

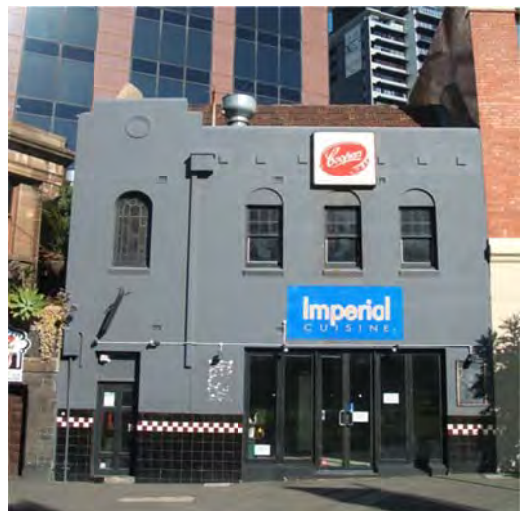
# CITY NORTH HERITAGE REVIEW

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Melbourne (vol. 3)



Oxford Hotel, 427 Swanston Street



Cafe Building, 211 Franklin Street

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## **TABLE OF CONTENTS**

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### **Appendix A**

Draft Schedule to the Heritage Overlay

### **Appendix B**

Maps - Sites for the Heritage Overlay

### **Appendix C**

Citations - Existing Heritage Overlays

### **Appendix D**

Citations - Recommended individual Heritage Overlays

### **Appendix E**

Citations – Existing and recommended Precinct Heritage Overlays

### **Appendix F**

Table & Map - Sites not recommended for the Heritage Overlay in Melbourne

## **APPENDIX A – Draft Schedule to the Heritage Overlay**

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The following draft schedule includes existing and recommended heritage overlays (both individual sites and precincts) within the suburb of Melbourne located within the City North area.

There is an existing heritage overlay at 226-228 Pelham Street (HO83) that is recommended to be split into two separate heritage overlays because the buildings are from different periods. For convenience sake in the draft schedule, the existing heritage overlay number has been retained for 'one part' and the 'second part' left blank at this stage. It will be necessary to assign a new heritage overlay number to the 'second part' or it may be appropriate to assign a new number to both parts.

The recommended individual heritage overlays are listed in order of street address and subsequently the precincts are listed. Note that there is one existing precinct listed, the Queen Victoria Market (HO7), because a citation had not previously been prepared. Although the Queen Victoria Market is also included on the VHR, the boundaries of the precinct vary with the two authorities with the area covered by the City of Melbourne listing being broader than that listed by Heritage Victoria.



## SCHEDULE TO THE HERITAGE OVERLAY

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Out-buildings or fences which are not exempt under Clause 43.01-4	Included on the Victoria Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal Heritage Place?
HO20	Former Furniture Factory 109-115 Berkeley Street, Melbourne	Yes	No	No	No	No	No	-	No
HO83	Former Residence 226 Pelham Street, Melbourne	Yes	No	No	No	No	No	-	No
HO-	House 228 Pelham Street, Melbourne	Yes	No	No	No	No	No	-	No
HO100	Warehouse 278 Queensberry Street, Melbourne	Yes	No	No	No	No	No	-	No
	Former Factory 54-56 A'Beckett Street, Melbourne	Yes	No	No	No	No	No	-	No
	Former Car Showroom 58-60 A'Beckett Street, Melbourne	Yes	No	No	No	No	No	-	No
	Former Store 104 A'Beckett Street, Melbourne	Yes	No	No	No	No	No	-	No
	Former Factory 144-148 A'Beckett Street, Melbourne	Yes	No	No	No	No	No	-	No
	Former A G Way & Co Factory (2) 186-190 A'Beckett Street, Melbourne	Yes	No	No	No	No	No	-	No
	Former Factory 197-199 Berkeley Street, Melbourne	Yes	No	No	No	No	No	-	No
	Former Gladstone Motors Building 213-221 Berkeley Street, Melbourne	Yes	No	No	No	No	No	-	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Out-buildings or fences which are not exempt under Clause 43.01-4	Included on the Victoria Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal Heritage Place?
	Former Veall's Building 490-494 Elizabeth Street, Melbourne	Yes	No	No	No	No	No	-	No
	Former TAA Building 42-50 Franklin Street, Melbourne	No	No	No	No	No	No	-	No
	Former Cyclone Fencing Co factories 63-67 Franklin Street and 459-469 Swanston Street, Melbourne	Yes	No	No	No	No	No	-	No
	Burbank House (former Ferguson & Urie warehouse) 96-102 Franklin Street, Melbourne	Yes	No	No	No	No	No	-	No
	Former Store 139-141 Franklin Street, Melbourne	Yes	No	No	No	No	No		No
	Former A G Healing Building 167-173 Franklin Street, Melbourne	Yes	No	No	No	No	No	-	No
	Café Building 213 Franklin Street, Melbourne	Yes	No	No	No	No	No	-	No
	Former A G Way & Co Factory (1) 215 Franklin Street, Melbourne	Yes	No	No	No	No	No	-	No
	Former T A T Electric Co. factory 225 Franklin Street, Melbourne	Yes	No	No	No	No	No	-	No
	Melbourne Terrace Apartments 408-416 Queen Street, Melbourne	No	No	No	No	No	No	-	No
	Oxford Hotel 427-433 Swanston Street, Melbourne	Yes	No	No	No	No	No	-	No
	Former Dominion Can Company building 386-412 William Street, Melbourne	Yes	No	No	No	No	No	-	No

