

MELBOURNE PLANNING SCHEME

Incorporated Document (Am C305melb)


Southbank Statements of Significance December 2020

This document is an incorporated document in the Melbourne Planning Scheme pursuant to Section 6(2)(j) of the Planning and Environment Act 1987

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Bluestone pitched laneways group - various locations Southbank, HO1216

 <p>Anthony Lane</p>	 <p>Blakeney Place</p>	 <p>Lane Sm0477 off Catherine St</p>
 <p>Lane Sm0199 off City Road</p>	 <p>Lane Sm0337 off Clarendon Street</p>	 <p>Haig Lane</p>
 <p>Fawkner Street</p>	 <p>Lane Sm0549 off Hancock St.</p>	 <p>Lane PL5195 off Power Street</p>
	 <p>Wells Place</p>	

Statement of Significance

What is significant?

The Southbank bluestone paved laneways are located at Anthony Lane (SML246), Blakeney Place (SML639), Fawkner Street, Haig Lane, off Catherine Street (Sm0477), off City Road (Sm0199), off Clarendon Street (Sm0337), off Hancock Street on the west side of No 11-13 Hancock Street

(Sm0549), off Power Street (PL5195), and Wells Place (SML609, SML247 & Sm0248). (note Sm, SML and Pl are City of Melbourne location designations from their CoMMap system)

How is it significant?

The Southbank bluestone paved laneways are significant historically and aesthetically to Southbank, South Melbourne and the City of Melbourne.

Why is it significant?

The Southbank bluestone paved laneways are of historical significance for their representation of the character of nineteenth and early twentieth century urban design and the historical patterns of use which required rear service access for factories and warehouses, and night cart access for emptying cesspits and toilet pans prior to the construction of the Melbourne sewerage system.

The lanes provide a direct and tangible link to the former industrial and working class residential character of the Southbank area, which has been entirely assumed by modern commercial and high rise residential development.

The lanes are of aesthetic significance as representative of past urban design styles and the use of natural materials in urban street construction, prior to the greater availability of materials such as concrete and asphalt. The lanes retain the distinctive patterns created by hand skills or their makers, and over 100 years of use producing a smoothly worn patina and fine rutting from steel wheeled delivery vehicles.

Electricity substation thematic group - various locations, Southbank, HO1215



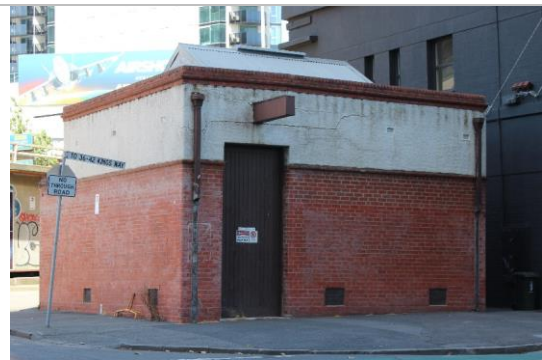
99A Sturt Street



79 Fawcner Street



33 Hancock Street



7 Moray Street



175 Sturt Street

Statement of Significance

What is significant?

The Southbank Electrical Substations are located at 99A Sturt Street, 79 Fawcner Street, 33 Hancock Street, 7 Moray Street and 175 Sturt Street, Southbank.

Contributory elements include:

- rectangular plans and parapeted forms
- brick finishes with rendered lintels and brick drip moulds
- fittings including rain goods, terracotta vents and timber doors
- wide eaves and gambrel roof forms

How is it significant?

The Southbank electricity substations are significant historically to Southbank and the City of Melbourne.

Why is it significant?

The Southbank electricity substations are historically significant as representative of the provision of reticulated electricity into the Southbank area in the early 20th century as local engineering firms created a much increased demand for electricity and former crown land reserves were sold for new development. The individual substations were generally connected to specific industrial developments in their local area, such as the 99A Sturt Street substation being establishment adjacent to the PMG workshops in the 1920s.

The substations are of aesthetic interest for their utilitarian brick interwar style which was typical of both the period and function.

New St John's Lutheran Church, 20 City Road, Southbank, HO1218



Statement of Significance

What is significant?

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

Contributory elements include:

- octagonal and colonnaded Post-Modern form;
- artificial stone finishes.

How is it significant?

St John's Lutheran Church is socially and historically significant to Southgate and the City of Melbourne and of architectural interest.

Why is it significant?

St John's Lutheran Church is historically significant as being symbolic of a small but pioneering Lutheran congregation church which reflects both a long tradition in Melbourne since the 1860s and previous occupation of the nearby site from the 1920s, as well as the modern context of its setting in the Southgate development.

It is of architectural interest as a Post-Modern reinterpretation by David Cole of Buchan, Laird and Bawden, of the austere tradition of the original church near this site in a style which also reflects the larger Southgate shopping mall development of that time.

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

Former Crown Chemical Co warehouse, 63-65 City Road, Southbank, HO1203



Statement of Significance

What is Significant?

The Former Crown Chemical Co warehouse built for George Buckley by c1915 and occupied over a long period by Anderson's Printing and Publishing Co., Pty., Ltd.

Contributory elements include:

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

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

How is it Significant?

The Former Crown Chemical Co warehouse is significant historically and aesthetically to Southbank and the City of Melbourne.

Why is it Significant?

The Former Crown Chemical Co warehouse is significant Historically as representative of the major industrial development that occurred along the south bank of the Yarra River from the Victorian-era

through to the Interwar periods. Aesthetically, it is significant for the tall-arched fenestration of the façade that exhibits the interest in medieval architectural sources and Arts & Crafts detailing in the Edwardian-era warehouse design.

Maurice Artaud & Co. facade, 71-75 City Road, Southbank, HO1220



Statement of Significance

What is significant?

Maurice Artaud and Co 71-75 City Road Southbank

Contributory elements include:

- parapeted three-storey form;
- face brick and cemented detailing to façade (since painted over);
- tall-arched façade fenestration; and
- Romanesque revival styling typical of Edwardian-era warehouses

How is it significant?

