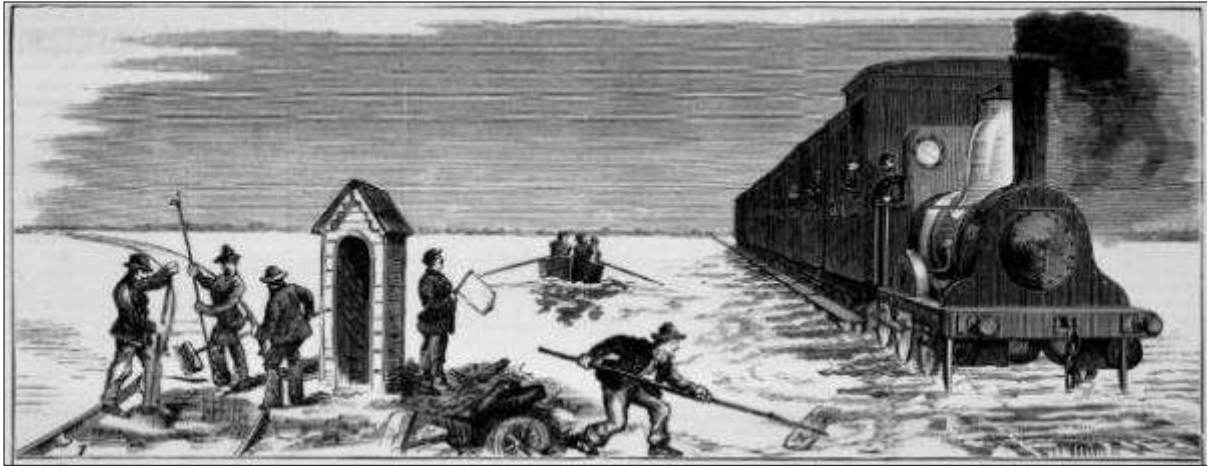
Figure 40   Floods along the Port Melbourne line[102]

Figure 41   The Argus, 6 March 1919, p.8

The first inquiry into housing conditions in Victoria was conducted in 1913 by a select committee of the legislative assembly. This first slum commission paid special note to the Montague district, noting that the area between Ferrars and Boundary streets, and from City Road to the Port Melbourne railway, ". . . was very flat and the drainage bad, . . . with very few exceptions the houses are all built of wood and iron . . .' where most did not have baths, and were small and in poor repair.[103]

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[102] 'The Sandridge Train – Keeping the line clear'. A scene in North Sandridge. *Illustrated Australian News*. 25, 9, 188. Accessed online, from http://handle.slv.vic.gov.au/10381/208269.
[103] 'Suburban slums, Evidence of Police, Hovels and Shelter Sheds', *The Age*, 20 November 1913, p.6.

By 1931, the second major economic depression occurred, bringing with it its associated poverty and deterioration in living standards. Some efforts were made by Council to address the slum conditions. In 1930, the mayor of South Melbourne, Councillor H. A. Layfield, officially declared open a new children's playground in Thistlethwaite Street and personally introduced many children to the new swings and slides.[104] The consequences for Southbank appeared to be that the remaining residential properties were eventually demolished or replaced with commercial activities.[105]

The Town Planning Commission, which presented a far-reaching report in 1929, identified the Fishermans Bend area as having opportunities not only for social housing, but also for integrated transport and employment. In a prescient comment it identified that:

> . . . provision for an arterial road two chains wide westerly across this area to join with Bay View Avenue, Spotswood, which would make an extremely valuable direct route to the city from the Geelong Road and the whole of the area west of the River Yarra. The road will be of much value to the Fisherman's Bend area, but its great usefulness will lie in providing a main 'through' road, connecting the western suburbs with the city and the eastern suburbs by a much shorter route than at present exists.

This was the proposed Howe Parade which although it was only constructed within the Garden City area, can still be identified in property boundaries and parkland across Fishermans Bend. What the commission predicted, of course, was the West Gate Bridge.[106]

The Port Melbourne Council had previously petitioned the government to unlock land at Fishermans Bend and sponsor workers' housing from 1906. It identified Fishermans Bend as a possible future housing site from as early as 1912. While the State Bank and Housing Commission Victoria housing at Garden City is outside the City of Melbourne part of Fishermans Bend, this played an important role in enabling the various industries to become established north of the bend, including the aeronautical industries, Holden and other factories. It also facilitated the removal of housing in the Southbank area.[107]

The efforts of charitable organisations can also be recognised in the construction of the New Gordon House in Lorimer Street in 1976. New Gordon House was built by the Hanover Centre, which had established some of the first specialist homeless services in Melbourne. It was a partial replacement for the Gordon Rooming House in the city. It was in an out-of-the-way place, considered to be blighted, and *The Age* referred to it as 'an icon of ugliness'.[108] However, Kevin Borland's award-winning design was seen at the time as a progressive innovation, providing separate rooms for all residents. The building was demolished in 1992 to make way for the new Exhibition Centre.[109]

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[104] Mayor As Play Leader. *The Argus*, 13 May 1930, p.5.
[105] Port Phillip Heritage Review, Gladstone Street Public Houses.
[106] U'Ren, N., Turnbull, N., A History of Port Melbourne OUP, 1983, p.227.
[107] Andrew Ward, Port Phillip Heritage Review, Version 14, 2009, 'Port Melbourne – The Garden City Housing Estates', HO2, City of Port Phillip.
[108] *The Age*, 27 June 1992, p.138.
[109] Kevin Borland: Architecture from the Heart, Huan Chen Borland, Conrad Hamann, RMIT Publishing, 2006.

Figure 42   New Gordon House

4.14 Working conditions and the rise of the labour movement

Themes: 9. Working in the city, 9.1 A working class

The rapid expansion of industry in Southbank in the 19th century led to a substantial local workforce, and with it, occasional industrial conflict. This context gave rise to both social reformers and political intrigue. Among the prominent South Melbourne workers' advocates and unionists were the future Prime Minister John Curtin, trade union leader James Francis Roulston, solicitor and politician William (Bill) Slater, and trade unionist, labour journalist and politician Donald James Cameron. All were closely connected to South Melbourne, either having been educated in the local schools, such as

Cameron was, or becoming prominent in union activity in the industrial sector.[110] For example, Curtin worked as an estimates clerk at the Titan Manufacturing Company in South Melbourne from 1903 to 1911, during which time he made his first connections to the union movement.[111]

Some of this union activity stemmed from factory working conditions in the 19th century. For example, despite the 1873 Victorian legislation limiting working hours to eight for women and children, enforcement was slack. In 1883, inspectors at James Miller's South Melbourne ropeworks found 10-year-olds working 60 hours a week.[112] The Southbank area was one of the most industrialised parts of Melbourne by the late-19th century, but despite being on the doorstep of the city, apart from the entertainment strip along St Kilda Road, it remained a mysterious place of smoke and noise, rarely visited by the Melbourne establishment and city administrators. It was also mostly under the jurisdiction of the South Melbourne council, which was more concerned with its residents further south at Emerald Hill, so they, too, tended to forget the area. As a result, Southbank was both a seedbed of manufacturing and a hotbed of industrial dispute.[113]

Rolling strikes by members of the Storemen and Packers' Union, with the support of the Carters and Drivers' Union in 1916, crippled the warehousing and supply of goods, particularly in the West and South Melbourne Bond stores. At the same time, Austral Otis was shut down by a strike organised by the Amalgamated Society of Engineers.[114]

The auto industry in particular experienced a period of strong union activity in the 1960s and 70s, particularly at the GMH Fishermans Bend plant, much of which was generated through independent shop floor action within the union. That is, the factory workers themselves initiated strikes rather than following orders coming from union management. This was a consequence of the close-knit community that the car factories engendered, and became a factor that brought people even closer together under common cause. The community and social links created by the close working relationships are the continuing legacy of this history.

The most militant of unions however, were those on the wharves and shipyards. The maritime strike of 1890 was part of a general strike across Australia that lasted two months, eventually broken when police and military forces were brought in to smash the resistance.[115]

During the 'dockland war' of the early 1970s the port was subject to several incidents, including the burning of the Federated Ship Painters and Dockers Union office, and the murder of Arthur 'The Ferret' Nelson, a union official whose car was pulled from the river at South Wharf.[116] Again, in the

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[110] Graham Dunkley, 'Cameron, Donald James (Don) (1878–1962)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University. Accessed online 20 February 2017, from http://adb.anu.edu.au/biography/cameron-donald-james-don-5474/text9303.

[111] From Poor Boy to Prime Minister. Accessed online, from http://john.curtin.edu.au/manofpeace/boytopm.html.

[112] 'Winning the Eight Hour Day – Teacher Resources', *An education program for Middle Years*. Accessed online, from http://museumvictoria.com.au/pages/2330/winning-8-hour-day-teacher-notes.pdf.

[113] Lewis, Miles, *An industrial seed-bed*, Department of Planning, Melbourne, 1983.

[114] 'Industrial Unrest', *The Argus,* 11 February 1916, Accessed online 20 Feb 2017, from http://nla.gov.au/nla.news-article2107230.

[115] Maritime Union of Australia, 1890 Maritime Strike. Accessed online, from http://www.mua.org.au/1890_maritime_strike#sthash.QV6jpbEG.dpuf.

[116] ''Arson' in dockland war', *The Canberra Times*, 25 January 1972. Accessed online 17 September 2016, from http://nla.gov.au/nla.news-article101754069.

1990s, conflict flared up in opposition to plans to replace union wharfies with overseas trained imports.[117]

4.15 Education, community services and health

Theme: 8.3 – Educating the people, 11.1 – Improving public health

Because Fishermans Bend was primarily an area for working rather than residing, it had few facilities for the local population, which were generally concentrated in the better-established areas at Emerald Hill, Sandridge or in the new Garden City estate. However, St Kilda Road hosted a number of health and community facilities over the generations. The Homeopathic Hospital was established on St Kilda Road in 1876 in an effort to provide more affordable medical services. By 1934 it had expanded to become Prince Henry's Hospital, when substantial modern buildings were erected.

The City Road Primary School was erected in 1884 at a time when a number of new state-run schools were replacing church schools. In 1930, it was converted into the J. H. Boyd Domestic College, possibly reflecting the diminishing number of families living in the Southbank area at that time. It later became a campus of the Western Melbourne Institute of TAFE (now Victoria University), before turning into the Southbank Library and community centre today.

As the area hosted many new arrivals from the days of the Canvas Town in the early 1850s, services were periodically provided to assist immigrants. The Immigrants' Home was opened on St Kilda Road in 1853, 'for the amelioration of the fearful distress amongst the newly arrived population'. The Immigrants Aid Society was the charitable organisation responsible, and during the boom of the 1880s they extended the facility with new buildings, completed in 1887. Later, it served as a night shelter for the homeless and vulnerable.[118]

The Immigrants Aid Society also opened a reformatory school for boys and girls in the military reserve on St Kilda Road in 1860. This institution mainly housed orphans, but the location was criticised as being unhealthy due its proximity to the Military Swamp. Boys were put to work at the Royal Botanic Gardens while many of the girls entered domestic service at an early age.

An Immigrants Depot was erected in 1841 near Kings Domain to provide shelter for new arrivals, and during the gold rush a vast Canvas Town or tent camp grew around this area.[119] The sometimes dire circumstances that new arrivals could find themselves in, particularly the women and children, prompted the formation of an Immigrants Aid Society by concerned residents and the church. The society based its immigrants home in the buildings used by the Victorian Government to accommodate newly-arrived immigrants near Princes Bridge on St Kilda Road.[120]

The Yarra Bank also became a refuge for the homeless in the 20th century, although this was probably unconnected to these early phases of emergency accommodation. The area between the river and Yarra Bank Road in front of the factories provided refuge for homeless people taking advantage of the relatively large areas of vacant land close to the city.

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[117] Wendy Lowenstein and Tom Hills, *Under the Hook: Melbourne Waterside Workers Remember: 1900-1998*.
[118] Shurlee Swain, 'Immigrants Home', in Andrew Brown-May and Shurlee Swain (eds), *Encyclopedia of Melbourne*, Cambridge University Press, Cambridge, 2005.
[119] Buckrich, & Birkenbeil, 1996, *Melbourne's Grand Boulevard: The Story of St Kilda Road,* State Library of Victoria, Melbourne.
[120] Shurlee Swain, 'Immigrants Home', in Andrew Brown-May and Shurlee Swain (eds), *Encyclopedia of Melbourne*, Cambridge University Press, Cambridge, 2005.

A number of other benevolent institutions were established in the area, including the Protestant Orphanage, the St Vincent de Paul Boys' Home and Girls' Home, a Magdalen Asylum for 'Fallen' Women and a branch of the Salvation Army Corps in Coventry Street.

In 1925 the YMCA Hostel was relocated from a warehouse in Flinders Street to new, purpose-built premises on City Road close to St Kilda Road, and continued the provision of overnight accommodation to those in need. It was demolished in the 1980s, evidently due to subsidence of the foundations brought on during construction of the Concert Hall.

Figure 43   YMCA, City Road, 1974 (Lindsay Bridge, Flickr)

4.16 Military, industry and aviation

Themes: 4.8 Defending the city, 4.7 Policing the city, 5.5 Building a manufacturing industry

Barracks

Following their involvement in putting down the 1854 Eureka Stockade rebellion, the British Imperial Garrison troops, including the 12th and 40th Regiment of Foot, were provided with impressive new accommodation on Melbourne's doorstep. Named after the British queen, the Victoria Barracks housed the Colony of Victoria's colonial forces from the creation of the Commonwealth of Australia in 1901, until 1958, when the Department of Defence moved to the new Russell Offices in Canberra.

The military reserve occupied the high ground on the edge of St Kilda Road. It was surrounded by swampy lowlands extending to the west, originally extending as far west as Moray Street. The reserve was reduced to the area east of Hanna Street (now Kings Way) in 1862. A pathway was constructed through the swamp west of the Barracks to alleviate congestion caused by local travel through the reservation. By 1876 some of the military reserve land on St Kilda Road was transferred to other purposes, and in 1881 the land west of Wells Street was subdivided and gradually sold off.

The earliest building of G-Block was built between 1856 and 1858 by soldiers of the 40th Regiment, supervised by a royal engineer officer. Other buildings were built by civil contractors between 1856

and 1872. A large extension (A-Block New Wing) was added in 1917 for the Department of Defence headquarters. This was built in a similar style to the others, but the construction method and interior were completely modern for their time. The Art Deco M-Block was added in 1939 with a floor that was the first continuous concrete pour in Australia. The Repatriation clinic on the corner of Coventry Street was also built in 1936/1937 to the design of noted Melbourne-based architect George Hallandal of the Commonwealth Department of Works, to assist with medical evaluations of returned soldiers.

The former Repatriation Commission Outpatients Clinic, which opened in 1937 in St Kilda Road, is 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. It was designed for the Commonwealth Repatriation Commission by Hallandal, acting under H. J. Mackennal, Director of the Commonwealth Public Works Department of the Interior, and built by Blease McPherson and the Company of Queen Street.

The clinic was part of a million-pound repatriation program undertaken by the Commonwealth Government across Australia and widely reported on during its planning stages and upon completion. It was one of large number of military buildings developed by the Commonwealth Works Department in Victoria as part of strategic preparation for World War Two. The clinic replaced an earlier galvanised structure at the south-eastern corner of the site. Lieutenant Colonel White, Acting Minister for Repatriation, announced the proposal to build an outpatients' clinic for returned soldiers in 1936 for a cost of £10,000. The building was purpose-built for outpatients to reduce congestion in the facilities available at the time at the Caulfield Repatriation Hospital (*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 and Melbourne Grammar so that it would be a fitting addition to the great boulevard that was St Kilda Road. 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.[121]

Servicemen may have had a close affinity with the trip down St Kilda Road, either to the Barracks or at least once a year to the War Memorial, but for some it was a difficult trip. Those who had lost an arm or a leg in duty were provided with artificial limbs by a specially-built factory and fitting centre behind the Victoria Barracks on Sturt Street.

The first proposal for a Government-run factory producing artificial limbs for returned soldiers came from a Mr. J. Smith of Ringwood in 1915. In the later years of 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. An American expert, Mr. C. A. Aunger, was brought to Australia by the Commonwealth to assist in establishing a factory. The 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. In December 1920, control was transferred to the Repatriation Department. In total, five Commonwealth artificial limb factories were established in Australia by 1919, employing 40 men, most of whom were also amputees.

Major Charles Morley was appointed assistant manager of the factory in 1918, and by August 1919 the South Melbourne factory was turning out 80 limbs per month. There were, however, complaints about the distance that men had to walk on crutches from the tram for fittings and repairs.

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[121] *The Argus*, 1937.

Meanwhile, the Melbourne factory also had to serve Tasmanians who had to make the long journey to Melbourne 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.

Police

The Victoria Police Department was established in 1853, bringing several mounted units together under the banner of the Mounted Branch. Horse and rider numbers reached a peak in the early 1900s with 211 Mounted Stations throughout the state. However, the introduction of the motorcar gradually replaced the horses. The central Melbourne police stables were originally located on the banks of the Yarra near Olympic Park, as well as in St Kilda Road. Construction of the Police Depot commenced just prior to World War I to improve and centralise headquarters for police training and mounted police operations in Victoria. The full facilities included stables, riding school and drill hall (1912-1913), police hospital and dispensers residence (1914), police stores and workshop (1916-1920), police barracks (1925) and rough riders residence (1929). The new buildings were necessary because the Federal Government had decided that the Victoria Barracks would be the headquarters of the newly-formed Commonwealth Department of Defence in 1906. The Victoria Police had occupied a significant proportion of the Barracks since 1881, but they now had to find new accommodation. The buildings were designed by Public Works Chief Architect E. Evan Smith and constructed by Shillabeer & Sons. The Police Depot was later repurposed for the Victorian College of the Arts.[122]

Airfields

Fishermans Bend played an important role in the development of both civil and military aviation in Australia. In 1919 the first flight of a Maurice Farman S11 Shorthorn aircraft departed from what was known as the Carey Airfield, an informal grass runway established on the flats, by aviation pioneer R. Graham Carey with financial backing from the Mayor of Essendon, Councillor Arthur Fenton. Carey purchased four aircraft from the Department of Defence after World War I and established an airstrip on waste ground at the western end of Graham Street in April 1919, taking joy-flights on his own time. In 1920, the Melbourne Air Service was established 'to give instruction in the art of flying in the neighbourhood of Melbourne'.