<b>PS Map Ref</b>	<b>Heritage Place</b>	<b>External Paint Controls Apply?</b>	<b>Internal Alteration Controls Apply?</b>	<b>Tree Controls Apply?</b>	<b>Out-buildings or fences which are not exempt under Clause 43.01-4</b>	<b>Included on the Victoria Heritage Register under the Heritage Act 1995?</b>	<b>Prohibited uses may be permitted?</b>	<b>Name of Incorporated Plan under Clause 43.01-2</b>	<b>Aboriginal Heritage Place?</b>
HO7	Queen Victoria Market Precinct	Yes	No	No	No	No	No	-	No
	Elizabeth Street (CBD) Precinct 413-503 Elizabeth Street	Yes	No	No	No	No	No	-	No
	Elizabeth Street North (Boulevard) Precinct 518-700 and 525-701 Elizabeth Street	Yes	No	No	No	No	No	-	No





## **APPENDIX B**

### **Map - Sites for the Heritage Overlay**

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The following maps derive from the planning scheme as follows and identify the following sites, which were included on the project list:

#### **Composite map created from Map Nos 5HO and 8HO2 (Amendments C154 and C145)**

- Individual heritage overlays, both existing and recommended (refer to Appendices C and D for the citations).

#### **Map No 8HO1 (Amendment C164)**

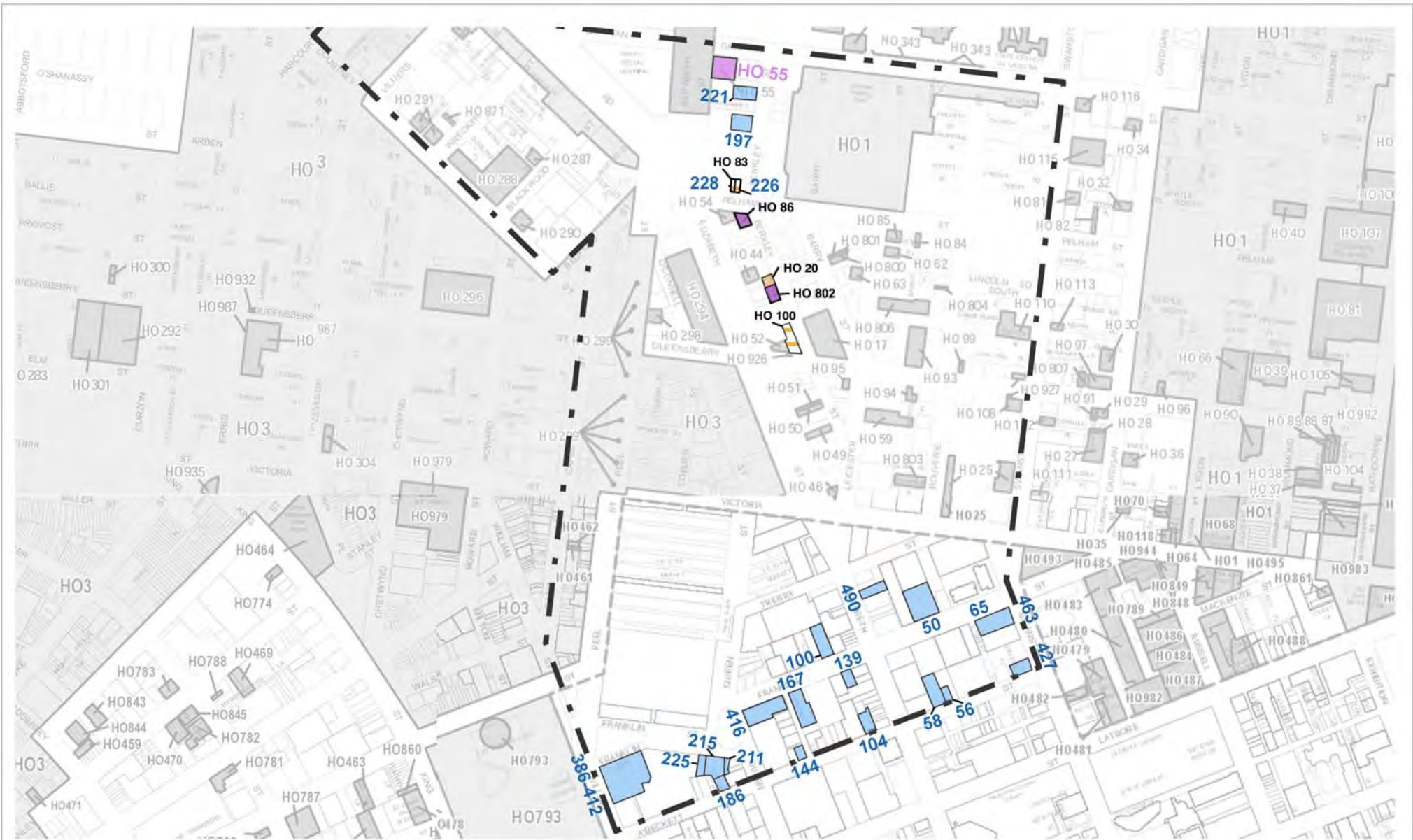
- Precinct heritage overlays within the CBD (refer to Appendix E for the citations).

#### **Map No 5HO (Amendment C154)**

- Precinct heritage overlay north of the CBD (refer to Appendix E for the relevant citation).

Note: other existing heritage overlays, for which a citation was not required because they were included on the Victorian Heritage Register, have been left in 'grey'.





**GENERAL NOTE**  
Other existing heritage overlays for which a citation wasn't required have been left as grey.

LEGEND	
	Existing HO - no change
	Existing HO - some change, refer to report