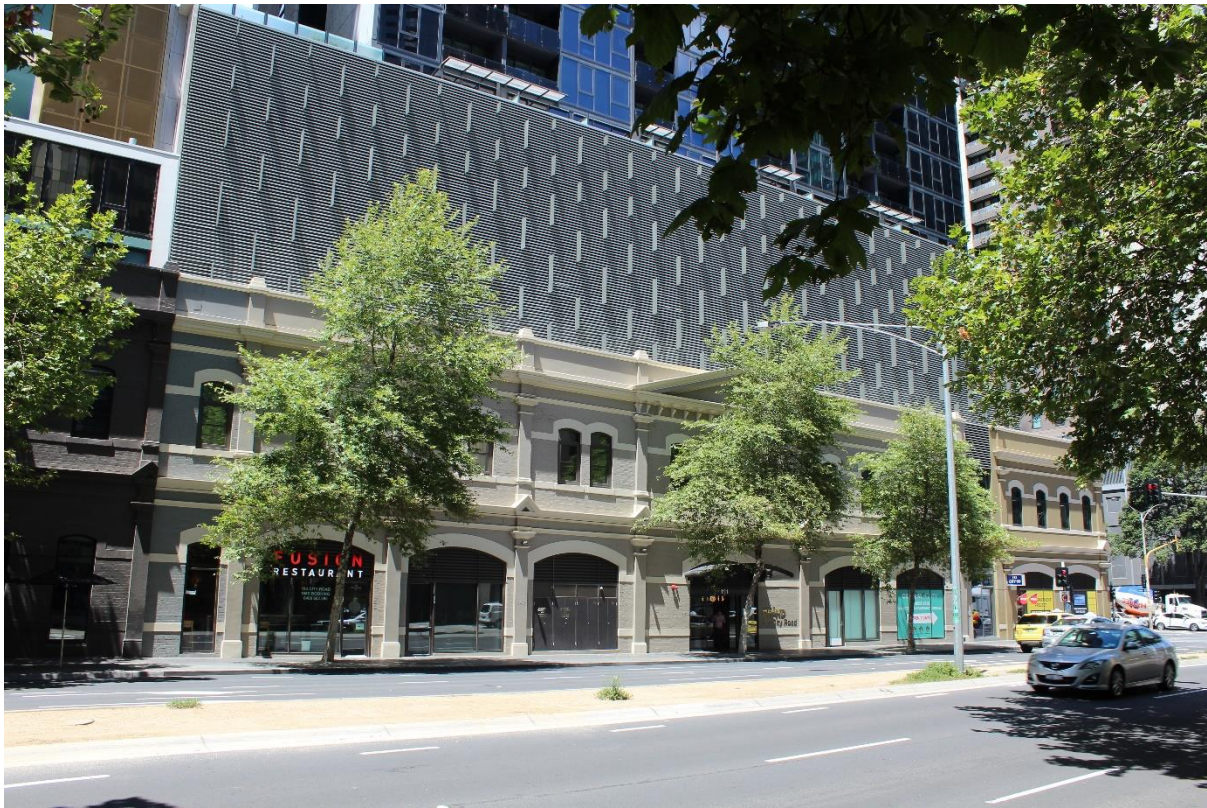
Maurice Artaud and Co. warehouse is significant historically and aesthetically to Southbank.

Why is it significant?

Maurice Artaud and Co, is significant historically as a representative example of the factory and warehouse buildings that were characteristic of the Southbank area in the late nineteenth and early twentieth century. Artaud was an importer of fancy goods and hat manufacturer, and one of a number of clothing businesses that concentrated in Flinders Lane and inner suburbs of Melbourne as an important part of the city's business prosperity. As such it represents an important phase in the history of Melbourne and Southbank.

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

James Moore's Timber Yards and Sawmills complex façade, 133-139 City Road, 141-155 City Road, & 68-82 Southbank Boulevard, Southbank, HO366



Statement of Significance

What is significant?

James Moore's Timber Yards and Sawmills complex street façade and supporting structure at 115-143 City Road, built up for the important timber merchant firm of James Moore in the period 1899-1903 and occupied by the firm into the mid-1930s.

Contributory elements include:

- Two storey Italian Renaissance revival face brick (overpainted) and rendered façade to City Road and approximately 10m return onto Southbank Boulevard (formerly Ireland St) ;
- symmetrical City Road façade with minor pedimented bays at both ends of the elevation, and a central large pediment that once contained the name of the company within its tympanum, as the focus of the façade;
- stuccoed pilasters defining the bays, with miniature pediments at the intermediate string course;
- parapet entablature linking the three pedimented bays, set above the main cornice, once, with cement orbs on the parapet piers.
- stuccoed impost and sill courses as further horizontal elements;
- timber framed double-hung sash windows, once had multi-pane glazing; and

- typically segmental archways at ground level.

Ground level openings have been changed, the brickwork painted over, some joinery renewed but the integrity as a large Edwardian-era commercial facade is relatively good. A replica bay has been added to the west end of the facade, separated by a glass link.

How is it significant?

James Moore's Timber Yards and Sawmills complex street facade is significant historically and aesthetically to Southbank, South Melbourne and the City of Melbourne.

Why is it significant?

James Moore's Timber Yards and Sawmills complex street facade is significant.

Historically:

As a large and relatively well-preserved commercial facade that symbolises the extensive development created by the hardware, timber supplier and saw miller James Moore in the Victorian and Edwardian-eras. Moore was also one of the colony's foremost contractors and served prominently in local government. The facade is also symbolic of a time when this part of South Melbourne, well served by the wharves and railways, was a major industrial centre within the Colony of Victoria.

Aesthetically:

A well designed and extensive commercial elevation in the prevailing Italian Renaissance revival manner that was far grander than equivalent timber yards within Victoria at that time. Also contributory to the larger role of City Road as one of the major commercial and industrial strips, in this case linking Melbourne with the waterfront of Port Melbourne.

Sharps & Sons Timber, General Motors (Australia), International Harvester, 171-193, 195-205 City, & 1 Balston Street Southbank, HO368



Statement of Significance

What is significant?