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[122] Victorian Building Services Agency and Victorian Department of Infrastructure, Former Police Barracks, St Kilda Road, 'Melbourne conservation plan for the Victorian College of the Arts', 1997.

Figure 44   S11 returning to Port Melbourne after 18 years (PMH & PS Collection)

Aerodrome Licence No.1 was issued for the Fishermans Bend Aerodrome, 'behind the dunes' in Ferry Road (now Williamstown Road) on 30 May 1921. Possibly the first aircraft accident investigation in Australia took place the following year when Pilot Hubert Ross, on a joy-flight with Cyril Harris and Jessie Dorman, crashed into the yard of a cottage, resulting in the deaths of all three men.

Later, when private enterprise as well as Government options for aircraft manufacture in Australia were being considered, and after long, drawn-out negotiations between the Victorian and Federal governments, a new aerodrome was constructed at Fishermans Bend. On 11 November 1936, the Victorian Premier Dunstan announced that 60 hectares had been set aside as an aerodrome for the newly-established Commonwealth Aircraft Corporation (CAC).[123]

Aircraft manufacture and testing

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 the creation of an Australian aircraft manufacturing company capable of supplying the Royal Australian Air Force with locally-built military aeroplanes. This was seen as an essential contingency against the eventuality that aircraft might not be available from overseas in time of war.

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[123] PMH & PS, 'Wings over Fishermens Bend', 24 October 2014.

The Commonwealth Aircraft Corporation was established in Fishermans Bend in 1936 to manufacture aero engines and complete aircraft. [124]

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 the air staff, Sir Richard Williams, nominated Wackett to set up and manage the CAC operation at Fishermans Bend, Melbourne. 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.[125] It was a general purpose military aeroplane chosen primarily because it would be useful to the RAAF and was relatively simple to build.

Figure 45   New CAC works at Fishermans Bend, late-1937[126]
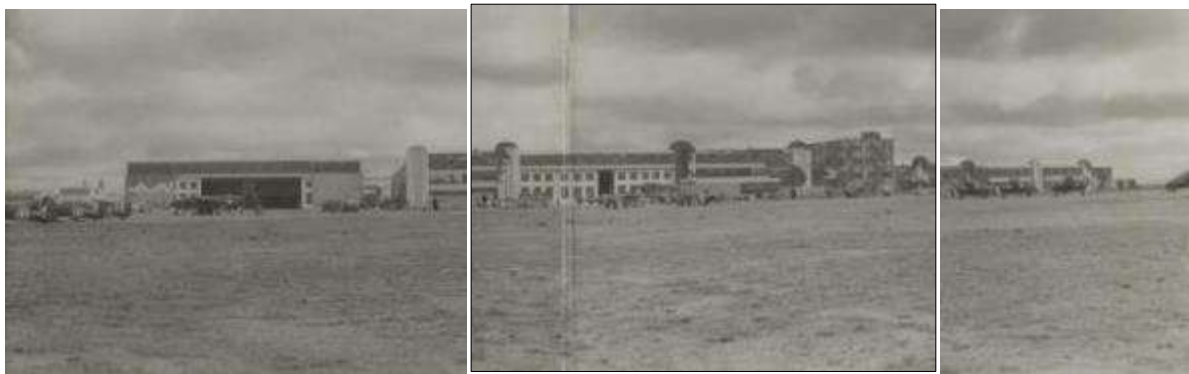
Figure 46   CAC from the south showing camouflage-painted buildings[127]

In 1939 the Commonwealth Government 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

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[124] 'The Story Of The Commonwealth Aircraft Corporation', accessed online, http://www.beaufortrestoration.com.au/Pages/ProductionChild/Manufacturers/CAC.html.
[125] 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, from http://adb.anu.edu.au/biography/wackett-sir-lawrence-james-15887/text27088.
[126] Geoff Goodall Collection, 114112c6800-121R. Accessed online, from http://www.goodall.com.au/australian-aviation/tugan-gannet/tugan-gannet.htm.
[127] State Library of South Australia Commonwealth Aircraft Corporation factory, PRG 247/143/1. Accessed online, from http://collections.slsa.sa.gov.au/resource/PRG+247/143/1.

the Department of Aircraft Production, later known as 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.[128]

In 1942, when the threat of invasion of northern Australia seemed highly possible, manufacturing facilities were concentrated in southern Australia for safety. Two American Butler hangars were erected at the CAC facility at Fishermans Bend, wherein aeroplanes arriving from the United States were assembled, with an additional de-mountable 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 U.S. Army and U.S. Naval Attaches also based their executive transport aircraft at the Butler hangar during the war due to its high level of security, as well as its easier access to Melbourne.[129]

Figure 47   Butler hangar at Fishermans Bend prior to relocation (National Trust)

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

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

Figure 48   Lancaster bomber demonstrated at Fishermans Bend airfield

Figure 49   Aircraft factories Fishermans Bend with runways beyond

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

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

laboratory formally became the Division of Aeronautics, part of CSIR, with L. P. Coombes, formerly of the Royal Aircraft Establishment Farnborough, as Chief.[130]

The organisation changed its name to Aeronautical Research Laboratories in 1949. In March 1994 it was merged with the Materials Research Laboratory to form the Aeronautical and Maritime Research Laboratory of the Defence Science and Technology Organisation (DSTO).[131]

Figure 50   Aeronautical Research Laboratory, Lorimer Street

Later, after the demise of both commercial and Government aircraft manufacturing ventures, the factories reverted to other owners and uses. DeHaviland took over parts of the plant and buildings and continued the manufacturing, repair and aircraft servicing programs, and in recent years this has been taken over and continued by Boeing. However, large parts of the building complexes, including almost all of the Government aircraft factory, have been demolished and replaced with modern buildings.

Tank manufacture and testing

As military industries and scientific research facilities were already established in Fishermans Bend at the outbreak of World War II, the location was the obvious choice for the establishment of an experimental military tank works. British artillery officer, Colonel W. D. Watson, advised the Department of Defence from December 1940 on the technical requirements for the program, and by February 1941, the Australian Cruiser Mark 1 military tank had reached its mock-up stage. An experimental tank depot was constructed around July 1941 on a four-hectare site at Fishermans Bend.[132] However, production was very slow and only a few tanks were built before the programme was discontinued in July 1943, favouring the use of imported tanks from the United States instead.

The Department of Aircraft Production (DAP) then took over the factory to expand its existing aircraft production at the CAC works on Lorimer Street. Production commenced in 1937, and the Beaufort bomber factory was built on Lorimer Street in 1940. The Salmon Street factory became the DAP

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[130] DSTO, 'Our History', 2016. Accessed online, from http://www.dst.defence.gov.au/discover-dsto/our-history.

[131] Kepert, J. Ll, 'Fishermens Bend – A Centre Of Australian Aviation', Department of Defence, Defence Science and Technology Organisation, Aeronautical Research Laboratory, Melbourne, Victoria.

[132] Reeves, 2015.

Maintenance Division, and then the Maintenance & Disposals Division in August 1945. At the end of the war the division was re-named the DAP Supply & Disposals Branch (and, later still, the Disposals Branch), from where surplus materials were sold off.[133]

Figure 51   Beaufort aircraft factory at Fishermans Bend,15 June 1943 (Australian War Memorial

4.17 Auto Industry and GMH

Themes: 5.2 Developing a manufacturing capacity, 5.8 Working

Melbourne's automobile industry had its origins in the area around the hay and horse markets at the top of Elizabeth Street, where the carriage builders and blacksmiths were the obvious businesses for adopting the new form of travel. A secondary centre however, was focussed around City Road and Sturt Street, where convenience to the city and the docks – for the inevitable importation of early vehicles – could benefit business. Early motoring firms began as either importers of complete vehicles or assemblers of locally-made bodies on imported chassis and mechanical components. Among the more prominent firms were Melford's, Lanes Motors and Kellow Falkiner. Morley Ford occupied the prime riverbank position near Queens Bridge Square for decades, while GP Motors were a relatively early establishment in City Road, and prospered, erecting a new workshop in 1938.

Melford's had their main service centre on Sturt Street, while Lane's were a little further south on Dorcas Street. Meanwhile, a more substantial business was growing in the former Sharps & Sons timber business in City Road: General Motors (Australia). A number of parts suppliers were also located in Southbank, such as the Harry Norris-designed Brooklands Accessories. Many of these premises followed the most up-to-date architectural styles with Art Deco, Streamline Moderne, and International Style elements reflecting the forward-looking ideals of the motoring fraternity.

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[133] Simon Reeves, Former Tank Factory Fishermans Bend, National Trust of Victoria.
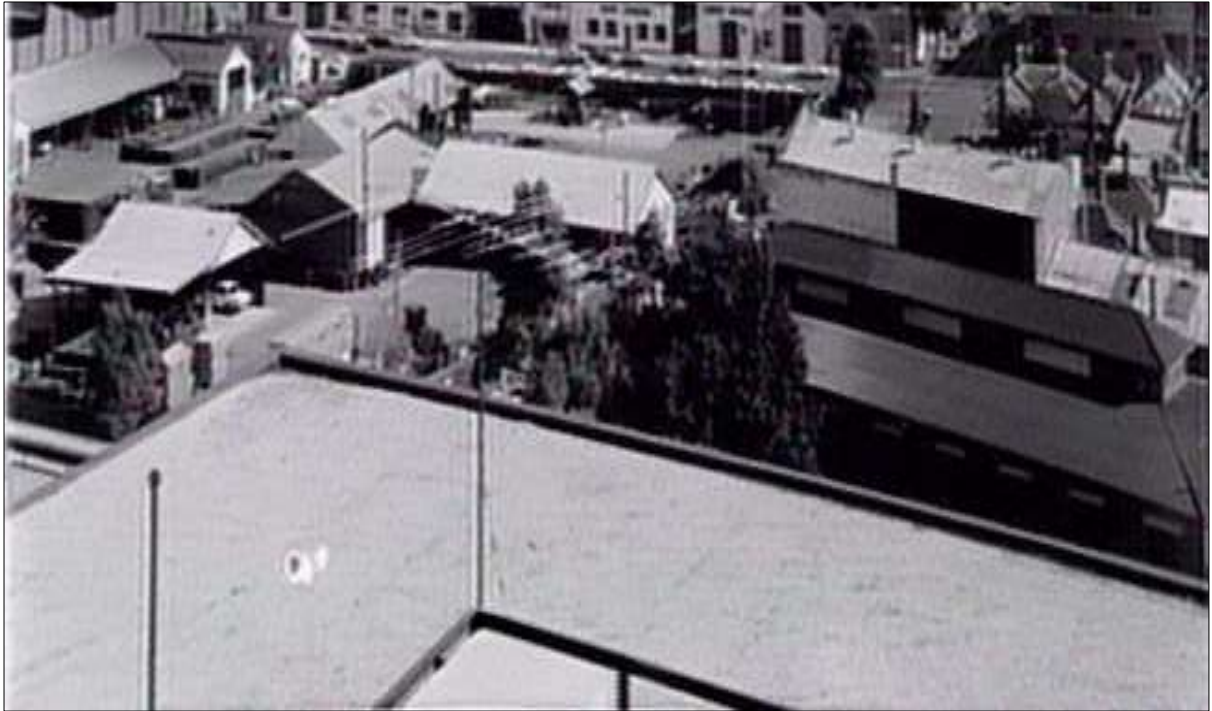
Figure 52 Looking over Dorcas Street and Lanes Motors to the small factories and warehouses of South Melbourne (State Library of Victoria)

Figure 53 Lanes Motors, Dorcas Street

Figure 54   Brooklands Auto Accessories, Sturt Street, 1982 (Graeme Butler)

The streamlined motor garage featuring tall vertical elements was once something of a signature building for Southbank, with Cheney, Morley, Coffey, Melford's and Lane's Motors all featuring prominent towers. Only Lane's survives today, however.

Figure 55   Yarra Bank Road and Kings Way with Coffey Motors, c.1970

GMH

The Adelaide coach-building firm of James Alexander Holden started as a saddlery business as early as 1854, expanded into coach-building. His sons developed motor-body building, eventually erecting a large factory at Woodville. The firm evolved over the years, first moving into the automotive field in 1908 repairing car upholstery and later expanding to full-scale production of vehicle body shells. Throughout the 1920s Holden supplied tramcars for Melbourne, but the company was more prominent as a motor-body builder and an assembler of various automobile models, particularly using 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.[134]

During World War II the factory produced more than 30,000 vehicle bodies for the Australian and United States armed 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 first choice, financial costs saw the government choose the GM proposal, also due to the low level of necessary 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 – and the second version was the more-famous FJ.[135]

Expansion of production saw Holden establish a second Victorian assembly plant in Dandenong in the late-1950s. Because of this, construction of complete cars ceased at Fishermans Bend, and instead the plant there concentrated on manufacturing components. A substantial new engine manufacturing plant was erected to the west of the original works. The size and scale of the factory and its relative isolation meant that facilities for staff were important. As well as company canteens, staff could enjoy recreation facilities such as tennis courts and a social centre for functions and entertainment.

[134] Davis, Tony, Kennedy, Ewan, Kennedy, Alistair (1998). *The Holden Heritage: Eighth Edition*. Blakehurst, New South Wales: Marque Publishing. ISBN 0-947079-57-2.
[135] Darwin, N. (1983) *The History of Holden Since 1917.* Melbourne: Gordon & Gotch; 'Holden History In Brief'. Accessed online, from http://history.gmheritagecenter.com/wiki/index.php/History_of_Holden.

Figure 56   GMH looking over the empty expanse of Fishermans Bend, c.1936 (State Library of Victoria, H91.160/259)
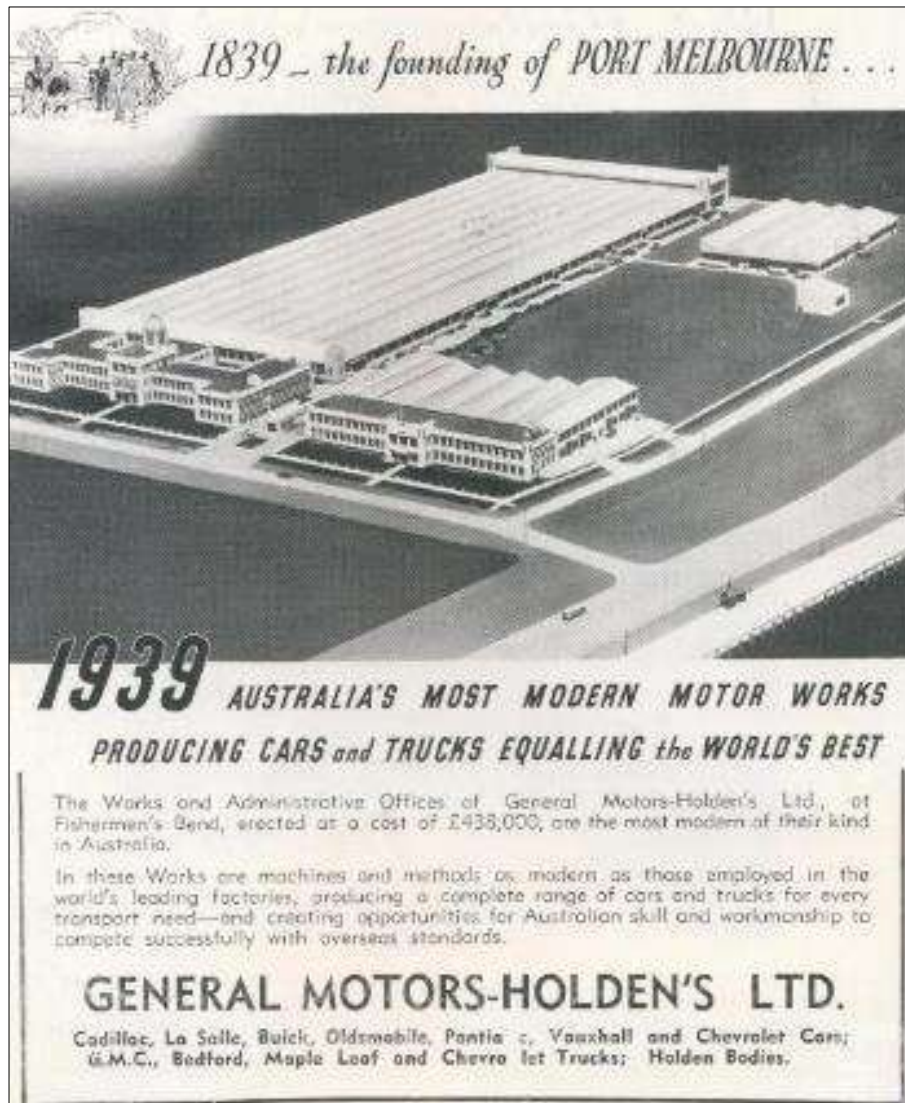
Figure 57   General Motors-Holden's Ltd., Fishermans Bend, 1939 (Greater Port Melbourne, Port Melbourne Centenary Celebrations Committee)

Figure 58   Industry at Fishermans Bend with new engine plant in background with white roof, 1964[136]

Figure 59   GMH Social Centre

[136] 'A Regional Geography of Victoria', Whitcombe & Toombs, Victoria Places.

Figure 60   Interior of the GMH Social Centre[137]

Figure 61   Views of the History of Transport mural in the GMH Social Centre

[137] David Thompson, GMH Social Centre, Port Melbourne. Accessed online, from http://artdecobuildings.blogspot.com.au/2011/12/gmh-social-centre-port-melbourne.html; City of Port Melbourne Building Permits, 31/1/1945, Canteen built for General Motors-Holden's by Richmond builder E. A. Watts.

The earliest part of the GMH plant was located on the corner of Salmon and Lorimer streets with reinforced concrete Art Deco-style office buildings fronting large areas of steel-framed and saw-toothed-roofed 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.[138]

In the 1950s, major expansion to the south and west of the existing works occurred, including the engine plant. In the 1990s, the new V6 engine plant was constructed towards Todd Road, filling the last remaining vacant land. Holden began selling off sections of its 38-hectare manufacturing plant. The original office blocks were sold off in 2005 and are now occupied by Boral and JG King Building Group. The earliest assembly buildings have been demolished to make way for an industrial park, and the 1950s boiler house which had featured an early glass curtain wall design was demolished in 2011. The engine plant itself is now mostly empty and partly stripped of cladding.[139]

Fishermans Bend provided the catalyst for three major car manufacturers, as well as several others, in the mid-20th century. Holden, Chrysler and Toyota all had their origins in the area, benefitting from Government tariff protection, direct investment and the advantage of connectivity and infrastructure that Fishermans Bend provided.[140]

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[138] National Trust classification, General Motors Holden Administration Offices and Social Centre.
[139] 'Former GMH powerhouse in Port Melbourne', Marcus Wong, 27 March 2012. Accessed online, from https://wongm.com/2012/03/former-gmh-powerhouse-in-port-melbourne/.
[140] Stubbs, Peter C. (1972). The Australian motor industry: a study in protection and growth. Cheshire for the Institute of Applied Economic and Social Research, University of Melbourne.