	Existing HO - to be removed
	Recommended HO
	Study area boundary

**PROJECT TITLE**  
City North Heritage Review  
**LOCATION**

**FOR**  
Melbourne City Council  
**DRAWING NUMBER**  
SK01  
**DRAWING TITLE**  
MELBOURNE - HO

**NORTH**  
00  
**REVISION**  
NOTES

**JOB NUMBER**  
2011.16  
**DATE**  
**DRAWN BY**  
**ISSUE**  
**SCALE**  
NTS

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Nos 489-503 to be removed from H07 and transferred to the new Elizabeth Street (CBD) Precinct

**GENERAL NOTE**  
Other existing heritage overlays for which a citation wasn't required have been left as grey.

LEGEND	
	Existing HO - some change, refer to report
	Elizabeth Street (CBD) Precinct
	Study boundary area

**PROJECT TITLE**  
City North Heritage Review  
**LOCATION**

**FOR**  
Melbourne City Council

**DRAWING NUMBER**  
**DRAWING TITLE**  
MELBOURNE - Precinct 1

**NORTH**  
**REVISION**  
00  
NOTES

**JOB NUMBER**  
2011.16  
**DATE**  
**ISSUE**  
RBA  
**SCALE**  
NTS

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## APPENDIX C

### Citations - Existing Heritage Overlays

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HO	Heritage Place	Page
HO20	Former Furniture Factory 109-115 Berkeley Street, Melbourne	C3
HO83	Former Residence 226 Pelham Street, Melbourne	C5
HO	House 228 Pelham Street, Melbourne	C7
HO100	Warehouse 278 Queensberry Street, Melbourne	C9



## FORMER FURNITURE FACTORY (HO20)

---

<b>Address</b>	109-115 Berkeley Street, Melbourne
<b>Date/period</b>	c.1915/Federation
<b>Building type</b>	Commercial
<b>Grading</b>	C3
<b>Previous Grading</b>	C3



### Significance

#### What is Significant?

The two storey building, especially the façade including timber windows and doors, but excluding the adjoining single storey garage which has been considerably altered.