The Sharps & Sons Timber warehouse, General Motors (Australia), and later International House façade built in 1926-7 and modified in 1939 is all that remains of a once vast industrial complex.

Contributory elements include:

- Two-storey parapeted and rendered masonry form;
- divided by capped and ribbed pilasters into 17 bays along City Road and 4 (once 7) bays along Balston Street with a wider central bay in City Road bearing the firm's name;
- regular punched fenestration set in the spandrels between piers, typically glazed in 8 panels;
- large ground floor display window openings but refitted with new glazing (once with multi-pane glazing to transoms and 2 pane plate glass below); and
- contribution to the former industrial character of the City Road Industrial precinct.

How is it significant?

The Sharps & Sons Timber warehouse, General Motors (Australia), and later International House façade is significant historically and aesthetically to Southbank.

Why is it significant

The Sharps & Sons Timber warehouse, General Motors (Australia), and later International House façade is significant historically to Southbank, South Melbourne and the City of Melbourne.

General Motors (Australia) Pty Ltd complex, later International Harvester façade is significant.

Historically:

- as symbolic of a once vast industrial complex built up in the Interwar period to serve the growing motorisation of community transport and large scale farming in Australia;
- as the Australian headquarters of the International Harvester company, part what was described as 'the largest and most modern motor truck and farm implement display in the southern hemisphere'
- also symbolic of the move of industry to major assembly plants needing more and cheaper land located out of the central city to localities such as City Road that still had good shipping and rail access
- as a contributory part of the City Road Industrial precinct and hence symbolic of the key role this area one played in the nation's industrial development.

Main Point Hotel, 235-239 City Road, Southbank, HO370



Statement of Significance

What is significant?

The Main Point Hotel is an Italian Renaissance derived design, executed in stuccoed brick, with some rich decorative elements including the distinctive corner tower. It was built for Emily Rubira to the design of Joseph Parer, the Spanish Rubira and Parer families being linked by marriage. Both families were long-term hotel and café operators in Melbourne, The London, Hosies and Albion hotels being some of the more prominent examples.

Contributory elements include:

- Two storey stuccoed Italian Renaissance revival form set on two street alignments;
- a balustraded and pierced parapet;
- parapet piers-surmounted by acroteria;
- a deeply bracketed cornice;
- rusticated pilasters and moulded strings;
- unusual upper level doorway at the corner presumably leading to a wrought-iron balconette;
- brackets supporting hood moulds over the segment-arched window openings;
- double-hung timber-framed sash windows;

- a corner entry covered by a richly foliated bracketed hood;
- gas bracket base remnant under the foliated panel, over the entry;
- two major bar windows are at the corner;
- an octagonal corner tower capped by a fish-scale pattern, metal sheeted dome; and
- construction date (1903) and building name set in cemented parapet panels.

Signs placed in windows and set within façade panels are not contributory; the roof sign is intrusive. The glazed entry doors are new and unrelated; the upper level door panels have been glazed. The finial is missing from the dome.

The hotel is contributory to the City Road industrial precinct as a major part of the Edwardian-era phase of the area's growth.

How is it significant?

The Main Point Hotel is significant socially, historically and aesthetically to Southbank, South Melbourne and the City of Melbourne.

Why is it significant?

The Main Point Hotel is significant.

Socially and historically, as a long-term gathering place within the community since 1903 and as the site of a hotel since the 1860s also for the link with the well-known hotelier Parer family; and aesthetically, for its distinctive tower and as a well-preserved Italian Renaissance revival design.

Bank of New South Wales, 269-283 City Road, Southbank, H0371



Statement of Significance

What is significant?

The South Melbourne branch of the Bank of New South Wales opened its premises in City Rd in 1932 and its designers, Godfrey and Spowers.

Contributory elements include:

- Jazz Moderne styling,
- parapeted two-story corner form;
- stylised cornice, entablature and string mould, in a simple classical manner
- detailing reflecting both Aztec and Egyptian influences, typical of the Moderne style;
- scalloped string frieze are stylised papyrus capitals or lotus borders,
- bas-relief chevrons to the architrave to the entrance door;
- punched slit-like fenestration, with casement sashes to City Road and timber double-hung sash windows to the side street;
- bas-relief ornament as foliation, arabesques and shields in pressed cement at the tympanums of window openings and as isolated panels in the stucco, reflecting a medieval character;

- building name in bas-relief in the parapet entablature; and
- Modernistic pressed sheet metal rain-waterheads.

The entrance doors and vestibule have been changed and a ramp added. A major development is adjoining.

How is it significant?

The South Melbourne branch of the Bank of New South Wales is significant socially, historically and aesthetically to Southbank and the City of Melbourne.

Why is it significant?

The South Melbourne branch of the Bank of New South Wales is significant. Historically and socially, as a long-term and well-preserved commercial site in Southbank's main thoroughfare, and a publicly accessible banking destination in South Melbourne over time; and

Aesthetically, as a good example of Jazz-Moderne style commercial architecture by a well-known architectural firm and bank specialist, as enhanced by its corner siting. The design is unusual and shows the influence of exotic styles on design in parallel with the move to Modernism. The former bank remains as one of the few key commercial buildings built during the 1930s in the South Melbourne area.

Edward Murphy warehouse and workshop, 272 City Road, Southbank, HO374



Statement of Significance

What is significant?

Edward Murphy, old Colonist, ventilator manufacturer and plaster modeller, had this brick warehouse erected in the late 1880s after a long tenure in this part of South Melbourne as a manufacturer. His firm remained there until around World War One after a successful enterprise that gained a number of awards and commissions.

Contributory elements include:

- Two storey brick parapeted form;
- an arcuated façade of face brick with a cemented detailing;
- a cemented trabeated system laid across the façade;
- Doric Order and Corinthian Order pilasters
- large arched window openings with prominent cement masks set onto their keystones, befitting the trade within;
- cemented mouldings including a parapet cornice and string mould at the first floor level;
- timber framed double-hung sash windows;

- an attic level with Victory garlands adorning the parapet panels; and
- contribution to the adjacent Victorian-era commercial streetscape, also built up by Murphy.