Figure 62   Demolished Holden boiler house (Marcus Wong)

Neale's Motors/Autocraft

Holden was only the first of a number of the automotive companies to establish themselves in the Fishermans Bend area, which attracted several firms due to the availability of large vacant sites suitable for erecting manufacturing facilities for mass production lines, and for its proximity to rail and sea transport.

Neal's Motors was also drawn to Fishermans Bend, and granted land opposite to GMH in Salmon Street in 1938. The company erected a large factory of 22 square yards to the design of architect Harry A. Norris and assembled Austin Cars under managing director J. H. Lane.[141] Neal's Motors expanded in 1940 with the purchase of Overseas Motors from P. Armitage, who was also a partner in the Spicer & Armitage Central Spring Works in Sturt Street, South Melbourne. This purchase gave Neal's the rights to assemble and distribute Rootes cars such as the Hillman, Humber and Comer.

Autocraft Pty Ltd commenced operations nearby in 1937 assembling Austin cars. It continued operating on a site in Lorimer Street until 1957 when it was bought out by the British Motor Corporation.[142]

Figure 63   Autocraft factory, Port Melbourne, 1957[143]

Standard Motor Co/AMI

Australian Motor Industries (AMI) had its genesis in the form of Eclipse Motors, which secured the Victorian agency for Standard Motor Company's cars in 1929. In 1952 one of its main investors, the Crosby family, in conjunction with Standard Motors in England, financed a new plant in Port Melbourne to assemble Standard Motor Cars. It took over the former Felton Grimwade building in Ingles Street, Port Melbourne, in 1954, changed its name to AMI, and assembled Fiat, Triumph, AMC Rambler and Mercedes Benz cars.[144] In 1963 it secured the Australian franchise for Toyota cars and began to assemble the Tiara Model. This was the first Toyota car to be built outside of Japan. Toyota acquired a controlling stake in AMI in the 1960s. By 1994, production was shifted from Port

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[141] 'Neal's Motors New Plant', *The Age*, 26 January 1939, p.7. Accessed online 17 September 2016, from http://nla.gov.au/nla.news-article205956761.

[142] 'Autocraft Ptd Ltd', *Examiner*, 16 April 1937, p.6. Accessed online 17 September 2016, from http://nla.gov.au/nla.news-article52133970.

[143] Fowler, Lyle & Commercial Photographic Co., State Library of Victoria.

[144] Sands & McDougall Directory.

Melbourne to Altona.[145] The factory extended along Cook, Graham and Bertie streets, but the northern part was demolished for the West Gate Freeway, and much of the remainder has been replaced with modern buildings in the last two decades.

Figure 64   AMI offices in Cook Street, since demolished, 1970s[146]

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[145] Fawbert and Turvey, 'Protecting the future of our automotive past'. Unpublished paper, 2015.
[146] *Toyota History, 75 years,* 'Chapter 2, Entering the automotive business'. Accessed online, from http://www.toyota-global.com/company/history_of_toyota/75years/text/entering_the_automotive_business/chapter2/section5/images/l02_02_05_06_img04.jpg.

Figure 65   AMI Factory, Port Melbourne, 1960s[147]

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[147] Phil Goschnick, 'Mercedes-Benz in Australia During the Ponton Era (1953-1962)'. Accessed online, from http://www.mbzponton.org/valueadded/production/australia/australia.htm; Belinda Stening, 'Australia led Toyota expansion', *Curve,* 13 August 2006. Accessed online, from http://www.curvelive.com/Magazine/Archives/sixteen/Australia-led-Toyota-expansion.

Figure 66   External view of the Standard Motor Products factory, 1962[148]

4.18 Post-war industry

Themes: 5.5 Building a manufacturing industry, 4.8 Defending the city

While development in Fishermans Bend in the immediate pre-war and wartime periods was characterised by the establishment of new, large manufacturing complexes serving the war effort, the post-war period was characterised by the diversification of industry. Many new manufacturers were established in the Fishermans Bend area, such as Mytton Grosvenor (later Mytton Rodd), which produced stainless steel tanks, beer kegs and cutlery,[149] Fowler's Engineering/International Harvester and G. N. Raymond timber yards.[150] In the 1950s, all were located on Lorimer Street, but more recent development on these sites has replaced all the original buildings.

Australian Gypsum Limited and Australian Plaster Industries were established by the 1960s in Lorimer Street as well, to take advantage of the area's proximity to the bulk goods terminal on South Wharf. This complex went on to become a major plasterboard manufacturer under Boral, and still is. However, again, the company operates today in more-recently-constructed buildings.

Stewarts and Lloyds erected a factory on Lorimer Street next to Neal's Motors in about 1945. The firm was established in Newcastle in the late 1920s by its English parent company of the same name. It was a member of the Tubemakers of Australia Limited group of companies, and manufactured steel pipes, boiler and stay tubes and water bore casing. The company also manufactured cylinder

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[148] Photo by Wolfgang Sievers, National Library of Australia, PIC WS 3140A LOC, Cold store PlC Siev B&WN-F.

[149] Memories of Mytton Rodd. Accessed online, from http://www.myttonrodd.9k.com/rich_text.html.

[150] Golder Associates, 2016, Preliminary and Contamination Study, Fishermans Bend Employment Precinct.

blank forgings, which were central to the automotive industry.[151] Two of the original Stewarts & Lloyd's c.1945 buildings, each with three-gable roofs, survives today with a new section joining them.

Figure 67   Stewarts & Lloyds factory, Lorimer Street

The Melbourne office of Stewarts & Lloyds was on the corner of City Road and Power Street. The prominent corner building featured a circular glazed tower which was only demolished in about 2002.

Figure 68   Stewarts & Lloyds head office, City Road (Museum Victoria)

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[151] Accessed online, from
http://www.beaufortrestoration.com.au/Pages/RestorationChild/Stories/Story_PubDAP002.html.

The linesman depot training centre, as well as the PMG workshops (the precursor to Telecom, and later Telstra) were located in Plummer Street from the 1940s to the 1960s, possibly even later. Plummer Street was named after a late-19th century councillor, possibly James K. B. Plummer, a Port Melbourne solicitor during the 1880s and a councillor during the 1890s.[152]

Figure 69   Linesman Depot Training Centre, Fishermans Bend, 1945

Kraft

Fred Walker got his start in the food business in 1899, and by 1908 he was well-established as an importer and exporter. Around 1910 he began canning food for export and in 1918 commenced the manufacture of the beef extract product Bonox. His company's major innovation, however, was Vegemite, developed in 1923. In 1926 he formed the separate company of Kraft Walker Cheese Company Pty Ltd after being granted an exclusive license by the Kraft Cheese Co. (Inc.) of Chicago, United States, to use their patented method for the manufacture of processed cheese.[153]

Fred Walker died in 1935, but the Kraft Walker Cheese Company Pty Ltd was subsequently amalgamated with Fred Walker & Co. and the American Kraft Company acquired a controlling interest. In 1950 the company changed its name to Kraft Foods Limited, while continuing to produce a range of well-known food products, including Vegemite, Bonox and Kraft Cheddar Cheese. Today, Kraft is owned by Mondelēz International.[154]

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[152] 'Port Melbourne'. 6 August 1887. *Record*, p.8. Accessed online 8 May 2013, from http://nla.gov.au/nla.news-article108485676.

[153] Farrer, Keith Thomas Henry, 'C. P. Callister – A Pioneer of Australian Food Technology', *Food Technology in Australia*, vol.25, 1973, p.52-65.

[154] K. T. H. Farrer, 'Walker, Fred (1884–1935)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University. Published first in hardcopy 1990. Accessed online 22 August 2016, from http://adb.anu.edu.au/biography/walker-fred-8953/text15747.

Figure 70   Kraft Factory (Wolfgang Sievers, State Library of Victoria)

The change in the Kraft company structure also came with a recapitalisation and expansion of the production facilities. A new factory was built in Port Melbourne, replacing the Southbank premises. The new factory opened on 19 March 1957. By this time the company enjoyed an extensive home market for processed cheese, yeast extract, beef extract, meat and fish pastes and similar lines, as well as a considerable export business to Asian countries.[155]

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[155] Kraft Walker Cheese Co., 'The Kraft Story: Commemorating the Opening of the Kraft Port Melbourne Factory', 19 March 1957. Kraft Walker Cheese Co., Melbourne.

Figure 71   View of the Kraft factory from the Salmon Street overpass

As general office development spread from the Melbourne CBD down St Kilda Road in the 1950s, the area immediately opposite Princes Bridge became a desirable location, convenient for modern headquarters. The Alfred Nicholas Company, maker of Aspro, had a substantial building here in the late-1950s. Australian Paper Mills also erected a new steel and glass office building near their paper mills while, next door, Vacuum Oil erected its up-to-date glass and concrete tower by architects Bates, Smart and McCutcheon in 1959/1960. Vacuum Oil's building featured a four-metre-high aluminium statue of the company logo, 'Pegasus' by Raymond Boultwood Ewers.

Figure 72   Ewers' Pegasus station and Vacuum Oil building (State Library of Victoria, H91.244/403)

4.19 Post-war migration

Theme: 6.7 Making homes for Victorians

From the 1940s, government policy saw a new phase of mass migration occur, partly due to the problem of 'displaced persons' post- war, but also as immigration policies were made to encourage economic growth. Over 30,000 new Australians came every year between 1947 and 1961, with a large proportion of them from Britain, but also significant numbers from Greece and Italy.

As well as the more famous Bonegilla Migrant Camp, another large facility for housing new Australians was opened at Fishermans Bend in 1952, accepting new arrivals up to 1975. Located at the corner of Hall and Turner streets in Port Melbourne, the Fishermans Bend Migrant Hostel contained former army huts and large warehouses erected during the war.[156] In 1952, residents at the hostel were among the 1,000 people who marched through the city protesting evictions from migrant hostels, with men, women and children singing patriotic songs and carrying banners stating, 'We fight for British justice,' and, 'For six years we have fought the Gestapo. We fight again.'[157]

None of these buildings survived on the site, although one structure appears to have been relocated to Oakleigh and remains there as the former Australian Air League headquarters.[158] Another hut was relocated in 1973 to Essendon where it was used by the Sea Scouts at Fairbairn Park.[159]

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[156] Fishermans Bend Migrant Hostel Facebook page. Accessed online, from http://goo.gl/ROM6b.
[157] "700 Migrants Demonstrate in Melbourne.' *Barrier Miner*, 22 November 1952:1. Accessed online 29 May 2013, from http://nla.gov.au/nla.news-article61225578.
[158] Heritage Alliance, 2008, 'Survey of Post-War Built Heritage in Victoria', p. 248, 'Fishermen's Bend Migrant Hostel (former) [remnant hut]', 030-005 50-56 Atkinson Street, Oakleigh. Accessed online, from http://www.dpcd.vic.gov.au/__data/assets/pdf_file/0015/47202/Post_war_study_Stage1_Vol2_Trans.pdf.
[159] 15th Essendon Sea Scouts, Accessed online, from http://www.vicscouts.com.au/essendon-15th/history/1956.
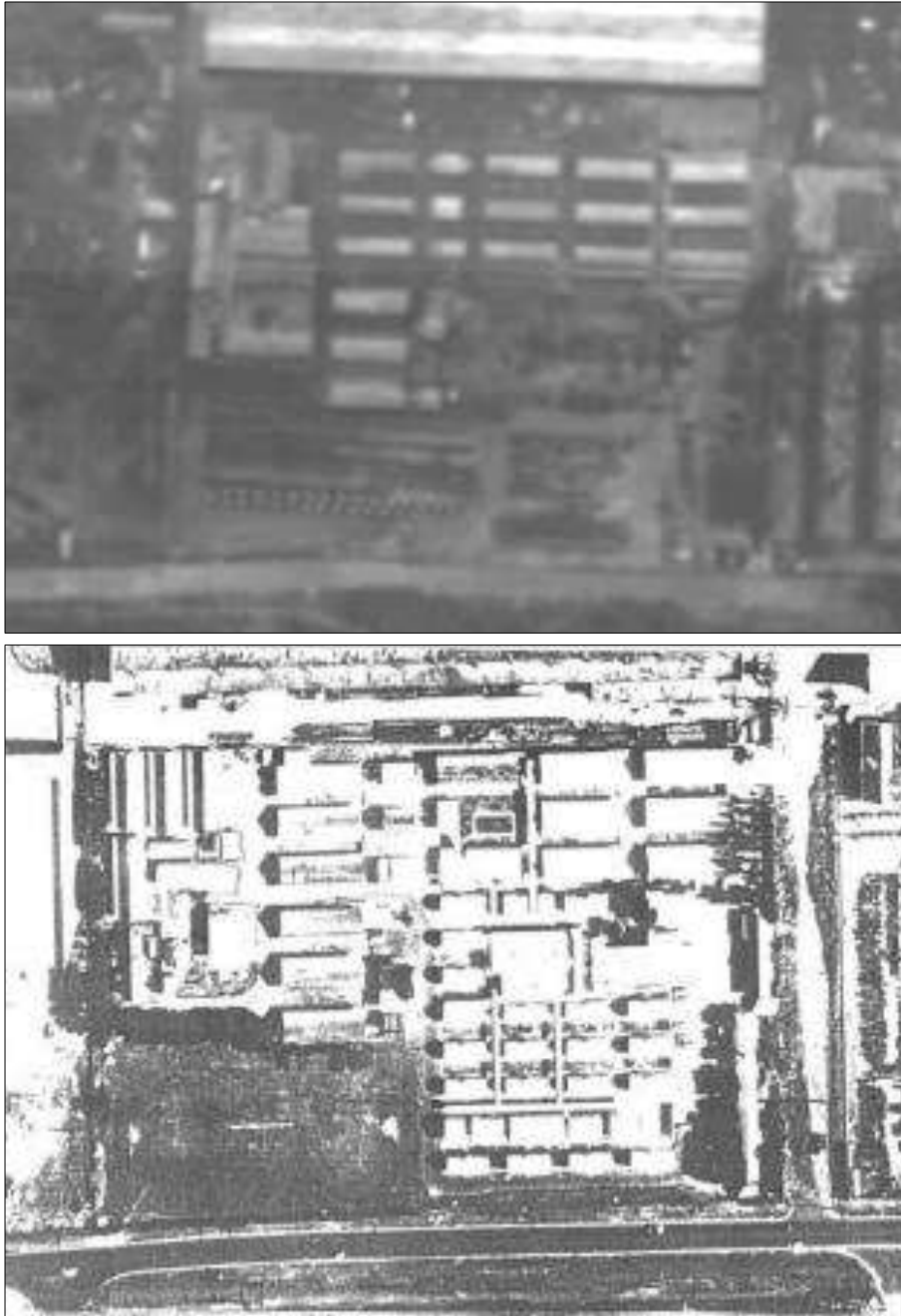
Figure 73   Plans of Fishermans Bend Migrant Hostel, 1945 and 1969[160]

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[160] Photos of Fishermans Bend Migrant Hostel, Linda Walton. Accessed online, from http://goo.gl/sgDZx.

Figure 74   Aerial photo showing Migrant Hostel with GMH in background

A growing working class and radical political climate was developing, creating a number of unions and other associations. The Amalgamated Society of Engineers was prominent at the Port Melbourne railway workshops from the 1890s, while the Port Phillip Stevedores Labour Association, Hobsons Bay Fishermen's Union and Melbourne Wharf Labourers Union all formed in the 1880s. They were all active participants in the 1886-1887 maritime strike, a formative event in the Australian union movement.[161]

Some more conservative factions in the community formed the Temperance Hall, while the Licencing Reduction Board was responsible for closing 18 hotels in the district in the early 20th century.

4.20 Arts and culture

Theme: 10.1 Arts and creative life in the city

South of the river was a wilder place with less oversight or regulation, where bohemian and risqué pursuits could be conducted out of the glare of the establishment across the river.

From the 1870s, travelling circuses pitched their big tops on the roadside near the site now occupied by the Arts Centre. Cooper and Bailey's Great American International Circus was possibly the first one, in 1877. In 1893 Fuller's Great Circus and Menagerie erected its first building on the site and, in 1901, the Fitzgerald Brothers' Circus built a more substantial timber building to house their entertainers. Wirth's Circus took over the entire site in 1907 and built the 'Olympia' building, which was the only permanent circus venue in Australia until the 1950s. An amusement park known as 'Princes Court' was developed on the land adjacent to the circus in 1904/1905. Popular attractions included a toboggan ride, a waterslide, restaurants, bars and a Japanese teahouse.