#### How is it Significant?

The former furniture factory is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

The former furniture factory is historically significant as it demonstrates the shift in land use in this part of Melbourne/Carlton, beginning about 1900, from being a largely residential area with some smaller scale commercial premises, to larger commercial development.

(AHC Criterion A4)

The former furniture factory is of aesthetic significance as a largely intact example of the warehouse type of the Federation period. Elements of note include the arched openings, defined by giant order pilasters with *Art Nouveau* style capitals, and the timber doors.

(AHC Criterion E2)

## Description

The two-storey former factory is built in the Federation Warehouse style. The symmetrical façade is divided into three bays separated by chamfered giant order pilasters (extending across two storeys) with *Art Nouveau* capitals. The building has a brick plinth and the walls are mostly tuck-pointed face brick (probably red) with areas of stucco (skirt above the door and about the windows). The external surfaces have all been painted. The parapet has a simple triangular pediment above a bracketed cornice.

There are three arched windows to the second storey with a square window either side of the timber double-leaf door at ground level, which may be original. The windows are timber-framed and are divided into four units. The entrance retains basalt steps.

The adjoining garage also has a gable front and has a basalt plinth to the front. It has a large roller door to the façade and three windows with grilles to the laneway (north) elevation.

## History

In about 1854, John Harbison purchased two adjoining Crown Allotments, each a quarter acre, with frontages to both Berkeley Street and Elizabeth Street, as did all the allotments in this block.<sup>1</sup>

By 1896, the land consisted of three separate parcels (nos 109, 111 and 113). There was a substantial timber building to no. 113, while a small brick structure was located at no. 109, both built to the front boundary. The middle parcel (no. 111) remained vacant at this time. Located nearby were the Barkly Arms Hotel and groups of terrace houses.<sup>2</sup>

By 1900 however, the two buildings at no. 113 and 109 had been demolished and the three sites, with separate owners, remained vacant for more than ten years.<sup>3</sup> By 1912, the extant single storey building at no. 115 was constructed for use as a furniture factory by E. Jeffreys and by 1915, the extant two storey building at no. 109 was constructed for furniture manufacturer Thomas McLean.<sup>4</sup>

During the 1940s some changes were made to both buildings. In 1942, a new pitched roof was added to the two storey building when it was owned by J. McLean. The works included additional timber-framing and corrugated iron cladding, which were installed over an existing flat malthoid.<sup>5</sup> In 1945, the front of the single storey building was altered so that new double doors were installed and the windows either side were bricked up. At this stage, it was still owned by E. Jeffreys.<sup>6</sup> Subsequently the single storey section has been further modified so that a larger doorway to the front has replaced the earlier doors and bricked-up windows. To the rear, two doorways have been bricked up.

## Recommendations

It is recommended that the site be retained in the Schedule to the Heritage Overlay with a name change.

## Extent of Designation

The land and the original building.

## Previous Studies/Identification

*Carlton, North Carlton and Princes Hill Conservation Study* 1994 & 1985, Nigel Lewis & Associates

<sup>1</sup> Township Plan, Parish of Jika Jika at Carlton, M314(14)

<sup>2</sup> MMBW detail plan, no 1175 (1896)

<sup>3</sup> Rate book entries, 1900 and 1910

<sup>4</sup> Sands & McDougall's directories

<sup>5</sup> Application 22,434: VPRS 11200/P1/Unit 153 and VPRS 11201/P5/Unit 274

<sup>6</sup> Application 23,157: VPRS 11200/P5/Unit 174

## FORMER RESIDENCE (HO83)

---

<b>Address</b>	226 Pelham Street, Melbourne
<b>Date/period</b>	c.1917/ Federation
<b>Building type</b>	Residential
<b>Grading</b>	C3
<b>Previous Grading</b>	C3



### Significance

#### What is Significant?

The extant building including tuck-pointing to the façade (which has been painted over).

#### How is it Significant?

The former residence is of historic and representative aesthetic significance to the City of Melbourne.

#### Why is it Significant?

The former residence is historically significant to the City of Melbourne as it is representative of a phase of development during the early 20<sup>th</sup> century during which many earlier timber buildings were being replaced by brick structures, and it is one of the few remnants from the Federation period in this part of Melbourne/Carlton.