How is it significant?

Edward Murphy's warehouse is significant historically and aesthetically to South Melbourne and the City of Melbourne.

Why is it significant?

Edward Murphy's warehouse is significant.

Historically as a well-preserved warehouse associated with the plaster modelling and architectural ornament trade which evokes its purpose by the application of cement ornament to the façade also for the long association with the locally prominent pioneering Murphy family that had been linked with industrial development on Southbank since the 1860s; and aesthetically, for the relative sophistication as both an arcuated and trabeated workshop façade and one of the few Victorian-era commercial buildings remaining in Southbank as an indicator of the former key role of the locality in manufacturing and warehousing.

Murphy's Buildings, 276-282 City Road, Southbank, HO375



Statement of Significance

What is significant?

Edward Murphy, old Colonist, ventilator manufacturer and plaster modeller, had this brick warehouse row erected in 1885 after a long tenure in this part of South Melbourne as a manufacturer. His firm remained there until around World War One after a successful enterprise that gained a number of awards and commissions. Murphy leased this row to a number of engineering and manufacturing tenants.

Contributory elements include:

- two storey brick parapeted form;
- an arcuated façade of face brick with a cemented detailing;
- cemented mouldings including a parapet cornice and string mould at the first floor level;
- formerly timber framed double-hung sash windows; and
- contribution to the Victorian-era commercial streetscape, built up by Murphy.

How is it significant?

Murphy's Buildings, Edward Murphy's warehouse row is significant historically and aesthetically to South Melbourne and the City of Melbourne.

Why is it significant?

Murphy's Buildings, Edward Murphy's warehouse row is significant.

Historically as a well-preserved warehouse row associated with the locally prominent pioneering Murphy family that had been linked with industrial development on Southbank since the 1860s; and aesthetically, relatively well-preserved and one of the few Victorian-era commercial buildings remaining in Southbank as an indicator of the former key role of the locality in manufacturing and warehousing.

White & Hancock's warehouse, White, Hancock and Mills Pty. Ltd., 300 City Road, Southbank, HO376



Statement of Significance

What is significant?

Poultry and bird foods supplier and filter manufacturers, White & Hancock, had this warehouse, built by 1916 and occupied it for a long period. They were part of the extensive industrial and distribution development that existed at Southbank over a long period, aided by good railway and shipping access.

Contributory elements include:

- two storey parapeted brick warehouse form of approximately 10m depth;
- Edwardian-era Classical revival styling
- six façade bays arranged either side of an ornate cemented entry;
- large parapet pediment above the entry;
- paired arcuated fenestration with hood moulds set above and below a cemented panel in the central three bays;
- a boldly modelled bracketed tympanum set over another segmental archway at the doorway at the entry;
- double-hung sash windows used throughout the central bays;

- casement sashes typical of the Edwardian-era, with paired top lights set in segmentally arched openings for the rest of the street elevation;
- contribution to nearby commercial streetscape of the Murphy buildings, as enhanced by the stone paved Haig Lane backing onto the site.

How is it significant?

White & Hancock's warehouse is significant historically and aesthetically to Southbank.

Why is it significant?

White & Hancock's warehouse is significant

- historically for its representation of the extensive industrial and distribution development that existed at Southbank over a long period, aided by good railway and shipping access, and its long association with the firm White & Hancock, who were well-known in the poultry industry; and
- aesthetically for the ornate Edwardian classicism of the façade, particularly the entry bays, judged within Edwardian-era warehouse and manufacturing structures.

Spencer Street Bridge, Clarendon Street, Southbank and Spencer Street, Melbourne, HO1221



Statement of Significance

What is significant?

The Spencer Street Bridge built by the Victorian Railways Construction Branch in 1929-30 is significant as a major new crossing of the Yarra River reflecting engineering and design standards intended to enhance the Yarra River as an aesthetic and recreational adjunct to the City of Melbourne.

Contributory elements include:

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

How is it significant?

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

Why is it significant?

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

The Spencer Street Bridge is of historical significance as the first major new crossing (as opposed to replacement of older bridges on existing crossings such as the 1924 Church Street Bridge) to be created over the lower Yarra in Melbourne after a considerable lull in such projects, since the Morell Bridge of 1899-1900 to the 1920s. Its construction demonstrates the political difficulties of the time

and the growing importance of motor vehicle traffic to Melbourne's commerce. The Spencer Street Bridge was the first permanent structure over the Yarra built below "the falls" (a natural rock barrier that formed the upstream limit of practical river navigation) and as such is historically important because it was the first bridge to effectively cut the city off from direct contact with its port. For five decades Spencer Street was the furthest downstream bridge on the Yarra River and today still forms a principal gateway to the central business district and one of the most significant Yarra crossings.

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

The Spencer Street Bridge is also of historical significance for its role in the political and local infighting, which hindered cooperation between the various authorities with a stake in the crossing, preventing the bridge being built for many years. It is also noteworthy for the social changes it created in Melbourne by altering travel and communication patterns between suburbs, industrial areas and the city following its construction.

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

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

The bridge is of aesthetic significance as a representative example of the nature of large civic construction of the interwar period with its subdued Art Deco design. The aesthetic design qualities of the bridge are apparent in its understated and somewhat austere parapets and pylons utilising the standard Melbourne building material of bluestone, as well as the combination of a humped or arched overall deck profile over the three individual arches of each variable depth girder span. .

The alterations to the bridge in recent years have been unsympathetic due to the lack of appreciation of the significance of the bridge. However, its historical and technical values are still intact and can be appreciated despite changes in the vicinity, such as the addition of a modern footbridge on the downstream side.

Melbourne and Metropolitan Tramways Board Electricity Substation 'S', 67-69 Clarke Street, Southbank, HO1223



Statement of Significance

What is significant?

Melbourne and Metropolitan Tramways Board (M&MTB) electric substation 'S', located at 67-69 Clarke Street Southbank, constructed 1926.