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[161] Lowenstein & Hills, *Under the Hook*, 1982, p.7.
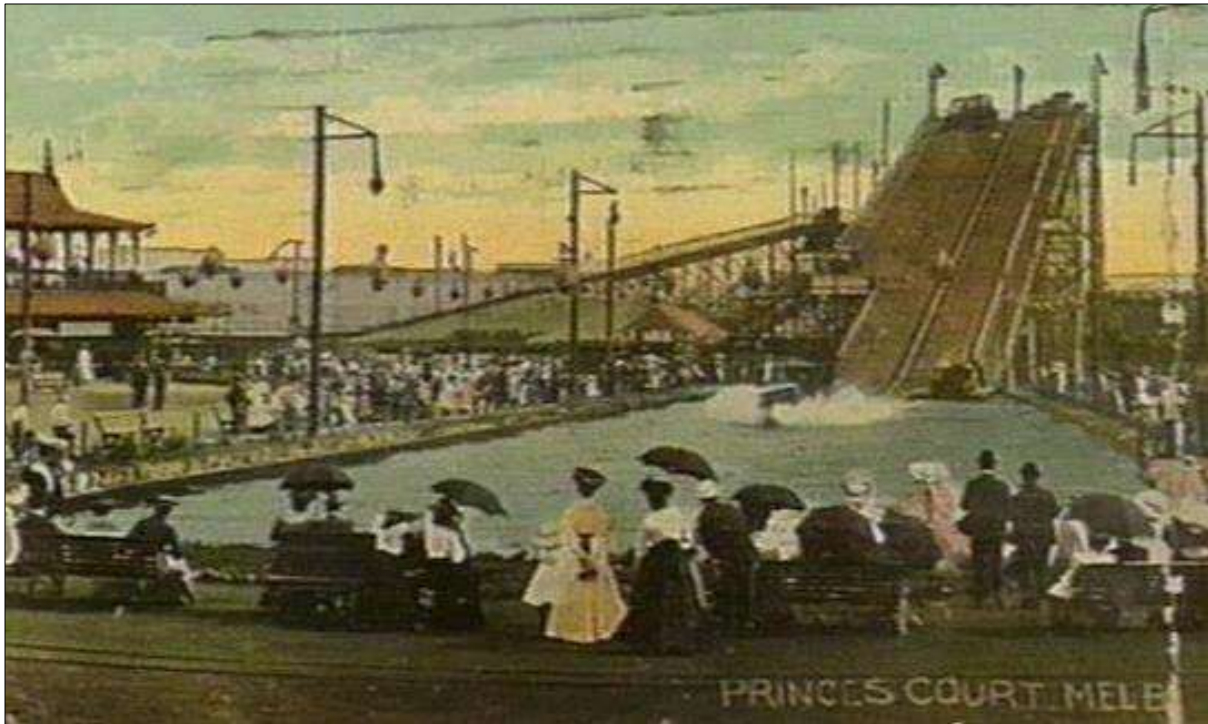
Figure 75   Princes Court, c.1908, printed postcard (State Library of Victoria H40394/6)

Figure 76   Looking towards Southbank in the 1890s, showing St Kilda Road, the Green Mill, Wirth's Park and industry (http://icelegendsaustralia.com/FAI.html)

Popular attractions included a water chute, open-air skating, helter-skelter and other amusements. Other entertainment facilities included the Green Mill dance hall and club and the Glaciarium ice-skating rink, which opened on City Road in the early 1900s.

Other attractions included the ice skating rink, known as the 'Glaciarium', which opened in 1906, and the Green Mill Dance Hall with its reproduction of a Dutch windmill, built in 1926. Wirths' Circus

survived the Depression as well as both World Wars. The building was converted into a cinema during the First World War and some of the buildings were used to nurse veterans, while the dance hall was popular with returned servicemen. But in 1953 Wirths' Olympia was destroyed by fire. The Green Mill also suffered from numerous fires and would later become the Forty Club, and then the Trocadero Ballroom. The buildings were replaced, first by a car park and then later with the Arts Centre. The annual Moomba Parade, which commenced in 1954, followed a route along St Kilda Road.

Figure 77   The Glaciarium in the 1950s (State Library of Victoria http://handle.slv.vic.gov.au/10381/50184)

The State Government of Victoria had been looking for a site for a large cultural complex to house a gallery, theatres and a concert hall from the 1940s. The National Gallery was in cramped space, sharing with the museum and library in Swanston Street, and there were few adequate concert venues apart from the Melbourne Town Hall. The Wirth Brothers' circus site was ideal, and a popular choice for the new cultural institutions.

In 1955, Victorian Premier Henry Bolte announced that a new Victorian Arts Centre would be built on the site, and appointed noted local architect Roy Grounds, who split from his firm of Grounds, Romberg and Boyd to take the commission on alone. The National Gallery was under construction from 1959-1968; the concert hall opened in 1982 and the theatres building followed soon after, in 1984.

The design of all three buildings had to be modified to cope with the uneven ground and the presence of deep Coode Island Silt, which required more substantial 25-metre-deep foundations, dewatering and cathodic protection to prevent the metal from corrosion in the waterlogged ground. The spire on the theatres building was replace in 1996 due to corrosion. The concert hall was renamed Hamer Hall in 2004 to honour former premier and leading arts supporter Sir Rupert Hamer.[162]

Figure 78   Former courtyard in the National Gallery of Victoria (State Library of Victoria)

The Victorian Ballet were temporarily housed in the YMCA building on City Road, which was linked by a concrete footbridge to the Arts Centre. When the YMCA was demolished, a purpose-built Victorian Ballet Centre was erected. Other facilities were also eventually added to what was planned to be an arts and entertainment precinct, such as the Melbourne Recital Centre, Melbourne Theatre Company (2009) and the ABC centre in 1994, in which the Iwaki Auditorium can be found.

The Playbox Theatre Company moved to Southbank following a fire and subsequent demolition of their Exhibition Street building. The former Castlemaine Brewing Company malthouse was converted to provide two theatre spaces in 1990, taking on the name the Malthouse Theatre. The Australian Centre for Contemporary Art gallery, designed by Wood Marsh Architects, was erected next door in 2002 on land that had been cleared previously for the construction of the Domain and Burnley City Link Tunnels.

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[162] 'Between Beauty And Power: Henry Moore's Draped Seated Woman As An Emblem of the National Gallery Of Victoria's Modernity', p.1959-1968, Christopher Marshall, *Art Journal*, 46, NGV, 2006.

4.21 Civic improvement and social history

Themes: 13.1 – Public recreation, 3.4 – Defining public space

Although sometimes considered a forgotten wasteland, Port Melbourne Council and residents recognised the need for civil improvements in the Sandridge flats area and, in particular, along the boundary of the residential areas. The early surveys provided for a recreational reserve along Williamstown Road by about 1880. This became the North Port Oval, which was developed substantially in the 1900s. As a point of focus for the working class industrial community, the Oval was renowned for its games full of rough play and fights – among both players and fans – when it hosted a semi-final in 1903. The 'roughing up' of an umpire in a 1907 game caused the Victorian Football Association (VFA) games to be moved away from the Oval for the rest of the season. Unruly behaviour and on-ground incidents occurred regularly over the next 40 years, and were subject to several VFA investigations.

Regardless of its notoriety, the Port Melbourne club enjoyed considerable success in the 1920s, with a winning streak of 33 games between July 1920 and June 1924. The £80,000 grandstand was opened with much fanfare by Mayor Cr. A. Tucker in 1928, and later renamed the Norman Leslie Goss stand after the long-time club secretary and player. The ground was taken over by the army in 1942 and was used to grow vegetables. It subsequently lost its high-quality playing surface when the Harbour Trust banned the removal of sand (which had been used for many years) as top-dressing.[163]

Local Port Melbourne resident and football player Tommy Lahiff put it bluntly: 'You were either a wharfie or you worked in one of the factories. Swallow and Ariell's, Kitchens, Dunlops, Laycocks.'[164] One of Unilever's foremen in the 1950s recalled that Port Melbourne was a close knit-community, rough but honest. 'Once you were in, you were right.'[165] The people of Port Melbourne suffered enormously through the 1930s depression, when 75-90%of young people are thought to have been unemployed.

The Princes Bridge entrance to Melbourne was marked by another prominent but relatively small public space for over 90 years – the Snowden Gardens, which were vested in the City of Melbourne in 1913. In the 1890s the area near Princes Bridge was a quarry hole and military purposes reserve, but it was subsequently landscaped as parkland and turned into the Snowdon Gardens. This was later the site of the three lily-pad-like dishes of the Southgate Fountain designed by Robin Boyd, but these were moved to storage when the Arts Centre Concert Hall was constructed.

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[163] Sando Caruso Football Grounds of Melbourne Pennon, 2002, p.118-119.

[164] Tommy Lahiff, quoted in 'They can carry me out', *Memories of Port Melbourne*, (1991), p.57, cited in Ward, 2011, *Port Phillip Heritage Review*, Vol.1, p.52.

[165] Ward, 2011, *Port Phillip Heritage Review*, Vol.1, p.53.

Figure 79 Melbourne from St Kilda Road, showing Snowden Gardens, Princes Bridge and St Kilda Road, 1903 (State Library of Victoria)

Figure 80 Aerial view of the Southbank area, Melbourne, near Princes Bridge before the construction of Hamer Hall (Strizic, M., 1960)

The loss of the Snowdon Gardens was, to some extent, compensated for by the new open space around the new gallery and Arts Centre, including the National Gallery of Victoria's sculpture garden and the Richard Pratt Garden at the Arts Centre, which today still features its own fountain, 'Nautilus', in honour of Roy Grounds. Similarly, the moat around the National Gallery of Victoria contributes open space of a sort to the streetscape.

Golf

Fishermans Bend also lays claim to being the origin of the Victorian Golf Club (VGC), established on 6 March 1903 by a group of influential Melbourne businessmen led by Billy Meader. They wished to create a 'good' golf club to play over leased links land at Fishermans Bend in Port Melbourne. Meader is widely regarded as the 'father of Victorian golf'. He was one of a small group of devotees who set up the VGA in 1907, and was the VGA's first treasurer and later appointed secretary from 1907 until 1932.

The original course at Fishermans Bend was located on the south-east corner of Lorimer and Salmon streets opposite the site of the future Holden factory. In 1926 the VGC relocated to a new site in Cheltenham, a short walk from the railway station, as a convenience for the many members, as few owned cars in those early days.[166] While the club was located at Fishermans Bend, the VGC had the distinction of being the only 'members club' in Australia. The old course continued to host open and amateur events of the VGC until at least 1928.[167]

Figure 81   Fishermans Bend Golf Course from Todd Road

Racing

After World War II ended, the runways near the aircraft factories were adapted for use as a race track. Car and motorcycle races were held on the runways between 1953 and 1959. Other areas of

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[166] 'A unique overview of the Victoria Golf Club History'. Accessed online, from http://www.victoriagolf.com.au/cms/about-us/history/.
[167] 'Golf Notes' *Table Talk*, 23 February 1928:42. Accessed online 13 September 2016, from http://nla.gov.au/nla.news-article146843511; 'Victoria s Golf Clubs and Personalities', *Table Talk*, 21 December 1933:41. Accessed online 13 September 2016, from http://nla.gov.au/nla.news-article147259999.

wasteland were also devoted to motorcycle scrambles and dirt-track racing. The Fishermans Bend Track was laid out along the runways and taxiways of the airfield with hay bales marking corners, but otherwise there were no barriers along the track. Many Australian racing drivers had their start at Fishermans Bend, including Bob Jane and Bib Stillwell.[168]
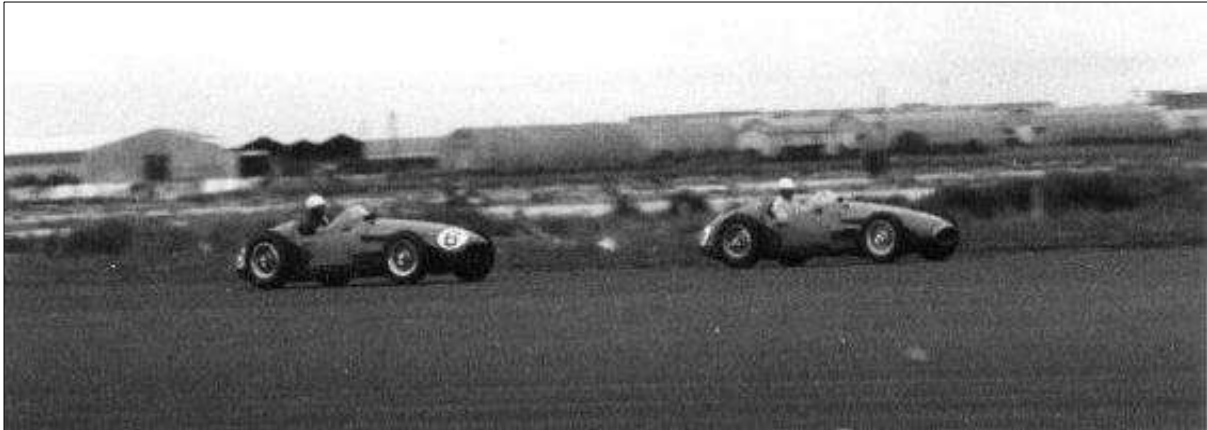
Figure 82   Motor racing in the 1950s (Geoffrey Green)

Figure 83   Pit straight on the main east-west runway, c.1954

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[168] *Motor Magazine*, September 1965. Accessed online, from
http://www.motorsportmagazine.com/archive/article/september-1965/58/those-maseratis-australia.
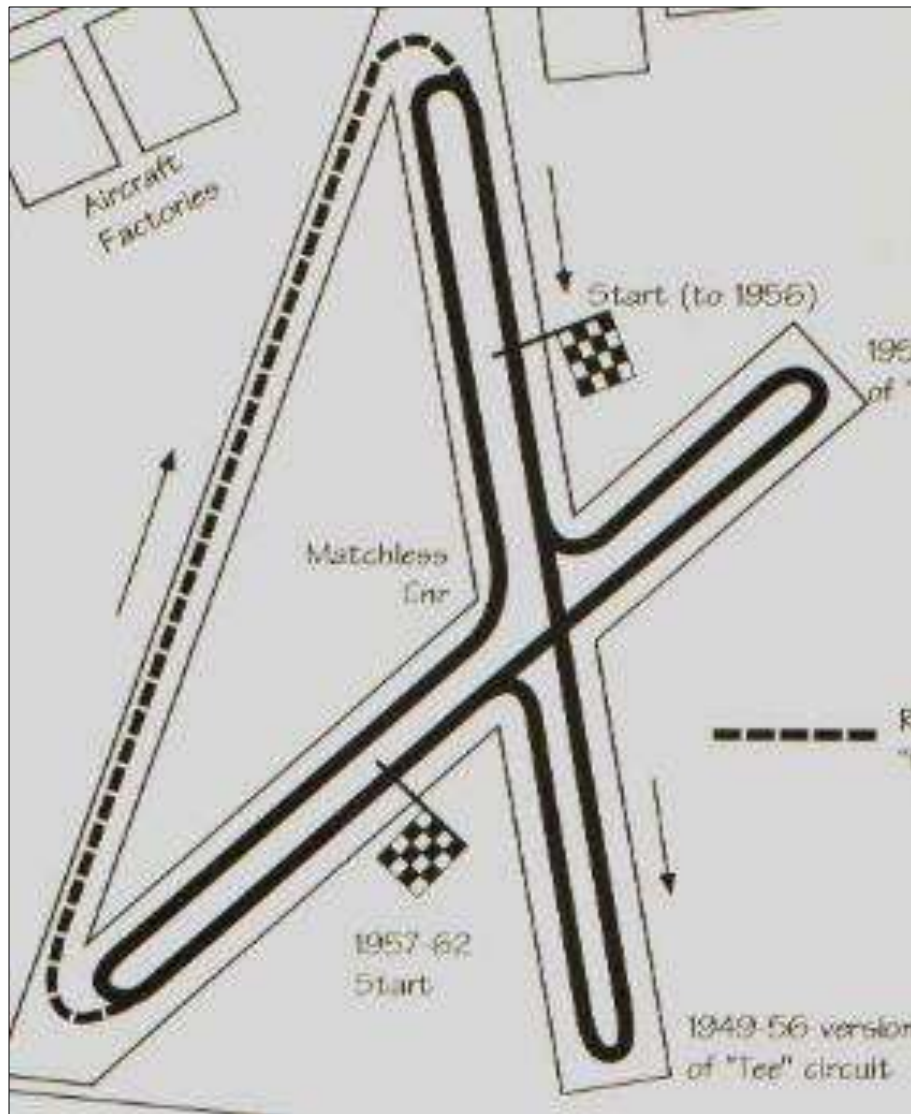
Figure 84   Plan of race tracks at Fishermans Bend runways

West Gate Park

Theme: 1.6 – Appreciating and protecting Victoria's natural wonders

Fishermans Bend was considered to be a wasteland and dumping ground for most of its life. The filling of the natural sand ridges and swales was finally complete when the most recent Webb Dock development was undertaken 2015-2016. However, the area saw a transformation as a consequence of the construction of the West Gate Bridge. Oscar Meyer, chair of the West Gate Bridge Authority, wanted to create a beautiful park beside the Yarra River to complement the sculptural form of the bridge. Planning Minister Evan Walker and David Yencken from the Planning Department were instrumental in getting this plan off the ground. The idea was presented to the Federal Government as part of Victoria's sesquicentenary celebration and the park became the largest funded project among the anniversary celebrations. Initial works began during the 1984-1985 financial year.[169]

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[169] Friends of West Gate Park, The 30th Anniversary book: The West Gate Park creation story, November 2015, http://www.westgatepark.org/friends-of-westgate-park/

A 1985 master plan by Loder & Bayly emphasised the grand scale and unique qualities of the site, which would be seen from above by motorists crossing the bridge each day. Lakes were intended to be focal points, with the bridge acting as the central sculptural feature. An island visitor centre, an amphitheatre and a narrow-gauge tourist train were proposed, but none of these eventuated. Fill was brought in and filled into the undulating landscape to create artificial hills providing views of the lakes and lagoons. The water areas also incorporated a salt lake, a result of a deep hole left after sand mining in the 1930s.

West Gate Park opened on 7 November 1985, dedicated to the people of Victoria. Lyn Moore was commissioned to produce an appropriate artwork, the *Earth Series*, eight separate sandstone, granite and ironbark sculptures, which were erected in the park in 1990. The prototype of the concrete box girder section of bridge forms an entry feature and viewing platform over the water between the dam and the freshwater lake.

Figure 85   One of Lynn Moore's *Earth Series* sculptures in West Gate Park

The most dramatic changes in the Fishermans Bend and Port Melbourne area have come within the last two decades. Bay-side piers and sidings, where former rail yards and industry were located, became the upmarket Beacon Cove development as industrial sites were converted into apartments. Such development has accelerated rapidly, with the most recent apartment boom occurring at Bay Street in Port Melbourne and along City Road in Southbank.

4.22 Redevelopment

Theme: 5.3 – Developing a large, city-based economy, 6.7 – Making homes for Victorians

The current transformation of the Southbank area goes back to development of the first post-war office buildings spreading back from St Kilda Road. Australian Paper Mills (APM) and Mobil Oil both

had a long-standing presence in the area, so when it came time to expand, it seemed obvious to erect new glass and steel office buildings near their Southbank industrial sites, rather than in the CBD. Bates Smart & McCutcheon designed the high-rise office buildings for both firms between 1959 and 1961.[170]

Figure 86   Mobil Oil and APM buildings, South Melbourne, with the Southgate fountain in Snowden Gardens in the foreground (Mark Strizic, 1972, State Library of Victoria H2011.55/1869)

While in the late-1960s, development focus was on the creation of the Arts Precinct on St Kilda Road, the focus of change expanded to the Southbank Area in the early-1980s. One story puts Minister for Planning Evan Walker and Minister for the Arts Race Mathews at a function at the top of the new Rialto Tower. Looking out the window, Minister Walker pointed down to Southbank below. 'That is sufficient legacy for us,' he said, 'if we are remembered for nothing else and begin to get that right.'[171] Walker brought a proposal to Cabinet to redevelop Southbank. 'We had to buy out a whole host of derelict industrial, commercial and warehouse buildings on Southbank which were on long Crown leases,' he recalled.[172]

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[170] Goad, Philip & Bates Smart (Firm) (2004), *Bates Smart: 150 years of Australian Architecture*. Thames and Hudson Australia, Fishermans Bend, Vic.