(AHC Criterion A4)

The former residence is of representative aesthetic significance as an intact example of the Federation period. It reveals features typical of the period such as tuck-pointed red brick walls (currently painted) contrasting with areas of stucco finish.

(AHC Criterion D2)

## Description

The two storey building is largely of face brick, which has been painted, though the original red brick is partly evident on the west elevation and the tuck-pointing to the façade. The façade also features areas of stucco – to the parapet, cornice and wide frieze below, the middle platband, window sills and lower plinth. The parapet features a rectangular central panel with flanking scrolls and acorn-shaped urns at each end. The entrance with a modern roller-door is at street level though was initially recessed in a small porch with a timber door and window above. The original window openings have been retained, however the timber-framed double hung sash window at ground level has been replaced with a single fixed pane.

## History

The site was part of larger parcel of land (allotment 11, section 72), which was first purchased in 1863 by I. Roberts.<sup>7</sup> The land was subsequently subdivided and the existing parcel of land was acquired by Thomas Symons Blake in May 1864.<sup>8</sup> During the following year, a timber house with two rooms and a shed were erected on the site.<sup>9</sup>

The current numbering system was established about 1890.<sup>10</sup> The MMBW plans of 1896 reveal a timber building was constructed to the front boundary on the site, as is the current brick building.<sup>11</sup>

Thomas Blake died in 1910 and the site was inherited by Francis Blake, coach-builder of North Melbourne.<sup>12</sup> In 1917 an application was made to 'build a new brick dwelling' at 226 Pelham Street.<sup>13</sup> With some amendments, a building permit for a six-room dwelling was granted to the owner Frank Blake, who contracted local builder Lang Bros to construct the house for a cost of £550.<sup>14</sup> The original door was part timber and glass with a transom light above, however the drawings do not show the extant parapet decoration.<sup>15</sup>

The site remained in the ownership of the Blake family until 1963, passing to William Thomas and Mary Blake of Ivanhoe in 1934.<sup>16</sup> In recent years, 226 Pelham Street has been linked internally to the adjacent café on the corner of Berkeley Street.

## Recommendations

It is recommended that the former residence at 226 Pelham Street, Melbourne be retained in the Schedule to the Heritage Overlay but be provided with a separate heritage overlay from the adjoining site at 228 Pelham Street. It is recommended that the two buildings are given separate overlays as they date to different periods (Victorian and Federation) and vary stylistically, though this is less evident with the current painted presentation of no. 226.

## Extent of Designation

The land and the original building.

## Previous Studies/Identification

*Carlton, North Carlton and Princes Hill Conservation Study* 1994 & 1985, Nigel Lewis & Associates

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<sup>7</sup> Township Plan, Melbourne M314(14).  
<sup>8</sup> Certificate of Title, vol. 68/folio 570  
<sup>9</sup> City of Melbourne rate book 1865, Smith Ward, entry no 183  
<sup>10</sup> Sands & McDougall's directories  
<sup>11</sup> MMBW detail plan 1175 (1896) and MMBW plan 30 (1896)  
<sup>12</sup> Certificate of Title, vol. 68/folio 570  
<sup>13</sup> Building Application Index, VPRS11202.  
<sup>14</sup> Building Application Files, VPRS11201/P1/Unit 8, File 678  
<sup>15</sup> Building Application Files, VPRS11200/P2/Unit 17, File 678  
<sup>16</sup> Certificate of Title, vol. 68/folio 570

## HOUSE (HO)

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<b>Address</b>	228 Pelham Street, Melbourne
<b>Date/period</b>	1868/Mid-Victorian
<b>Building type</b>	Residential
<b>Grading</b>	C3
<b>Previous Grading</b>	C3



### Significance

#### What is Significant?

The building, including the original detailing to the verandah - tessellated tiles and cast iron, palisade fence.

#### How is it Significant?

The house at 228 Pelham Street, Melbourne is of historic and representative aesthetic significance to the City of Melbourne.

#### Why is it Significant?

The house is historically significant to the City of Melbourne for being representative of the early phase of development in this part of Melbourne/Carlton, of which little survives.

(AHC Criterion A4)

The house is of representative architectural significance as a relatively intact, mid-Victorian residence. The expression is relatively plain which is typical of the era. The original verandah tiling and palisade fence are elements of note.