Contributory elements include:

- Simple stripped classical or Greek Revival style parapeted single storey form;
- brick and cement rendered Interwar style facades to Clark Street, Hancock Street & facing CityLink;
- refined rendered decorative details; and
- integrated fittings including wall and ridge vents and rain goods.

How is it significant?

The M&MTB electric substation is significant historically, and aesthetically to Southbank and the City of Melbourne.

Why is it significant?

The Melbourne and Metropolitan Tramways Board electric substation is historically significant as one of several suburban tram substations erected by the newly formed Melbourne & Metropolitan Tramways Board to rationalise and expand the Melbourne tramway system and so creating one of the world's largest single city tram networks. In particular it reflects the extension of existing tramways in the city into the southern suburbs and the gradual replacement of cable tramways with

electric traction. By the late 1920s this created both a commuter connection with the bay side suburbs and provided access for workers to the South Melbourne industrial areas.

It is also significant as one of several related tramway substations designed by the Board architect, A.G. Monsborough, in the 1920s.

The substation is also of architectural interest for the Greek Revival style design, which uses a variety of traditional forms and decorative elements of brick and rendered masonry, adopting a grand contemporary style for a utility building.

Thornycroft (Aust) Ltd later Herald Sun Television studio, 49-61 Coventry Street and 50 Dorcas street, Southbank, HO1224



Statement of Significance

What is significant?

The Thornycroft (Aust) Ltd showroom and service station of the 1920s, later Herald Sun Television studio 50 Dorcas St Southbank, was established in 1956 on this site.

Contributory elements include:

- Simple Interwar style parapeted two storey brick form, one bay deep;
- red brick cladding (painted) with concrete lintels;
- Steel-framed industrial hopper sash windows with multi-pane glazing.

How is it significant?

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

Why is it significant?

The Thornycroft (Aust) Ltd showroom and service station, later Herald Sun Television studio is significant historically for its expression of the prevailing motor industry development in the Southbank area during the Interwar period and as the last remaining building related the HSV-7's once Dorcas Street production, broadcast, administrative and studio facilities. The studio operated for over 50 years from this site and was responsible for the first television broadcast in Victoria and the second in Australia. The studio is of historical and social significance as the location where a large number of long lived, and popular television programs have been produced including *World of Sport*, *The Penthouse Club with Mary Hardy*, *Fast Forward* and *Tonight Live with Steve Vizard*.

Vault sculpture, corner Grant Street and Dodds Street, Southbank, HO1225



Statement of Significance

What is significant?

Vault sculpture - currently located within the Malthouse Plaza corner of Dodds and Grant Street Southbank

Contributory elements include:

- painted yellow steel plate folded into abstract geometric forms
- 360 degree views to the sculpture.

How is it significant?

Vault is significant historically, aesthetically, and associatively to Southbank and the City of Melbourne.

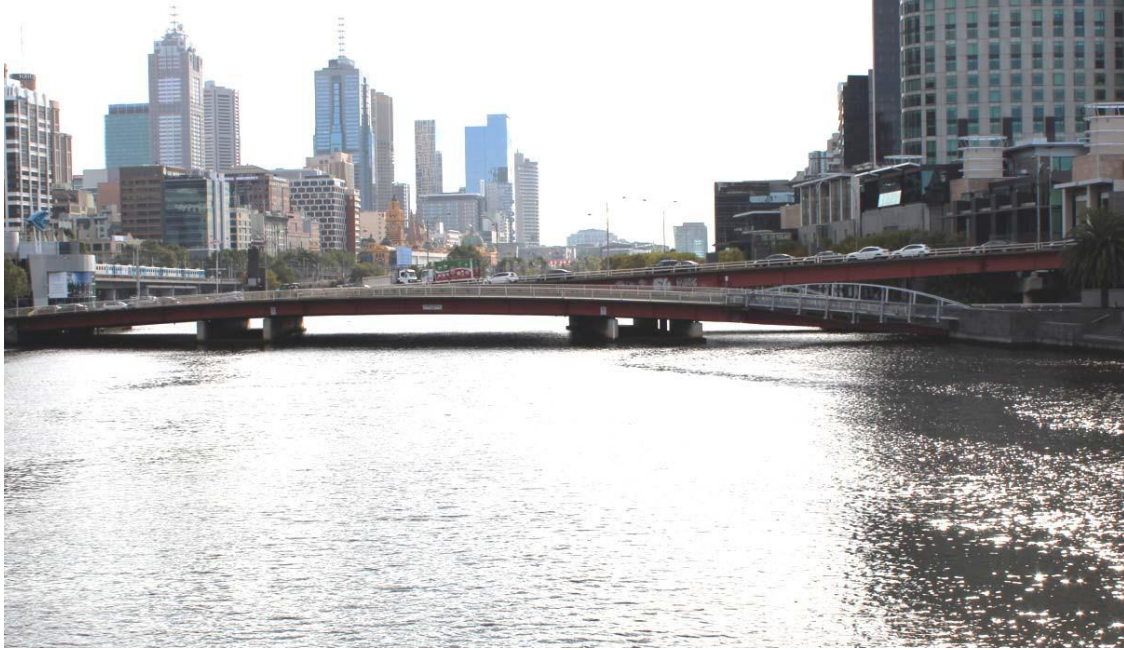
Why is it significant?

Vault is historically significant as the main public art element proposed for the Melbourne City Square, as part of the revitalisation of the central city in the 1970s and 80s. It was intended to demonstrate the progressiveness of the city and act as a focal point for the square, but due to public and media criticism, it became a controversial symbol of conservative backlash resulting in its dismantling and banishment to the much less frequented Batman Park on the Yarra. It is therefore historically significant as an iconic representation of the politicization and responses to public art, and the conflict between conservative and progressive aesthetic and urban planning ideas.

It is of associative significance for its association with the prominent Australian Abstract artist Ron Robertson-Swann. Robertson-Swann is a prominent Australian Artist who studied under Lyndon Dadswell and was assistant to Henry Moore. He was Head of Sculpture at the National Art School and artistic adviser to the Sculpture by the Sea exhibition. He was a founding member of the Visual Arts Board of the Australia Council and has won numerous awards including the Comalco Invitational Sculpture Award, the Transfield Prize and the Alice Prize. Vault is his best known work.