[171] Arts Victoria's 40th Anniversary. Accessed online, from http://40yearsof.arts.vic.gov.au/pages/eighties/milestone39/.

[172] "Visionary' former minister Evan Walker dies at 79', James Campbell, *Herald Sun*, 17 February 2015.

One of the earliest residential developments in the Southbank area was Coventry Gardens, constructed in 1993 by Central Equity as medium-rise housing on the site of the Commonwealth Clothing Factory. It was soon followed by Central Equity's Southside Gardens at 100 Southbank Boulevard and Southbank Gardens at 120 Dodds St. One of the largest buildings built in the Southbank area was IBM House at the south end of Sturt Street. This was a 13-storey concrete and glass office block built in 1970, which was heavily altered for conversion into apartments in 1996.

Along with redevelopment of the buildings in Southbank, there were also substantial changes made to the street patterns. Comparing Melway maps today against those of the 1960s shows that the original Riverside Avenue and Yarra Bank Road, which ran beside the river between St Kilda Road and Clarendon Street, have disappeared and been replaced by the Southgate and Crown promenades, while Lorimer Street has been diverted around the new Exhibition Centre.

A number of streets have also changed names. Maffra Street and Nolan Street are now both part of Southbank Boulevard, Brown Street and Aikman Street became the two ends of the new Southgate Avenue, and Byrne Street is Riverside Quay. Other streets, such as Kirby Grove and Bright Street, have disappeared completely.

5 Review of heritage places

This section outlines the study's recommendations for changes to the City of Melbourne Heritage Overlay Plan, including places to be added, amended and/or removed.

5.1 Introduction

This study has considered places previously identified in the South Melbourne and City of Melbourne heritage studies, as well as new places. Places within the Melbourne Planning Scheme for heritage overlays were also assessed to provide further documentation of their heritage value.

The recommendation is that places that meet thresholds for local, municipal or federal significance be added to the City of Melbourne Planning Scheme Heritage Overlay Plan, either as individually-significant places or contributory places to a precinct heritage overlay.

As a number of previously identified potential heritage places included in either the City of Melbourne Heritage Places Inventory or in the Melbourne Planning Scheme Heritage Overlay Plan have been demolished, this assessment has considered what, if anything, remains of heritage value in these places and, where necessary, recommended that the existing heritage overlay be removed or altered.

A number of places have also been identified as holding some historic, architectural and/or social interest, but due to recent construction dates, lack of documentation, or present condition are not considered to meet the thresholds for inclusion as heritage overlays at present. These locations have been documented in this report for possible future reconsideration.

5.2 Summary of recommendations

The report recommends:

- Retention of 17 existing heritage overlays, with corrections made to the descriptions, addresses and/or boundaries. Citations and Statements of Significance for these places are included in Appendix 2 and shown in Figure 87.

- Deletion of 13 existing individual heritage overlays that have either been demolished or were incorrectly included. These are listed in Section 5.3.4 and mapped in Figure 88.

- Deletion of the HO5 South Melbourne Precinct heritage overlay.

- Introduction of two new precinct heritage overlays:

    o City Road industrial and warehouse precinct, inside Capital City Zone (Figure 91)

    o South Wharf shipping sheds and berths precinct, outside Capital City Zone (Figure 92).

- Introduction of 35 new individual place heritage overlays, including two thematic group listings. These are listed in Table 11.

- . Citations and statements of significance for these places are included in Appendix 1 and Appendix 3, and their locations are shown in Figure 89. These include the four priority places assessed at the beginning of the study and subject to a separate interim heritage overlay amendment, two serial or group listings and one landscape/streetscape place.

- The remaining heritage places identified include two group listings:

  o Electricity substation thematic group (Figure 93)

  o Bluestone-pitched laneways group (Figure 94)

- The new heritage places also include one landscape/streetscape place:

  o St Kilda Road Boulevard

- Two places, the Castlemaine Hotel archaeological site and the South Melbourne Post office archaeological sites, should be nominated for inclusion on the Victorian Heritage Inventory.

In addition to the formal recommendations for changes to the City of Melbourne Heritage Overlay Plan, the study has also identified a further 28 places that are considered to have potential for future inclusion. These places have either won important architectural and design awards, or played an important role in the history and development of Southbank and Fishermans Bend, but are not of sufficient age to be considered at present. Although these places have architectural or historic importance, they have not been recommended for heritage protection and the reasons are explained in section 5.3.7 of the report. They are listed in Table 13 and briefly described in Appendix 4, and their locations are shown in Figure 90.

5.2.1 Heritage Places Inventory

It is recommended that the City of Melbourne Heritage Places Inventory for the Southbank area be updated as shown in Table 7.

Table 7   Proposed updated Heritage Places Inventory

Southbank, South Wharf, & Port Melbourne		City of Melbourne heritage gradings			
		Building grading		Streetscape grading	
Street	Number	Letter grading system(A-D)	New system (per Am C258)	Numerical system	New system (per Am C258)
Anthony Lane	lane	D	Contributory	3	-
Blakeney Place	lane SML639	D	Contributory	3	-
Catherine Street	lane SM0477	D	Contributory	3	-
City Link Freeway	Bolte Bridge	B	Significant	3	
City Road	lane SM0199	D	Contributory	3	-
City Road	20	C	Significant	3	
City Road	35-41	C	Significant	2	
City Road	43-47	D	Contributory	2	-
City Road	63-65	C	Significant	2	
City Road	67-69	C	Significant	2	
City Road	71-75	C	Significant	2	
City Road & Southbank Boulevard	133-139 & 141-155 68-82	C	Significant	2	
City Road	167-169	D	Contributory	2	-

City Road	171-193 & 195-205	C	Significant	2	
City Road	207	A	Significant	2	
City Road	229	D	Contributory	2	-
City Road	235-239	B	Significant	2	
City Road	269-283	B	Significant	2	
City Road	272	B	Significant	2	
City Road	276-282	C	Significant	2	
City Road	300	C	Significant	2	
City Road	334	D	Contributory	2	-
Clarendon Street	lane SM0337	D	Contributory	3	-
Clarendon & Spencer streets	Spencer Street Bridge	A	Significant	3	-
Clarendon Street	28	A	Significant	3	-
Clarendon Street	93-103	C	Significant	2	-
Clarke Street	67-69	C	Significant	3	-
Coventry Street & Dorcas Street	49-61 50	C	Significant	3	-
Dorcas Street	52-66	C	Significant	3	-
Fawkner Street	79	D	Contributory	3	-
Fawkner Street	lane	D	Contributory	3	-
Grant & Dodds streets	Vault sculpture	A	Significant	2	
Haig Lane	lane	D	Contributory	3	-
Hancock Street	lane SN549	D	Contributory	3	-
Hancock Street	33	D	Contributory	3	-
Hancock Street	35-37	D	Contributory	3	-
Kings Way & Kavanagh Street	63 127-129	C	Significant	2	-
Kings Way	Kings Way Bridge	C	Significant	3	-
Lorimer Street	226; CAC	C	Significant	3	-
Lorimer Street	226; GAF	C	Significant	3	-
Lorimer Street	502-550	B	Significant	3	-
Lorimer Street	194-206; Shed 21	C	Contributory	3	-
Lorimer Street	641-713; Shed 27	C	Contributory	3	-
Lorimer Street	641-713; Shed 30	C	Contributory	3	-
Lorimer Street	593-611; Shed 31	C	Contributory	3	-
Moray Street	7	D	Contributory	3	-
Moray Street	18-24	D	Contributory	3	-
Power Street	lane PL5195	D	Contributory	3	-
Queens Bridge Square	Sandridge Rail Bridge	A	Significant	1	-
Queens Bridge Street	Queens Bridge	A	Significant	1	-
Queens Bridge Street	1-7	C	Significant	3	-
Queens Bridge Street	87-89	D	Contributory	3	-
Queens Bridge Street	107-127	C	Significant	2	-
Queens Bridge Street	115-127, 129 & 133	A	Significant	2	-
Queens Bridge Street	135	D	Contributory	3	-
Riverside Quay	1	A	Significant	3	-
Salmon Street	162	A	Significant	3	-
Salmon Street	224	C	Significant	3	-
Salmon Street	241 GMH Plant 3 & 5	B	Significant	3	-
Salmon Street & Cook Street	241 61-85 GMH engine plant	C	Significant	3	-

Salmon Street	251	A	Significant	3	-
Salmon Street	261	A	Significant	3	-
South Wharf Promenade & Clarendon Street	1-27 & 29-65 2; shipping sheds	A	Significant	2	-
South Wharf Promenade	lane; formerly Phayer Street	D	Contributory	3	-
South Wharf Promenade	29-65; Duke & Orr dock	A	Significant	2	-
St Kilda Road	100; Hamer Hall & Victorian Arts Centre	A	Significant	1	Significant
St Kilda Road	180; NGV	A	Significant	1	Significant
St Kilda Road & Dodds Street	234 13-39; Victoria police barracks & stables	A	Significant	1	Significant
St Kilda Road	St. Kilda Road; boulevard	A	Significant	1	Significant
St Kilda Road	256-310; Victoria barracks	A	Significant	1	Significant
St Kilda Road	256-310; outpatients clinic	A	Significant	1	Significant
Sturt Street	45-99	C	Significant	2	-
Sturt Street	99A	D	Contributory	3	-
Sturt Street	113	B	Significant	3	-
Sturt Street	181	D	Contributory	3	-
Sturt Street	242-246	C	Significant	3	-
Wells Place	lane SML609 & 247	D	Contributory	3	-
West Gate Freeway	West Gate Bridge	A	Significant	3	-

5.3   Assessments

5.3.1   Priority places

Six properties were nominated by the City of Melbourne urgent for research and identification in order to present a priority planning scheme amendment for inclusion in the Heritage Overlay Plan. Three of these properties related to one place, the Castlemaine Brewery. Therefore, four places had citations prepared for priority consideration prior to the completion of this report.

Citations for these priority places are included in Appendix 3.

The priority places are listed in Table 8 and mapped in Figure 89.

5.3.2   Proposed precincts

Two new heritage precincts should be included as heritage overlays.

- City Road industrial and warehouse precinct, inside Capitol City Zone

  The surviving late-19th and early-20th century industrial and commercial places in the City Road and Queens Bridge Street area justify a heritage precinct in this area. Most of the identified places are individually significant, while a number of other contributory places also represent the historical industrial and warehousing character during its development.

- South Wharf shipping sheds and berths precinct, outside Capitol City Zone

The remaining original wharves and goods sheds on South Wharf also justify a heritage precinct as they are the largest remaining group of mid-20th century wharf sheds in Victoria. They are located near the Bolte Bridge, downstream, adjacent to the GMH and other factories.

Citations and Statements of Significance for these precincts are included in Appendix 1, and their locations are shown in Figure 91 and Figure 92.

5.3.3   Existing heritage overlay places to be retained

There are 17 places within the study area currently included in the City of Melbourne Planning Scheme Heritage Overlay where the heritage overlay is considered to be appropriate to the heritage values of the place. Recommendations are made to amend descriptions, place names or addresses of the retained heritage overlays as most of these places were previously listed as being in South Melbourne which has now become Southbank, while several streets have been renamed, renumbered, replaced or completely removed. These places are listed in Table 5 and mapped in Figure 87.

Citations for existing heritage overlay places to be retained are in Appendix 2.

Note that in some cases there are multiple separate buildings or structures within the same heritage overlay. HO760 has separate citations for the Victorian Arts Centre and Hamer Hall. HO910 has separate citations for the police barracks, Mounted police stables, and police hospital. HO764 has separate citations for the Duke and Orr dry docks and wharf sheds 2 to 9.

5.3.4   Places to remove from the Heritage Overlay

There are 14 places within the study area currently listed and/or mapped as heritage overlays which have been demolished, or were never present in the City of Melbourne. It is recommended that these be removed as heritage overlays and from the Schedule. For example, the Buchannan and Brock site (HO913) was demolished in the 1980s, and while it remained in the heritage overlay mapping, it was not in the Schedule. HO387 is in the schedule, but does not exist on planning maps and appears to be an accidental duplication of HO910, the Victoria police depot. The St Kilda Road tram shelter (HO899) does not appear to have ever been in the City of Melbourne as it is located in the City of Port Phillip south of Dorcas Street, and is also within the Port Phillip Planning Scheme Heritage Overlay as HO460. The remainder of the heritage overlays recommended for removal are places where the heritage building has been demolished and the site no longer has heritage value.

Additionally, the report recommends removing the South Melbourne Precinct heritage overlay HO5 as it does not contain any surviving heritage fabric apart from a section of St Kilda Road, which is proposed for a separate new HO (see Section 2.2.3).

The places to be removed from the Heritage Overlay Plan are listed in Table 10 and mapped in Figure 88 Figure 88.

5.3.5   Proposed new heritage overlays

This report suggests that 35 individually significant places be added as heritage overlays (Table 11 and Figure 89). These include the four priority places that were assessed at the beginning of the study, and are subject to a separate interim planning scheme amendment. They also include two serial or group listings and one landscape/streetscape place:

- Electricity substation thematic group (Figure 93)

One characteristic of the former industrial nature of Southbank is the preponderance of small electricity substations which date from key periods of the area's industrial development from the 1890s to 1930s.

- Bluestone-cobbled laneways group (Figure 93)

A number of bluestone-cobbled lanes dating to the 19th century survive in the Southbank area. Some of these are adjacent to other heritage places but others are also located amidst modern development. Together, despite their fragmented nature, they represent the former character of the fine-grained industrial nature of the Southbank area.

- St Kilda Road Boulevard

This place is currently partially within HO5 (former South Melbourne Heritage Precinct) and HO6 (South Yarra Heritage Precinct). St Kilda Road is also included on the Victorian Heritage Register, and it has recently been nominated to the National Heritage List under the EPBC Act. The heritage value of St Kilda Road is sufficiently distinctive for the road to warrant its own individual heritage overlay.

5.3.6 Archaeological places

Two places were identified as having historical and archaeological values, which are recommended for inclusion on the Victorian Heritage Inventory. These are the sites of the Castlemaine Hotel and South Melbourne Post Office. The sites have been identified from historical sources and comparisons of early plans and existing conditions. Evidence suggests that while the original 19th century buildings were demolished in the mid-20th century, the subsurface components of the sites comprising foundations, cellars and underfloor areas were not destroyed, and so have a high level of potential for archaeological remains. The archaeological places are listed in Table 12, described in Appendix 4, and their locations are shown in Figure 89.

5.3.7 Future heritage places

There are 28 other places that should be considered to have potential to have heritage overlays, pending further research. These places have not been proposed to be included on the HO at this stage, either because insufficient documentary evidence has been identified to substantiate their level of significance, or because they were places of recent date. Discussions with City of Melbourne staff indicated that the City of Melbourne internal policy generally considers places less than 25 years old should only be considered for inclusion as heritage overlays when their significance can be demonstrated to a very rigorous level.

In some instances, utilitarian industrial buildings of the post-World War II period not been recommended for inclusion as heritage overlays despite their historical associations because those buildings lack architectural or aesthetic values.

Places proposed for future consideration are listed in Table 13 and mapped in Figure 90. Further details and illustrations of each place are provided in Appendix 5.

Table 8   Priority places assessed in the study

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (C258)		Heritage Overlay
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
Crown Chemicals, Anderson & Sons printing works	63-65 City Road, Southbank	1915	B	2	C	2	Significant	-	Proposed HO1200, also part of precinct HO; part of Amendment C280 (permanent)
Castlemaine Brewery complex, including brewing tower and bottling stores	107-127, 129-131 & 133 Queens Bridge Street, Southbank	1892	B	3	A	1	Significant	-	Proposed HO1201; part of Amendment C276 (interim) & C280 (permanent)
G. P. Motors Pty Ltd	35-41 City Road, Southbank	1939-1940	C	2	C	2	Significant	-	Proposed HO1202, also part of precinct; part of Amendment C280 (permanent)
General Post Office (GPO) garage, stores & workshops	45-99 Sturt Street, Southbank	1930-1937, 1940-1944	C	3	C	2	Significant	-	Proposed HO1203; part of Amendment C276 (interim) & C280 (permanent)

Table 9 **Existing heritage overlays to be retained and amended**

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (C258)		Heritage Overlay	Recommendation	Schedule change	Map change
			Building	Streetscape	Building	Streetscape	Building	Streetscape				
James Moore timber yard building facade	133-139 & 141-155 City Road & 68-82 Southbank Boulevard, Southbank	1899-1903	C	3	C	2	Significant	-	HO366	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Revise HO mapping to include facade to the depth from City Road to that of the return bay in Southbank Boulevard, including the replica wing at south end to allow conservation of context of building.	Yes	Yes
Sharp & Sons Timber / General Motors (Australia) / International Harvester	171-193 & 195-205 City Road, Southbank	1926-1927, 1939	C	2	C	2	Significant	-	HO368	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Revise HO mapping to include facade to the depth from City Road to that of return bay in Southbank Boulevard, including replica wing at south end to allow conservation of building context.	Yes	Yes
State School No. 2686, South Melbourne Girls' School / J. H. Boyd Domestic College	207-227 City Road, Southbank	1884-1885	C	No existing grading	A	2	Significant	-	HO369	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Revise existing HO mapping to extend further east from existing main building outline (Victorian-era and inter-war wings).	Yes	Yes
Main Point Hotel	235-239 City Road, Southbank	1903-1904	B	3	B	2	Significant	-	HO370	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Maintain as HO370 in Melbourne Planning Scheme.	Yes	No

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (C258)		Heritage Overlay	Recommendation	Schedule change	Map change
			Building	Streetscape	Building	Streetscape	Building	Streetscape				
Bank of New South Wales	269-283 City Road, Southbank	1932	B	3	B	2	Significant	-	HO371	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Maintain as HO371 in Melbourne Planning Scheme but revise mapping to include existing building outline only.	Yes	Yes
Edward Murphy warehouse and workshop	272 City Road, Southbank	1887-1902	B	2	B	2	Significant	-	HO374	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Maintain as HO374 in Melbourne Planning Scheme but adjust HO mapping to reflect splayed section of building at rear.	Yes	Yes
Murphy's buildings	276-282 City Road, Southbank	1885	C	2	C	2	Significant	-	HO375	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Maintain as HO375 in Melbourne Planning Scheme but adjust HO map to include only existing heritage place.	Yes	Yes
White & Hancock's warehouse	300 City Road, Southbank	1916	C	2	C	2	Significant	-	HO376	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Maintain as HO376 in Melbourne Planning Scheme.	Yes	Yes
Fergus & Mitchell, later Robur Tea warehouse	28 Clarendon Street, Southbank	1888	A	No existing grading	A	3	Significant	-	HO765	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Retain as HO765 in Melbourne Planning Scheme.	Yes	No
Queen's Bridge over Yarra River	Queens Bridge Street, Melbourne & Southbank	1887-1890	A	No existing grading	A	1	Significant	-	HO791	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Retain as HO761 in Melbourne Planning Scheme.	Yes	No

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (C258)		Heritage Overlay	Recommendation	Schedule change	Map change
			Building	Streetscape	Building	Streetscape	Building	Streetscape				
Sandridge Rail Bridge over Yarra River, Queens Bridge Square	1A Queens Bridge Street, Southbank	1886-1888	A	1	A	1	Significant	-	HO762	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Retain as HO762 in Melbourne Planning Scheme.	Yes	No
Jones Bond store	1 Riverside Avenue Quay, Southbank	1888	A	No existing grading	A	3	Significant	-	HO763	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Retain as HO763 in Melbourne Planning Scheme but redraw boundary to encompass only Bond store, perimeter wall and wall fragments.	Yes	Yes
Duke & Orr's dry dock & cargo sheds numbers 4,5,6,7,8 and 9, and adjoining Melbourne Convention and Exhibition Centre	1-27 & 29-65 South Wharf Promenade & 2 Clarendon Street, South Wharf	1888, 1891, 1929-1931	B & C	No existing grading	A	2	Significant	-	HO764	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Revise HO map to align with dock apron and pump house, excluding remainder of Convention Centre building. 4. Reconcile street address of Victorian Heritage Register entries with HO. 5. Review Victorian Heritage Register plan H1096 to identify Duke & Orr dry dock pump house, now part of Melbourne Convention and Exhibition Centre, 1 Convention Centre Place, cargo shed 2 and former Wright Orr & Co. dry dock to the east, which are all contributory parts of the complex. 6. Further work required to establish historical background of complex, which should also be reflected in Victorian Heritage Register Statement of Significance.	Yes	Yes

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (C258)		Heritage Overlay	Recommendation	Schedule change	Map change
			Building	Streetscape	Building	Streetscape	Building	Streetscape				
Hamer Hall & Arts Centre Melbourne	100 St Kilda Road, Southbank	1982-1984	No existing grading	No existing grading	A	1	Significant	Significant	HO760	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Revise Heritage Register Statement of Significance to clarify contributory elements (i.e. interiors, recent additions).	Yes	No
National Gallery of Victoria	180 St Kilda Road, Southbank	1968	A	1	A	1	Significant	Significant	HO792	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Add to Heritage Places Inventory 2016. 4. Review Victorian Heritage Register Statement of Significance to clarify contributory elements (i.e. external sculpture, major interiors such as Great Hall).	Yes	No
Victoria Police Mounted Branch stables complex, police hospital	234 St Kilda Road & 13-39 Dodds Street, Southbank	1912-1914, 1925-1926	A/B	2	A	1	Significant	Significant	HO910	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Retain as HO910 in Melbourne Planning Scheme.	Yes	No
Castlemaine Brewery Malthouse / Malthouse Theatre	113 Sturt Street, Southbank	1892	B	3	B	3	Significant	-	HO390	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Amend HO390 mapping to cover correct land parcel.	Yes	Yes
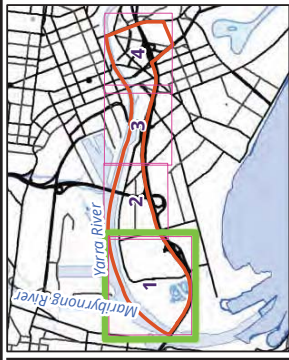
Legend

Study area

Parcel boundary

Tree canopy

Building outline

Heritage overlay evaluation

Existing places to be retained in the Heritage Overlay

Existing places to be retained in the Heritage Overlay

Figure 87.1 Existing places to be retained in the Heritage Overlay

Metres
Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

0   100   200   300

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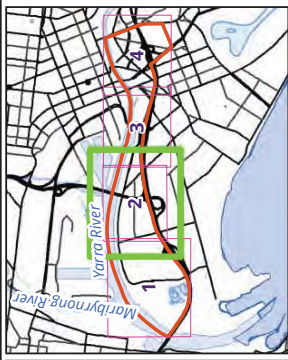
Legend

Study area
☐ Parcel boundary
▨ Tree canopy
▨ Building outline

Heritage overlay evaluation
▨ Existing places to be retained in the Heritage Overlay

Figure 87.2 Existing places to be retained in the Heritage Overlay

N

Metres
Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

0   100   200   300

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Acknowledgements: State Government of Victoria – VicMap – Nearmap

Legend

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- ☐ Parcel boundary
- ▨ Tree canopy
- ☐ Building outline
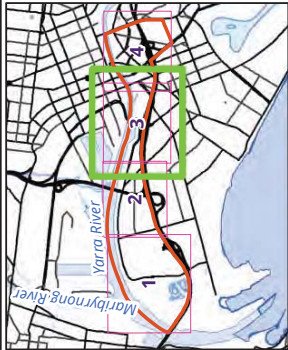
Heritage overlay evaluation

- ▨ Existing places to be retained in the Heritage Overlay
- ▨ Existing places to be retained in the Heritage Overlay

Figure 87.3 Existing places to be retained in the Heritage Overlay

Metres
Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

0   100   200   300

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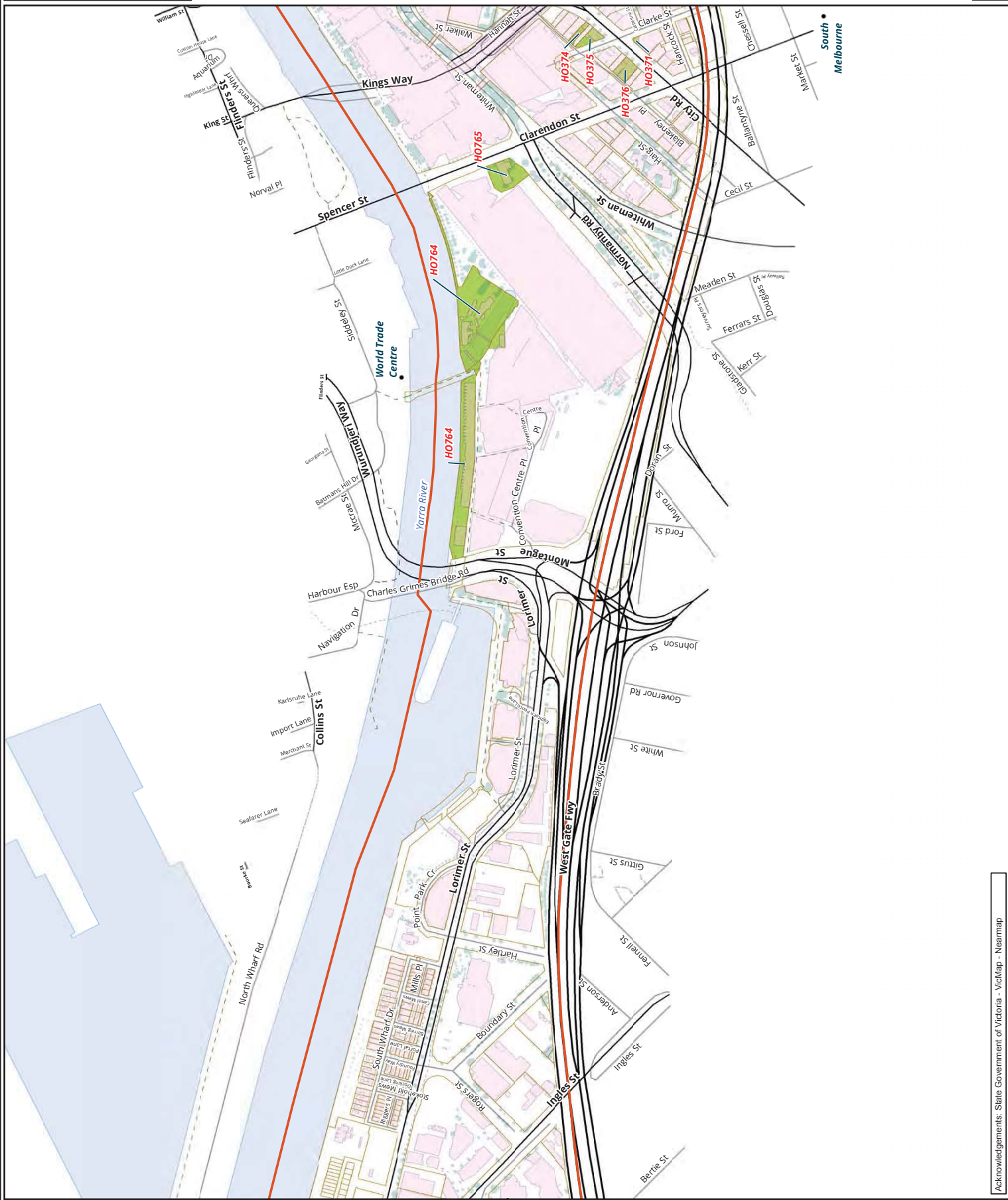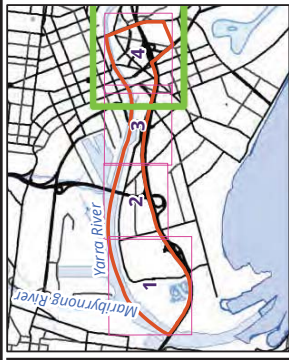
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- Study area
- Parcel boundary
- Tree canopy
- Building outline

Heritage overlay evaluation
- Heritage Overlay
- Existing places to be retained in the Heritage Overlay

Figure 87.4 Existing places to be retained in the Heritage Overlay
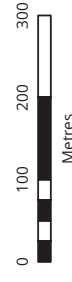
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Acknowledgements: State Government of Victoria – VicMap – Nearmap

Table 10   Places to be removed as heritage overlays

Name	Address	Date created	Existing grading	Existing streetscape level	Heritage overlay	Recommendation	
Stewarts & Lloyds	157-165 City Road, South Melbourne	1939	-	-	HO367	Remove from HO Map and 43.01s, demolished.	
Southern Cross Service Station, later Ampol Service Station	109-117 Clarendon Street, Southbank	1926	-	-	HO377	Remove from HO Map and 43.01s, demolished.	

Name	Address	Date created	Existing grading	Existing streetscape level	Heritage overlay	Recommendation	
Clarendon Street rail-over-road bridge	Clarendon Street, South Melbourne	1880s	-	-	HO378	Remove from HO Map and 43.01s, bridge demolished and HO mapped in error.	
Former cider factory and Tiara Apartments	46-50 Haig Street, Southbank	1910	C	2	HO380	Remove from HO Map and 43.01s, demolished.	
Former Halford Timber, Southside Business Park	93-119 Kavanagh Street, Southbank		-	-	HO381	Remove from HO Map and 43.01s, demolished.	

Name	Address	Date created	Existing grading	Existing streetscape level	Heritage overlay	Recommendation	
Former Thomas Warburton & Co., Yarra Condos Apartments, Southbank Condos Apartments	34-52 Kavanagh Street & 88-98 Southbank Boulevard, Southbank		-	-	HO384	Remove from HO Map and 43.01s, demolished.	
Alcock's Billiard Tables	23-31 Sturt Street, Southbank		C	2	HO388	Remove from HO Map and 43.01s, demolished.	
Victorian College of the Arts	43 Sturt Street, Southbank		C	3	HO389	Remove from HO Map and 43.01s and replace with new HO for GPO workshops.	

Name	Address	Date created	Existing grading	Existing streetscape level	Heritage overlay	Recommendation	
Former Melford Motors	102-118 Sturt Street, Southbank	1936	C	3	HO391	Remove from HO Map and 43.01s, demolished.	
Buchannan & Brock	20 Convention Centre Place (formerly Lorimer Street), South Wharf	1872	-	-	HO913	Remove place from HO map, demolished. (Note: not listed on schedule 43.01s.)	
Former Commonwealth Aircraft Corporation hangar	344-370 Lorimer Street, Port Melbourne & 231-249 Todd Road, Port Melbourne	1936	-	-	HO934	Remove from HO Map and 43.01s, hangar relocated to Tyabb Airfield under Heritage Victoria permit.	

Name	Address	Date created	Existing grading	Existing streetscape level	Heritage overlay	Recommendation	
Tram shelter	St Kilda Road, Southbank	1916	A	1	HO899	Remove from HO Map and 43.01s, mapped in error. See HO460 in City of Port Phillip Planning Scheme.	
Former South Melbourne streets and Commonwealth Clothing Factory	62-104 Coventry Street, Southbank	1993	-	-	HO5	Remove from HO Map and 43.01s, place demolished, streets not significant. See St Kilda Road Boulevard proposed HO.	
Duplicate of HO910	234-254 St Kilda Road, South Melbourne				HO387	Remove from 43.01s, HO387 does not exist on planning maps and appears to be a duplication of HO910.	
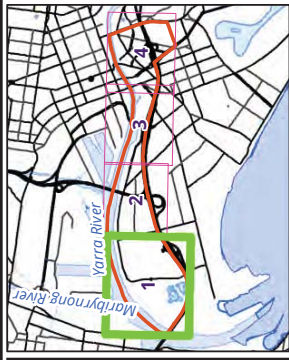
Legend

☐ Study area
☐ Parcel boundary

Tree canopy
▨ Building outline

Heritage overlay evaluation
▨ Demolished places for removal from the Heritage Overlay

Figure 88.1 Demolished places for removal from the Heritage Overlay

Metres
Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

N

0   100   200   300

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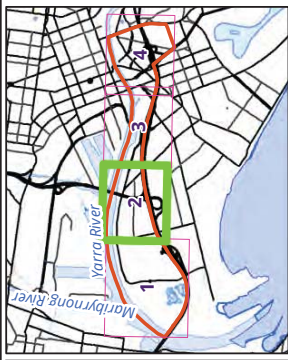
Legend

- Study area
- Parcel boundary
- Tree canopy
- Building outline

Heritage overlay evaluation
- Demolished places for removal from the Heritage Overlay

Figure 88.2 Demolished places for removal from the Heritage Overlay

Metres
Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

0   100   200   300

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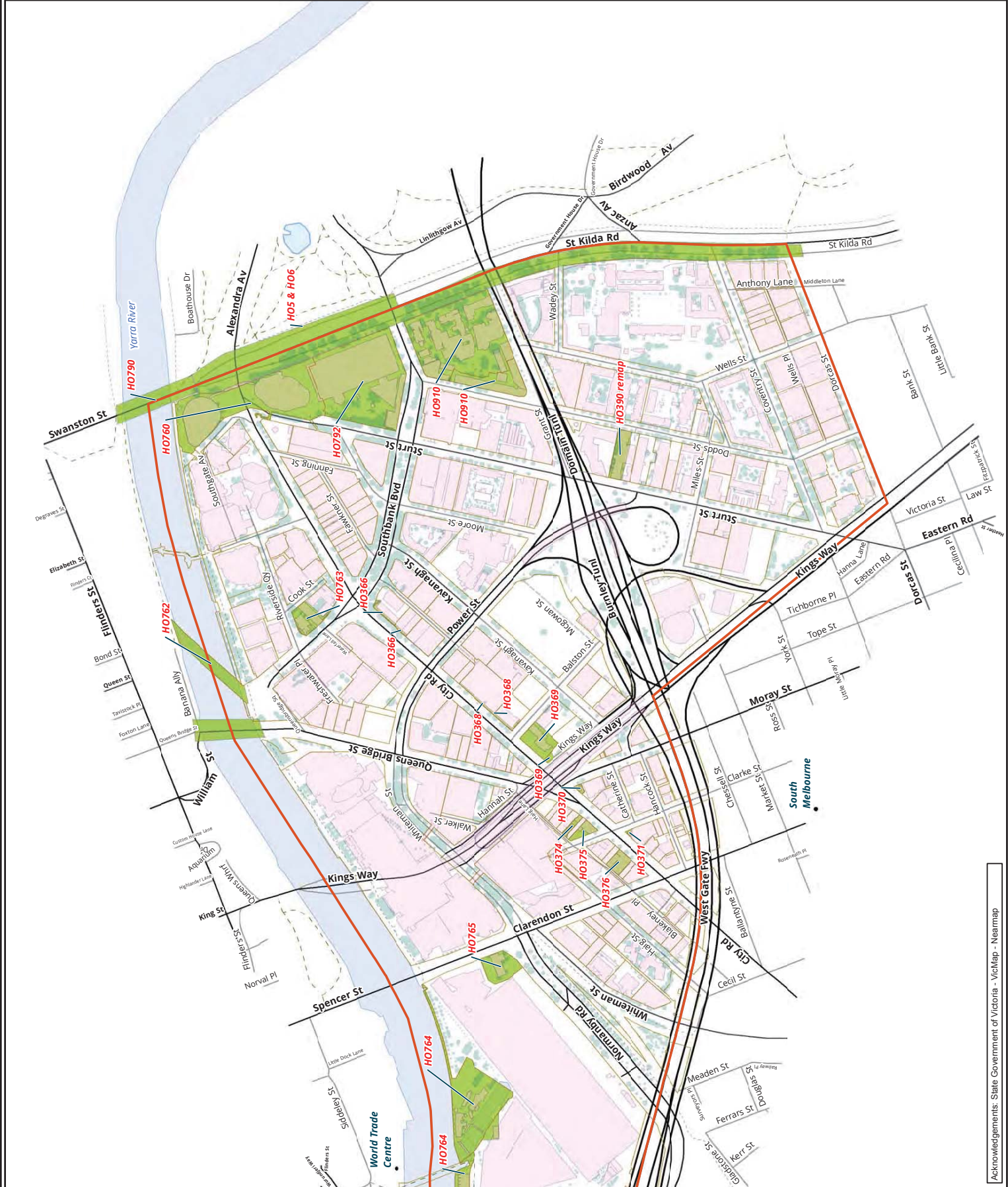Acknowledgements: State Government of Victoria – VicMap – Nearmap
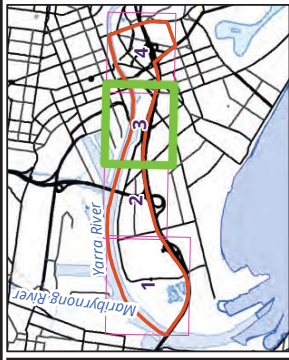
Legend