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

Kings Way Bridge, Kings Way, Southbank, HO1227



Statement of Significance

What is significant?

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

Contributory elements include:

- Elevated continuous linear form with cantilevered and suspended spans and steel and concrete piers;
- multi-level roadways with split level side lanes crossing the Yarra; and
- red-painted deep steel girders and concrete deck;

The additional girders added for the Casino carpark access lanes are not contributory to the significance of the place.

How is it significant?

King Street Bridge is significant for aesthetic, historic, social and scientific (technical) reasons at a National level.

Why is it significant?

Kings Street Bridge is of historical significance as the first major elevated controlled-access road structure in Victoria providing grade separation over multiple intersections, and was probably the first structure of this type Australia. It predates the opening of the Cahill Expressway in Sydney by a few months and was completed five years after the Clifton Hill Overpass that provided Victoria's first grade separation of a major road intersection and railway crossing.

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

It is also historically significant due to the controversy over the collapse of a section on 10 July 1962 and subsequent Royal Commission which showed flaws in the design and management of this major public works project, and influenced government decisions about responsibility for such projects for some time after.

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

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

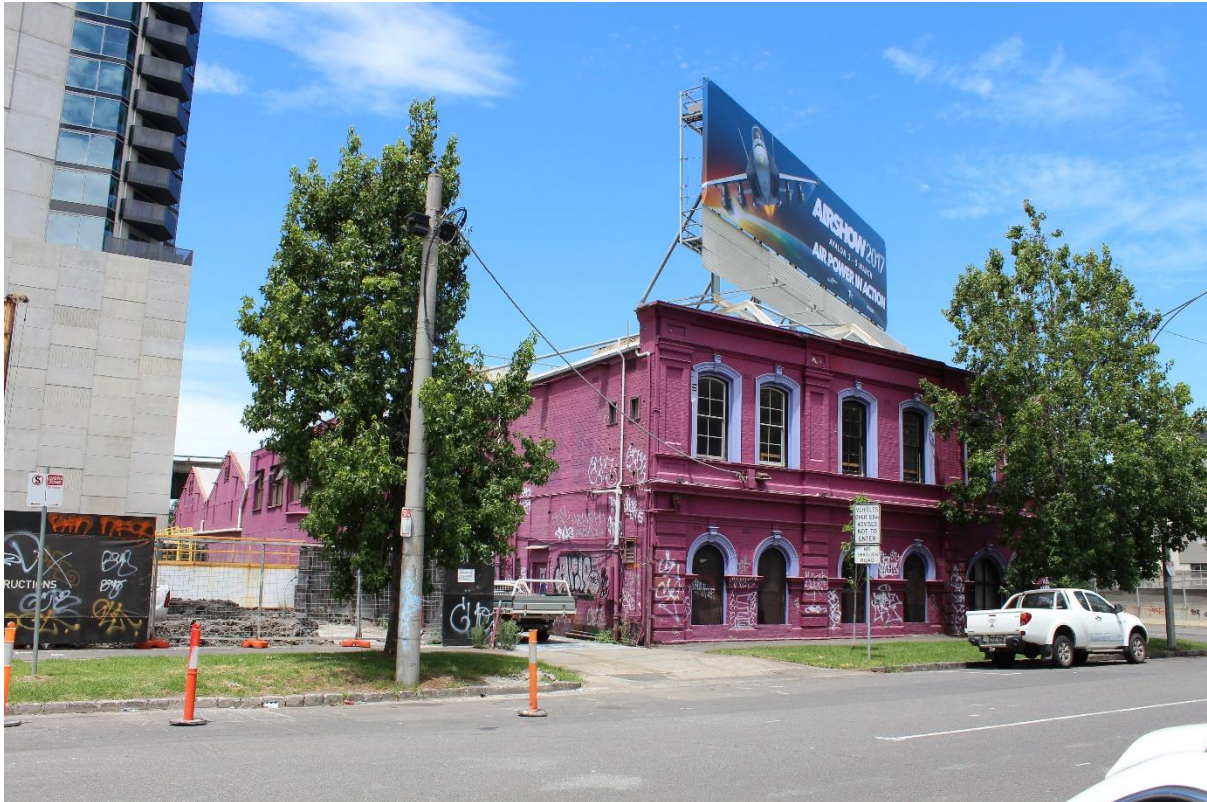
When completed, the King Street Bridge and Kings Way Elevated Roadway (with an overall length of 793 metres) was the longest continuous road bridge in Victoria. It is still the second longest metal road bridge in Victoria after the 848 metre long cable-stayed metal girder section of the West Gate Bridge, and is the sixth longest bridge in Victoria in overall length after the Bolte Bridge & City Link Elevated Tollway (4,110 metres, opened 1999), the West Gate Bridge (2582.6 metres, opened in 1978), the West Gate Elevated Freeway (1,850 metres, opened 1987-8), the Kooyong Elevated Viaduct on the former South Eastern Freeway (now Citylink Tollway) (1,197 metres, opened 1970), and the Melbourne Airport Departure Terminals Bridge (850 metres, opened 1970). The City Road span of the King Street Bridge is the second longest non-truss, metal road bridge span in Victoria after the 336 metre cable-stayed main span of the West Gate Bridge. Prior to the 1950s most metal bridges in Victoria with span lengths over 30 metres were of truss designs.

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

King Street Bridge is of aesthetic and architectural significance as a major landmark at the southern approach to Melbourne which, while compromised by its partial enclosure by the casino complex, still presents a dramatic engineered form in the complex urban streetscapes of the Southbank area. The river crossing section of the bridge is also of aesthetic significance for its gentle, curved form – suggesting an arch form – and skewed angle, contrasting with the modern materials.

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

Austral Otis engineering works, later Regent House, 63 Kings Way, Southbank, HO1226



Statement of Significance

What is significant?

Austral Otis engineering works 127-129 Kavanagh Street, Southbank

Contributory elements include:

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

How is it significant?

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

Why is it significant?