☐ Study area
☐ Parcel boundary
▨ Tree canopy
▨ Building outline

Heritage overlay evaluation

▨ Demolished places for removal from the Heritage Overlay

Figure 88.3 Demolished places for removal from the Heritage Overlay

Metres
Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

0   100   200   300

N

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Figure 88.4 Demolished places for removal from the Heritage Overlay
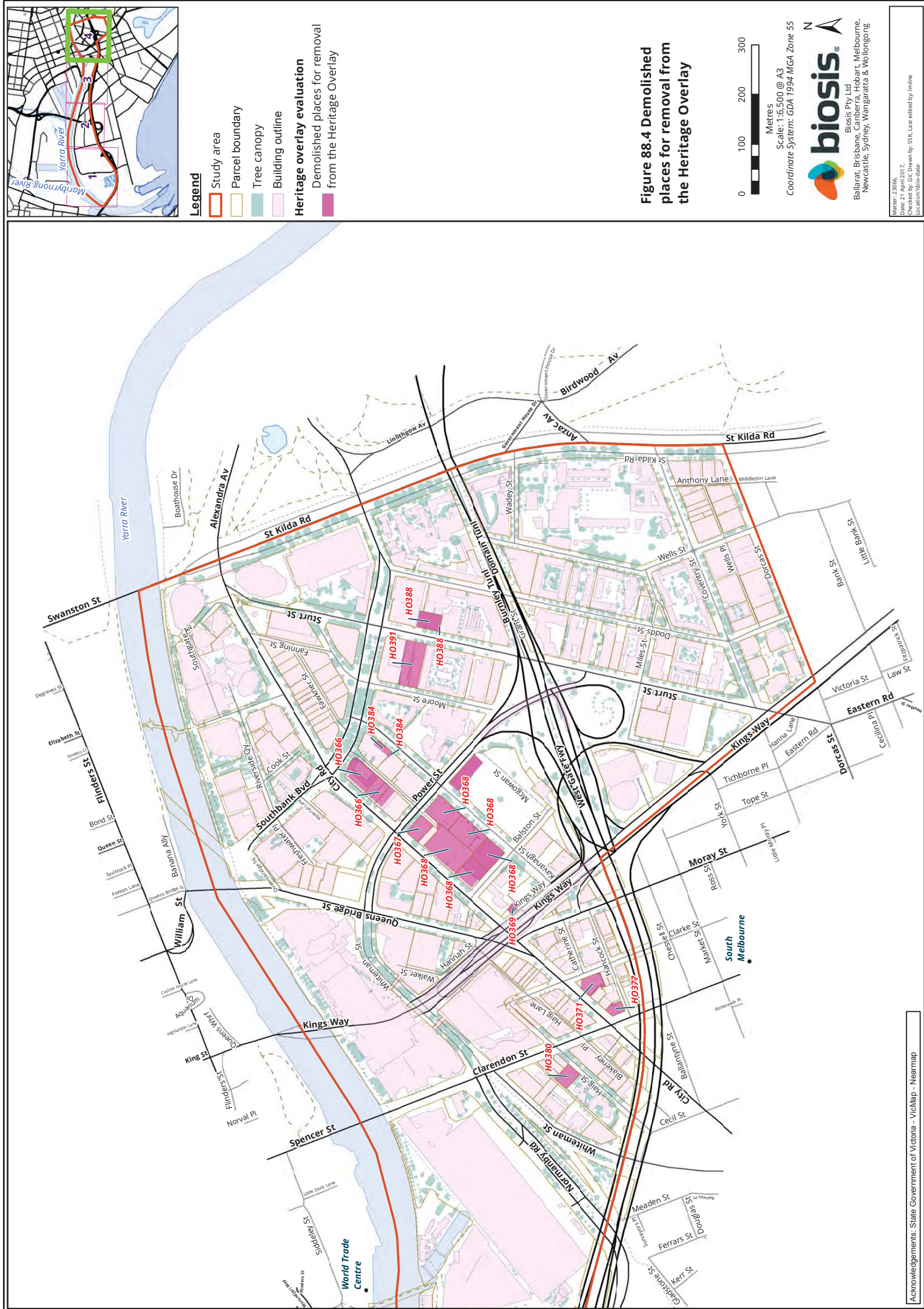
Table 11   Proposed new heritage overlays

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
Bolte Bridge	City Link Freeway, Docklands	1996-1999	No existing grading	No existing grading	A	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Bolte Bridge.
New St John's Lutheran Church	20 City Road, Southbank	1992	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as New St John's Lutheran Church, 20 City Road, Southbank.
G. P. Motors Pty Ltd	35-41 City Road, Southbank	1939-1940	C	2	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO1202 (also part of precinct). Priority assessment, now part of C280 permanent HO.
Crown Chemicals, Anderson & Sons printing works	63-65 City Road, Southbank	1915	B	2	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO1200 (also part of precinct). Priority assessment, now part of C280 permanent HO.
Kosky Bros. Pty Ltd furriers	67-69 City Road, Southbank	1923-1924	No existing grading	No existing grading	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Kosky Bros. Pty Ltd furriers, 67-69 City Road, Southbank.

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
Maurice Artaud & Co.	71-75 City Road, Southbank	1911	B	2	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Maurice Artaud, 71-75 City Road, Southbank.
Spencer Street Bridge	Clarendon & Spencer streets Southbank	1929-1930	No existing grading	No existing grading	A	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Spencer Street Bridge, Spencer Street Melbourne and Clarendon Street, Southbank.
Eckersley & Sons	93-103 Clarendon Street, Southbank	1913	No existing grading	No existing grading	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Eckersley & Sons Soda Fountain Works.
Tramway electricity substation	67-69 Clarke Street, Southbank	1926	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Tramway Electricity Substation 'S', 67-69 Clark Street, Southbank.
Thornycroft (Aust.) Ltd, later Herald Sun television studio	49-61 Coventry Street & 50 Dorcas Street, Southbank	1930	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Herald Sun Television Studio, 50 Dorcas Street, Southbank.

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
William M. & Thomas Anderson factory, Lanes Motors	52-66 Dorcas Street, Southbank	1912, 1930-1936	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Lanes Motors, 52-66 Dorcas Street, Southbank.
Vault sculpture	Grant Street & Dodds Street, Southbank	1980	No existing grading	No existing grading	A	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Vault Sculpture, Grant Street, Southbank.
Austral Otis engineering works	63 Kings Way & 127-129 Kavanagh Street, Southbank	1888	No existing grading	No existing grading	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Austral Otis, 127-129 Kavanagh Street, Southbank.
Kings Way Bridge	Kings Way Southbank	1959-1961	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Kings Way Bridge.
Government Aircraft Factory (GAF) Boeing	226 Lorimer Street, Port Melbourne	1939	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Government Aircraft Factory, 226 Lorimer Street, Port Melbourne.

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
Commonwealth Aircraft Corporation (CAC)	226 Lorimer Street, Port Melbourne	1936	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Commonwealth Aircraft Corporation, 262-276, Lorimer Street, Port Melbourne.
Aeronautical Research Laboratories Department of Defence	502-550 Lorimer Street, Port Melbourne	1939	No existing grading	No existing grading	B	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed heritage overlay as Aeronautical Research Laboratories, 502-550 Lorimer Street, Port Melbourne.
Queens Bridge Hotel	1-7 Queens Bridge Street, Southbank	1927	C	3	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Priority assessment, now part of C280 permanent HO., 1-7 Queens Bridge Street, Southbank.
Robur Tea Company factory warehouse	107-127 Queens Bridge Street, Southbank	1910	D	1	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Robur Tea Company factory warehouse, 107-127 Queens Bridge Street, Southbank. Also within City Road industrial and warehouse precinct – priority assessment and now part of amendment C276 interim HO and c280 permanent HO.

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	**Streetscape**	**Building**	**Streetscape**	**Building**	**Streetscape**	
Castlemaine Brewery complex, adjoining brewing tower and bottling stores	107-127, 129-131, & 133 Queens Bridge Street, Southbank	1888, 1892	A	1	A	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO1201 as Castlemaine Brewery complex, 107-127, 129-131 & 133 Queens Bridge Street, Southbank. Priority assessment, now part of amendment C276 interim HO and c280 permanent HO.
Kraft factory	162 Salmon Street, Port Melbourne	1945, 1957	No existing grading	No existing grading	A	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Kraft factory, 158-222 Salmon Street & 91 Cook Street, Port Melbourne.
SEC electricity substation	224 Salmon Street, Port Melbourne	1936	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as SEC electricity substation, 224 Salmon Street, Port Melbourne.
GMH factory, numbers 3 & 5	241 Salmon Street, Port Melbourne	1945	No existing grading	No existing grading	B	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as General Motors Holden factory, 241 Salmon Street, Port Melbourne.
GMH factory engine and manufacturing plant	241 Salmon Street & 61-85 Cook Street, Port Melbourne	1950	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as part of General Motors Holden factory precinct, Port Melbourne.

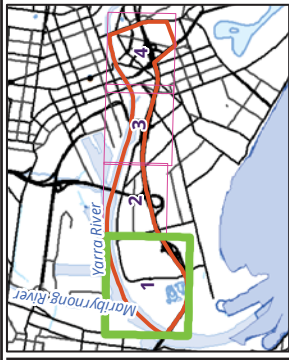| Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
GMH Social Centre	241 Salmon Street, Port Melbourne	1945	No existing grading	No existing grading	A	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as part of General Motors Holden factory precinct, and individually as General Motors Holden Social Centre. Nominate to Victorian Heritage Register.
GMH head office admin buildings	251 Salmon Street, Port Melbourne	1935-1936	No existing grading	No existing grading	A	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as part of General Motors Holden factory precinct, and individually as General Motors Holden head office administration building, 251 Salmon Street, Port Melbounre. Nominate to Victorian Heritage Register.
GMH Admin Buildings	261 Salmon Street, Port Melbourne	1935-1936	No existing grading	No existing grading	A	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as part of General Motors Holden factory precinct, and individually as General Motors Holden administration building, 261 Salmon Street, port Melbourne. Nominate to Victorian Heritage Register.
St Kilda Road boulevard	St Kilda Road, Southbank, Princes Bridge to St Kilda Junction	1860s	No existing grading	No existing grading	A	1	Significant	Significant	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as St Kilda Road boulevard, replacing parts of HO5 and HO6. Resolve boundary to that of VHR listing H2359

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	**Streetscape**	**Building**	**Streetscape**	**Building**	**Streetscape**	
Repatriation Commission Outpatients Clinic, part of Victoria Barracks	256-310 St Kilda Road, Southbank	1937	No existing grading	No existing grading	A	1	Significant	Significant	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed for HO despite existing exempt status, as `planning schemes can apply to all private and public land in Victoria'.
Victoria Barracks	256-310 St Kilda Road, Southbank	1860	A	1	A	1	Significant	Significant	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed for HO despite existing exempt status, as `planning schemes can apply to all private and public land in Victoria'.
General Post Office (GPO) garage, stores & workshops	45-99 Sturt Street, Southbank	1930-1937, 1940-1944	C	3	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO1203 as GPO garage, stores & workshops, 45-99 Sturt Street, Southbank. Priority assessment, now part of amendment C276 interim HO and C280 permanent HO.
Commonwealth Artificial Limb Factory	242-246 Sturt Street, Southbank	1918	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Commonwealth Artificial Limb Factory, 246 Sturt Street, South Melbourne.
West Gate Bridge	West Gate Freeway, Port Melbourne	1968-1978	No existing grading	No existing grading	A	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as West Gate Bridge, Fishermans Bend.

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
Electric substations – group	Various locations, Southbank	1890s - 1930s	No existing grading	No existing grading	D	3	Significant group	-	Add to Heritage Places Inventory, HO Map and 43.01.s Proposed thematic group/serial HO as Electric substations group.
Bluestone lanes – group	Various locations, Southbank	1870s	No existing grading	No existing grading	D	3	Significant group	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed thematic group/serial HO as Bluestone laneways group.

Legend

- Study area
- Parcel boundary
- Building outline
- Tree canopy

Heritage overlay evaluation

- Proposed places for inclusion in the Heritage Overlay

Figure 89.1 Proposed places for inclusion in the Heritage Overlay

Metres
Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

0   100   200   300

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Checked by: GV
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Acknowledgements: State Government of Victoria - VicMap - Nearmap

Labels on map: Holden Offices, Salmon St, Turner St, Caprice Av, Phillip Ct, Dock St, Gateway Ct, Rocklea Dr, Inner Ring Rd, Central Bvd, Holden social Centre, Westside Av, Bayside Av, General Motors Holden Plant 3 & 5, General Motors Holden Engine Plant, Cook St, West Gate Fwy, Mohawks St, Lorimer St, Yarra River, Aeronautical Research Laboratories, Todd Rd, Wharf Rd, Waraweena Dr, West Gate Bridge Reserve, Maribyrnong River, Sabre Dr, Hornet Dr, Beaufort Pl, Mirage Way, Lorimer St, Commonwealth Aircraft Corporation Factory No 3, Canberra St, Government Aircraft Factory, Network Dr, Sardine St, Stony Creek

Legend

- Study area
- Parcel boundary
- Building outline
- Tree canopy

Heritage overlay evaluation

- Proposed places for inclusion in the Heritage Overlay
- Proposed places for inclusion in the Heritage Overlay

Figure 89.2 Proposed places for inclusion in the Heritage Overlay

Metres
Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

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Legend

Study area
Parcel boundary
Building outline
Tree canopy

Heritage overlay evaluation

Proposed places for inclusion in the Heritage Overlay

Figure 89.3 Proposed places for inclusion in the Heritage Overlay

Metres
Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

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Legend

Study area
Parcel boundary
Building outline
Tree canopy

Heritage overlay evaluation
Proposed places for inclusion in the Heritage Overlay

Figure 89.4 Proposed places for inclusion in the Heritage Overlay
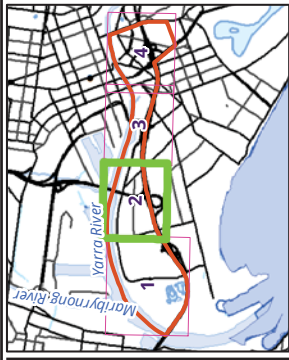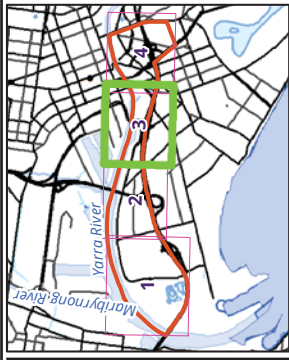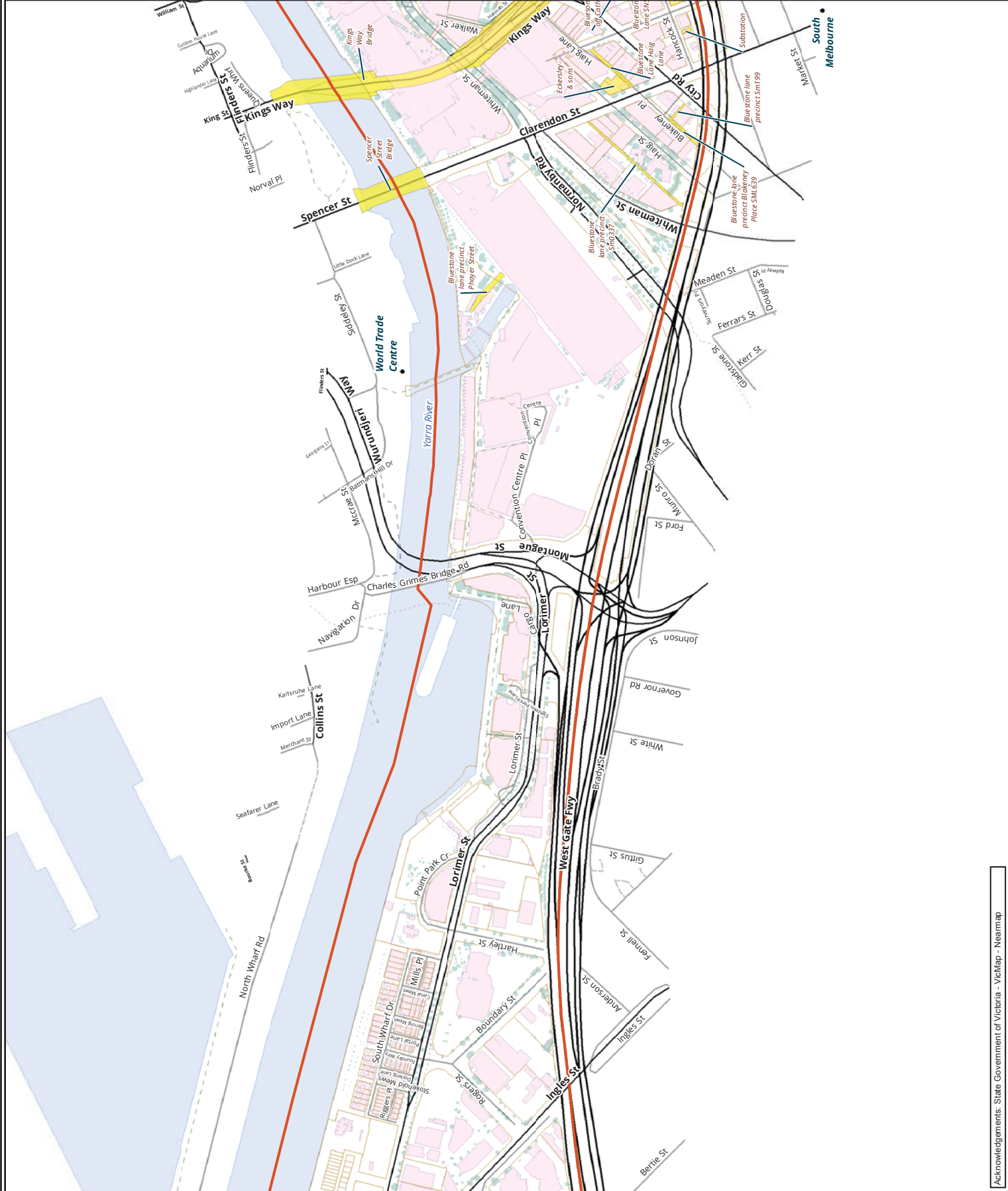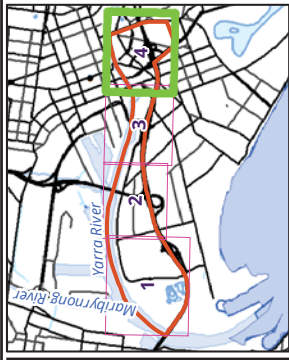
Metres
Scale: 1:6,500 @ A3
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Acknowledgements: State Government of Victoria - VicMap - Nearmap

Map labels

St Kilda Road
Birdwood Av
Anzac Av
Linlithgow Av
Government House Dr
Outpatients Repatriation Clinic
Bluestone lane precinct Anthony Lane SML246
Bluestone lane precinct Anthony Lane SML246
St Kilda Rd
Boathouse Dr
Alexandra Av
Yarra River
Wadey St
Victoria Barracks
Anthony Lane
Middleton Lane
Dorcas St
Wells Pl
Wells St
Herald Sun Television Studios
Bank St
Little Bank St
Swanston St
St Kilda Rd
St Johns Lutheran Church
Southgate Av
G P Motors
Crown Chemicals, Anderson & Sons Printing works
Maurice Artaud and Co
Vault Sculpture
Victorian College Of The Arts
Grant St
Sturt St
Dodds St
Miles St
Lanes Motors
Bluestone lane precinct Wells Place SML 609 247 248
Bluestone Lane precinct Wells Place SML 609 247 248
Substation
Degraves St
Elizabeth St
Flinders Ct
Kosky Bros. Pty Ltd furriers
Riverside Qy
Cook St
Moore St
Electricity Substation
Artificial Limb Factory
Sturt St
Victoria St
Law St
Fitzpatrick St
Flinders St
Bond St
Bluestone Lane precinct Fawkner Street
Bluestone lane precinct PL5195
Kavanagh St
McGowan St
Austral Otis & Regent House
West Gate Fwy
Kings Way
Eastern Rd
Dorcas St
Cecilina Pl
Queen St
Southbank Bvd
Moores timber - Southbank Grand
Power St
Balston St
Tichborne Pl
Tope St
Eastern Rd
Hanna Lane
Tavistock Pl
Foxton Lane
Banana Ally
Queens Bridge St
Queen's Bridge Hotel
Robur Tea Warehouse
City Rd
Castlemaine Hotel
Castlemaine Brewery (archaeological)
Kings Way
MMTB Tramway Substation
Moray St
Ross St
York St
Little Moray Pl
William St
Queens Bridge St
Whiteman St
Walker St
Hannah St
Halb Lane
Bluestone lane precinct of Catherine St Sm0477
Bluestone Lane precinct SN549
Bluestone Lane precinct Sm0477
Substation
Substation
Chessell St
Clarke St
Market St
South Melbourne
Custom Horse Lane
Highlander Lane
Aquarium
Queens Wharf
Kings Way Bridge
Eckersley & sons
Bluestone Lane Haig Lane
Hancock St
Roseneath Pl
King St
Flinders St
Kings Way
Spencer Street Bridge
Clarendon St
Blakeney Pl
Haig St
Bluestone lane precinct SM199
Bluestone lane precinct Blakeney Place SML639
City Rd
Norval Pl
Spencer St
Whiteman St
Normanby Rd
Bluestone lane precinct Blakeney Place SML639
Railway St
Fitzgerald St
Little Dock Lane
Bluestone lane precinct, Player Street
Bluestone lane precinct Sm0337
Meaden St
Douglas St
Siddeley St
World Trade Centre
Ferrars St
Sussex Pl
Kerr St
Gladstone St

Table 12   Archaeological places proposed for inclusion in the Victorian Heritage Inventory

Name	Address	Date	Existing grading	Existing streetscape level	Recom-mended grading	Recom-mended streetscape level	New grading system	Recommendation
South Melbourne Post Office site – archaeological	229 City Road, South Melbourne	1884	No existing grading	No existing grading	D	2	Significant	Add to Heritage Places Inventory. Nominate to Victorian Heritage Inventory.
City Road Park Castlemaine Hotel Archaeological Site	135 Queens Bridge Street, Southbank	1882	No existing grading	No existing grading	D	3	Significant	Add to Heritage Places Inventory. Nominate to Victorian Heritage Inventory.

Table 13   Places for future heritage assessment

Name	Address	Date	Recommended grading	Recommended streetscape level
Draffin Bros. Everhot Ltd factory	43-47 City Road, Southbank	1928	D	2
Melbourne Towing Service	167-169 City Road, Southbank	1950	C-D	2
W. J. Bush Ltd / Potter & Moore, now Urban Central	344 City Road, Southbank	1940	D	2
Buckeye Harvester Co., Kelly & Lewis, motor garage	56-58 Clarendon Street, Southbank	1950	D	3
Evan Walker Bridge	Yarra River, Southbank	1992	C	3
Melbourne Convention Centre	Convention Centre Place, South Wharf	1996	C	2
Melbourne Exhibition Centre	Convention Centre Place, South Wharf	1996	B	2
VCA Drama School	30 Dodds Street, Southbank	2001-2004	C-D	2
S & K Motors	35-37 Hancock Street, Southbank	1965	C	3
Stewarts & Lloyds	704-744 Lorimer Street, Port Melbourne	1945	D	3
International Harvester Factory	748-766 Lorimer Street, Port Melbourne	1961	D	3
Charles Grimes Bridge	Montague Street, Southbank	1999-2001	D	3
Southern Cross Windmills	18-24 Moray Street, Southbank	1937	D	3
MFB Station No 38	26-40 Moray Street, Southbank	1991	C	3
Royco Australia Pty Ltd / Children's Court	9-15 Queens Bridge Street, Southbank	1930	D	3
Crown Promenade Hotel	40-56 Queens Bridge Street Southbank	2003	C	2
Vacuum Oil Co. stores	87-89 Queens Bridge Street, Southbank	1930	C	3
Eureka Tower	3-7 Riverside Quay, Southbank	2002-2006	C	3

Name	Address	Date	Recommended grading	Recommended streetscape level
Melbourne Theatre Company	140 Southbank Boulevard, Southbank	2009	C	2
Southgate	3 Southgate Avenue, Southbank	1990-1992	D	2
Vacuum Oil / Mobil / Southgate Apartments	28-32 Southgate Avenue, Southbank	1960/1996	D	3
Melbourne Recital Centre	31 Sturt Street, Southbank	2009	A	1
Malthouse Plaza / ACCA	111 Sturt Street, Southbank	2002	A	2
SEC workshops / SP AusNet	90 Turner Street, Port Melbourne	1960	D	3
SEC electricity switching yard / SP AusNet	108-130 Turner Street, Port Melbourne	1960	D	3
Shell West Gate service centre	West Gate Freeway, Fishermans Bend	1990	D	3
Southern Link elevated road	West Gate Freeway, Southbank	1987-1988	D	3
Crown Casino	2-68 Whiteman Street, Southbank	1997	C	2
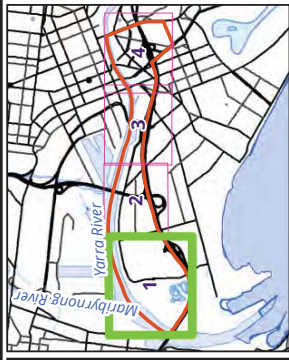
Legend

Study area
- ⬜ Study area (red outline)
- ⬜ Parcel boundary
- ▨ Tree canopy
- ▨ Building outline

Heritage overlay evaluation
- ▨ Further places with future potential for heritage assessment

Figure 90.1 Further places with future potential for heritage assessment

Metres
Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

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Legend

Study area
- ▭ Study area
- ▭ Parcel boundary
- ▨ Tree canopy
- ▨ Building outline

Heritage overlay evaluation
- ▨ Further places with future potential for heritage assessment

Figure 90.2 Further places with future potential for heritage assessment

Metres
Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

0   100   200   300

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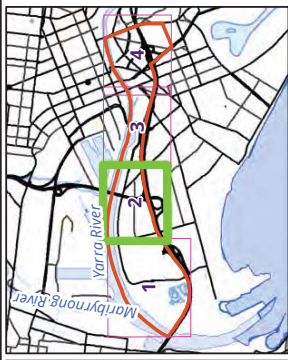
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Study area
Parcel boundary
Tree canopy
Building outline

Heritage overlay evaluation

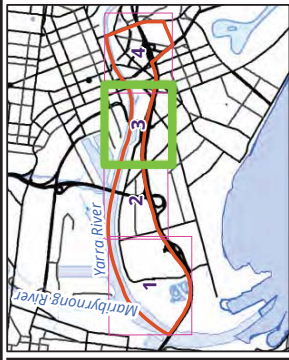Further places with future potential for heritage assessment

Figure 90.3 Further places with future potential for heritage assessment

Metres
Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

0   100   200   300

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William St
Custom House Lane
Aquarium
Highlander Lane
Flinders St
Queens Wf
Flinders St
King St
Kings Way
Norval Pl
Spencer St
Little Dock Lane
Siddeley St
World Trade Centre
HO764
Flinders St
Wurundjeri Way
Georgiana St
Mccrae St
Batmans Hill Dr
Yarra River
Convention Centre Pl
Conv e Centre Pl
Montague St
Harbour Esp
Charles Grimes Bridge Rd
Navigation Dr
Lorimer St
Karlsruhe Lane
Import Lane
Collins St
Merchant St
Seafarer Lane
Bourke St
Lorimer St
Point Park Cr
Lorimer St
Mills Pl
Hartley St
North Wharf Rd
South Wharf Dr
Canal Mews
Dudley Lane
Siphon Lane
Foundry Lane
Sokoholm Mews
Roger's Pl
Roger's St
Boundary St
Anderson St
Ingles St
Ingles St
Bertie St

Kings Way
Clarendon St
Walker St
Harmann St
Whiteman St
Normanby Rd
Whiteman St
City Rd
Clarke St
Haig Lane
Hancock St
Chessell St
Market St
Ballantyne St
Cecil St
Haig St
Blakeney Pl
Meaden St
Douglas St
Railway Pl
Ferrars St
Scrivens Pl
Kerr St
Gladstone St
Dorani St
Munro St
Ford St
Johnson St
Governor Rd
White St
Brady St
West Gate Fwy
Gittus St
Fennell St

South Melbourne

Legend

Study area
Parcel boundary
Tree canopy
Building outline

Heritage overlay evaluation

Further places with future potential
for heritage assessment

Figure 90.4 Further places
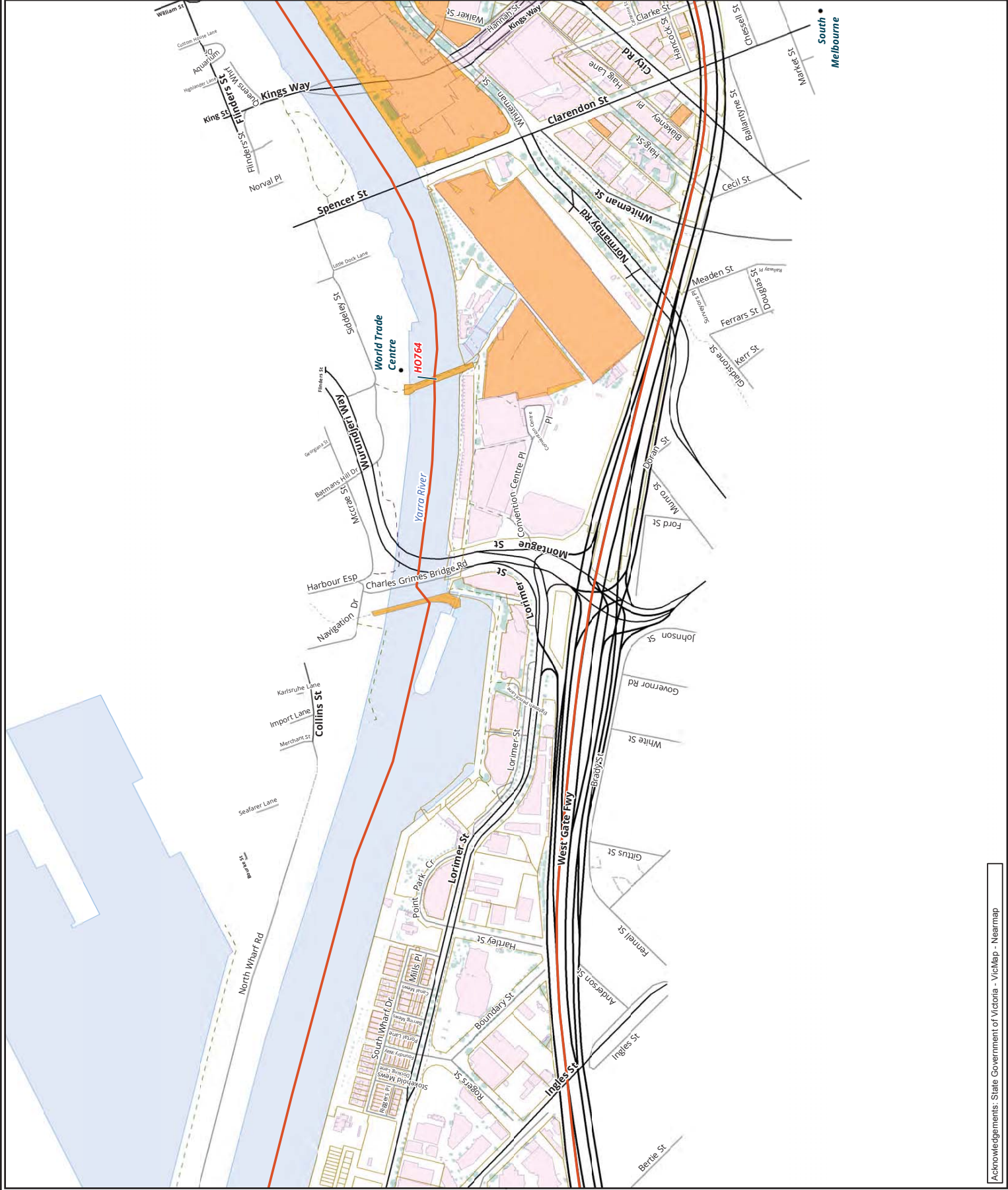with future potential for
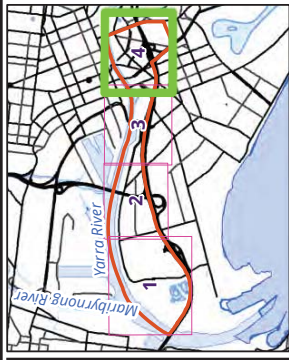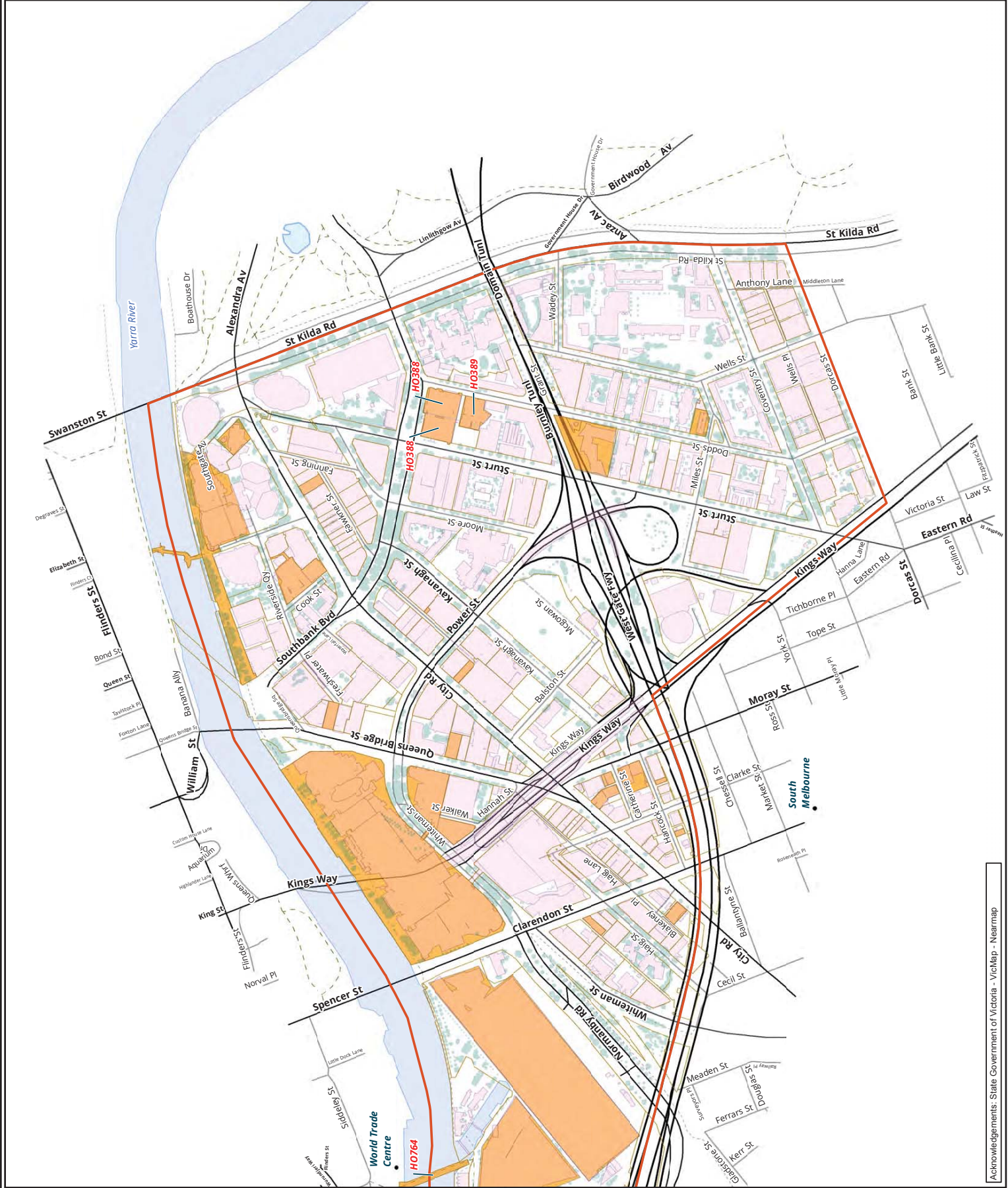heritage assessment

Metres
Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

0 100 200 300

N

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Newcastle, Sydney, Wangaratta & Wollongong

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