Austral Otis is of historical and aesthetic significance as a distinctive and long lived engineering firm which pioneered the development of steam and electric power installations in Melbourne, and was a major contributor to the development of fast electric passenger lifts which facilitated the design and

construction of multi-story office buildings in the late nineteenth century. As such it contributed to the Melbourne building boom and economic development in the state.

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

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

The corrugated iron clad factory buildings are of historic significance as a very rare survivor of South Melbourne engineering works, which once formed the distinctive Building type: and use in this area.

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

Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank, HO1228



Statement of Significance

What is significant?

The Queens Bridge Hotel 1-3 Queen Street Southbank

Contributory elements include:

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

The hotel is near original externally.

How is it significant?

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

Why is it significant?

The Queens Bridge Hotel is of local historical significance for its role in serving the travellers and workers in the Southbank area. Its history is notable for the association with the nearby Queen's Bridge and its precursor, the Falls Bridge after which the hotel was named and then renamed. It is also notable for its associations with the firm of architects, Peck & Kemter,

As a major focus for workers from the South Bank Area as well as travelling salesmen, visiting the districts businesses, it reflects the former historical use of the Southbank Area.

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

Robur Tea Company factory-warehouse, Part 107-127 Queens Bridge Street Southbank, HO1229



Statement of Significance

What is significant?

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

Contributory elements include:

- multi story form with Romanesque and Classical façade elements
- cement moulding details
- multi-paned glazing
- exposed red brick utilitarian industrial rear and side elevations
- Rear loading doors

How is it significant?

Robur Tea Company factory-warehouse is significant historically and aesthetically to Southbank and the City of Melbourne.

Why is it significant?

Robur Tea Company factory-warehouse is of local historical significance as one of the largest warehouse buildings in the Southbank area comparable with Jones Bond Store and the Clarendon Street Tea house. It represents the important mercantile activity that developed along the south bank of the Yarra River around the turn of the twentieth century and so is representative of the major industrial development that occurred in the Victorian-era and Edwardian periods. It is also

significant for its association with James Service & co, one of Melbourne's most successful import and trading firms.

The Place is aesthetically significant for its well-developed architectural treatment for the tall-arched fenestration of the façade that exhibits the interest in medieval architectural sources and Arts & Crafts detailing in the Edwardian-era warehouse design.

Former Castlemaine Brewery, Part 107-127, 129-131 and 133 Queens Bridge Street, Southbank, HO1200



Statement of Significance

What is Significant?

The Castlemaine Brewery complex (bottling stores and brewing tower at 115-127, 129-131 and 133 Queens Bridge Street) is a group of three buildings constructed in 1888 for the Castlemaine Brewery: a central five-storey brew tower being a prominent landmark in the area, a tower designed in the round, able to be seen for some distance from all the surrounding streets and two two-storey bottling store buildings arranged symmetrically around it.

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

The bottling stores of the former Castlemaine Brewery at 115-127 and 133 Queens Bridge Street are two storey buildings, originally of polychrome brick, with a parapet and a central arched pediment above (now been rendered and painted). The arched windows are divided by brick pilasters. The

ground floor openings were altered in the post-World War II period and new arched openings similar to the originals were reinstated in 2003. The former yard at the rear has been built over. Reputedly, the building retains the cast iron columns and riveted beams that support the first floor, as well as the original timber lined ceiling.

The central five-storey brewing tower is constructed of polychrome brickwork surmounted by a Mansard roof with dormer windows and once surmounted by a cast-iron widow's walk balustrade. The timber-lined interior of the top floor is a significant element demonstrating the requirement for dust and vermin proofing of the process areas. The tower's four facades are of red brick with quoins, window heads and string courses, at each floor level, in contrasting cream brick. A decorative arch motif, five stories in height, relieves the front façade. The views to the brew tower are also significant contributory elements, now prominent from Kings Way and in shorter views from Queens Bridge Street. Formerly, the tower was visible from across the Yarra River as a landmark, once facing another major brewing complex, McCracken's in Little Collins Street West, which has since been largely demolished.

Contributory elements include:

Fabric from c1888-1930 at the bottling stores of the former Castlemaine Brewery at 115-127 and 133 Queens Bridge Street:

- two storey form;
- originally polychrome brick main façade and face red brick side and rear walls;
- a parapet and a central arched pediment above, (now rendered and painted); and
- arched windows divided by brick pilasters.

The ground floor openings were altered in the post-World War II period and new arched openings similar to the originals were reinstated in 2003. The former yard at the rear has been built over. The buildings retain the cast iron columns and riveted beams that support the first floor, as well as the original timber-lined ceiling.

Fabric from c1888-1930 of the central five-storey brewing tower:

- polychrome brickwork external walls;
- four facades are of red brick with quoins, window heads and string courses, at each floor level, in contrasting cream brick;
- a decorative giant arcade motif, five stories in height, relieves the front façade;
- timber lined top floor interior and exposed riveted wrought iron girders on each floor;
- remnant machinery including line shafting; and
- surmounted by a mansard form roof with dormer windows, which was once surmounted by a cast-iron widow's walk balustrade to the roof;

- internal¹ cast iron columns and riveted wrought iron girders;
- internal² exposed brick walls; and
- internal³ timber floors.

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

A nearby associated building to the complex is the former Castlemaine Brewery malt house designed by Richard Buckley Whitaker and built in 1892. It was converted to a theatre complex in 1989 with three main buildings of two and three storeys and was refurbished in 2006.

How is it Significant?

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

Why is it Significant? (derived from Conservation Management Plan)

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

The Castlemaine Brewery complex is significant historically and socially:

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

And aesthetically:

- as part of a wider brewing group that includes the significant Castlemaine Brewery Malt House (113 Sturt Street, Southbank, designed by Richard Buckley Whitaker and built in 1892), also a rare, large architectural landmark in the area;

^{1,2,3} Internal controls apply to the uppermost two levels only

- for the multi-storey brewing tower form which represents an innovation in local brewing technology and greatly enhanced the company's prosperity, even though it is not a rare building form for breweries in Victoria;
- as one of three Victorian-era brewing towers in the City of Melbourne (towers associated with the Melbourne Brewery in Stanley Street , West Melbourne and the Victoria Brewery, East Melbourne are not publicly visible);
- as a well preserved example of a nineteenth century brewing complex, including a brew tower and bottling stores, distinguished by its symmetrical composition and prominence in views across the Yarra River from Melbourne's Central Activities District; and

as a three dimensional architectural expression with four equally elaborate elevations visible from all directions, as a prominent landmark in the area, the tower designed in the round, and able to be seen for some distance from all the surrounding streets. The general approach to the conservation of the building should be to retain its appearance as it stood in around the 1930s, including the removal of later accretions and reinstatement of missing fabric if appropriate (refer to Policy 4.2.1 in Conservation Management Plan).

PMG Postal Workshops, Garage & Stores complex, Part 45-99 Sturt Street, Southbank, HO1201



Statement of Significance

What is Significant?

The former PMG Postal Workshops, Garage & Stores complex, comprising mostly 1930-40s one and two storey red brick buildings at 45-99 Sturt Street South Melbourne, bounded by Sturt Street, Dodds Street, Grant Street and the modern Recital Centre to the north.

Contributory elements include fabric from the 1930s-1940s:

- one and two storey form;
- modern classical and Moderne styling marking the staged construction in the lead-up to World War Two;
- parapeted wings and expressed eaves marking the two styles;
- red brick walls with some patterned brickwork;
- cemented panels with streamlining and stylised classical motifs;
- multi-pane metal framed glazing and joinery some as original and others as empathetic to the original;
- regular trabeation in the form of brick piers and spandrels, and fenestration;
- steel framing and timber flooring;
- pitched and sawtooth roofing; and
- proximity to and visual relationship with the former Victoria Police complex and other

government sites, marking a public building precinct.

Elements that contribute to the significance of the complex comprise:

- Building 874 (1930 workshop)
- Building 874 (1937-40 workshop)
- Building 875 (workshop)
- Building 876 part (1937-1940 workshop, Sturt Street)
- Building 877 part (1937 garage façade and roof form)
- Building 877 part (1937 garage façade in front of modern addition)

Elements that do not contribute to the significance of the complex comprise:

- Building 876 part (1973 amenities unit)
- Building 877 part (1937 garage modern addition)

How is it Significant?

The former PMG Postal Workshops, Garage & Stores complex is significant historically and aesthetically to South Melbourne and the City of Melbourne.

Why is it Significant?

The former PMG Postal Workshops, Garage & Stores complex is historically significant as representative of the growth of telecommunications in the lead-up to World War Two and a massive Commonwealth Government building program from the first decade after Federation to create unified communication services across the country. Prior to 1901, postal and telephone services were the responsibility of separate colonial governments but under the Federation of the colonies, the role reverted to the Commonwealth and became a major factor in the unification of the states.

The buildings of the complex are of aesthetic significance as well-preserved examples of the application of both the modern classical styles and Moderne style to utilitarian building under the important Commonwealth architects, J S Murdoch and H J Mackennal, respectively, also as complimentary to the similarly styled Victorian Police Mounted Branch.

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* ('The Burra Charter') 2013, using the HERCON criteria.

Castlemaine Brewery Malthouse/ Malthouse Theatre, 113 Sturt Street, Southbank, HO390



Statement of Significance

What is significant?

Built for the important Castlemaine Brewery Company in 1892, this malt house was erected to the design of architect, Richard Buckley Whitaker. At that time the Castlemaine Brewing Company was described as one of the most extensive, most prosperous breweries, existing in Australia.

Successful maltster firms such as Barrett Brothers (barley store), then Barrett Bros & Burston & Co. Propriety Limited, had a long tenure of the building before it was given by Carlton and United Breweries to the then independent Playbox theatre company in 1986 and opened as the new home of the Playbox theatre on 23 February 1990. Initially known as the Playbox at Malthouse, then just the Malthouse in 2004, it was renamed The Coopers Malthouse in 2014 but reverted to the Malthouse in 2020. The building is now known as The Malthouse. Contributory elements include:

- two and three -storey malt house bi-chrome brick malt house, with bays facing Sturt and Dodds streets, linked by a long central wing;
- walls of red brick with contrasting brickwork used for pilasters and horizontal banding at first and second floor levels; window openings at ground level facing onto Sturt Street;
- blind arcading on the exterior of the main wings (modified to create window openings to the upper floor level) with small arched;
- steeply pitched hip roof Sturt Street wing, clad with corrugated iron, has distinctive ventilation monitors for the former hop storage area in the roof (recreated);

- trabeated side walls with piers and spandrels, infilled with brick; and
- segmentally arched openings to the side walls, typically fitted with double-hung sash windows or vertically boarded loading doors.

The façade onto Dodds Street originally had a similar high hipped roof to that existing at Sturt Street, with three large vents extending out from the ridge but this has been removed and a single-storey brick bay added (engineering shop). Brickwork patching has been poorly matched and steel plates with tension rods added to some walls.

The adjoining recent development has provided contemporary counter-point of the malt house in a visually related manner while adding to what is now significant collection of structures and artefacts.

How is it significant?

The Castlemaine Brewery Company malthouse is significant socially, historically and aesthetically to Southbank, South Melbourne and the City of Melbourne.

Why is it significant?

The Castlemaine Brewery Company malt house is significant.

Socially and historically as a rare, large and well-preserved part of one of South Melbourne's largest industries, the buildings being integral to the significance in their reflection of the scale and nature of operation of the nationally prominent Castlemaine Brewery and later the home of important live theatre productions since the 1980s as a symbol of expansion of the arts into repurposed significant structures, accompany the rising interest in heritage places and experimental theatre in that period. establishment of the theatres complex in what was still an industrial area was a bold move which helped instigate the development of the Southbank Boulevard / Sturt Street area as an 'Arts Precinct'.

Aesthetically, as a picturesque and visually distinctive building form that is evocative of its specialised use and linked in this way to the significant Castlemaine Brewery Tower in Queensbridge Street.