(AHC Criterion D2)

## Description

The two storey house has a gable roof clad in slate. The stuccoed and painted walls retain faint tooled lines. There are decorative brackets to the coping of the side walls and blind arched niches to the lower level wing walls. Unusually the floor level is raised considerably above street level and the entrance is reached by a basalt stair.

As was common during the mid-Victorian period, there is no balcony level. The verandah deck retains original tessellated tiles and a double cast iron, palisade fence (with shorter alternating railings). The front door with a ribbed glass panel is not original and the existing timber-framed casement windows may also be modifications from the original.

## History

The site was part of a larger parcel of land (allotment 11, section 72), which was first purchased in 1863 by I. Roberts.<sup>17</sup>

The land was subdivided and the existing parcel of land was acquired by Charles Thomas Lucas of *Walton House*, Bouverie Street, Carlton in March 1866.<sup>18</sup> The land was sold several times during the latter part of the 19<sup>th</sup> century, with Charles Lucas re-acquiring it on two occasions – in 1869 and 1871.<sup>19</sup>

During the mid-1860s, the block between Elizabeth Street and Berkeley Street was developed mostly with residences and the Junction Hotel at the Elizabeth Street end. The house at 228 Pelham was built in 1868, when it was occupied by C. F. Lucas, who continued to reside there until at least 1875. Subsequent residents during the 19<sup>th</sup> century included Bruce Williams (1880), Charles Siddall (1885) and W. Healey (1900), after having briefly been listed as vacant in 1895.<sup>20</sup> Siddall and Healey were also owners.<sup>21</sup> Initially the numbering in Pelham Street was very different as it commenced at Elizabeth Street and the north side with odd numbers. The subject house was varying listed as no. 7 or 9 before the current numbering system was established around 1890.<sup>22</sup>

By 1896, this part of Melbourne/Carlton was fully developed and adjoining the site to the west was a group of four terrace houses. The footprint of the extant house was similar to that depicted on the MMBW plan with a closet to the rear lane.<sup>23</sup>

In 1946, it seems that a small dairy was operating at the site as N. Morris placed an advertisement calling for a daily delivery of 20 gallons of milk for cheese manufacturing.<sup>24</sup> A year later Zacharios Morraitis (commonly known as Jack Morris and who had been born at Ithaca, Greece) advertised his intention to apply for Australian citizenship.<sup>25</sup> Two years later, another Greek citizen residing at no. 228, John K. Callinico (also of Ithaca) placed a similar notice.<sup>26</sup>

## Recommendations

It is recommended that the house at 228 Pelham Street be retained in the Schedule to the Heritage Overlay but be provided with a separate heritage overlay from the adjoining site at 226 Pelham Street. It is recommended that the two buildings are given separate overlays as they date from different periods (Victorian and Federation) and vary stylistically, though this is less evident with the current painted presentation of no. 226.

## Extent of Designation

The land and the original buildings.

## Previous Studies/Identification

*Carlton, North Carlton and Princes Hill Conservation Study* 1994 & 1985, Nigel Lewis & Associates

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<sup>17</sup> Township Plan, Melbourne M314(14)  
<sup>18</sup> Certificate of Title, vol. 158/folio 571  
<sup>19</sup> Certificate of Title, vol. 323/folio 559 and vol. 440/folio 813  
<sup>20</sup> Sands & McDougall's directories  
<sup>21</sup> Certificate of Title, vol. 1259/folio 619 and vol. 2216/folio 042  
<sup>22</sup> Sands & McDougall's directories  
<sup>23</sup> MMBW detail plan 1175 (1896) and MMBW plan 30 (1896)  
<sup>24</sup> *The Argus*, 21 January 1946, p13  
<sup>25</sup> *The Argus*, 28 August 1947, p15  
<sup>26</sup> *The Argus*, 4 May 1949, p23



## WAREHOUSE (HO100)

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<b>Address</b>	278 Queensberry Street, Melbourne and rear part 618-630 Elizabeth Street
<b>Date/period</b>	c.1912-1933/ Federation
<b>Building type</b>	Commercial
<b>Grading</b>	C2
<b>Previous Grading</b>	C3



### Significance

#### What is Significant?

The building, in particular, the two street frontages featuring a combination of brick and rendered surfaces and original arched windows.

#### How is it Significant?

The warehouse is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

The warehouse is historically significant for being representative of the phase of more substantial industrial development that began in this part of Melbourne/Carlton about 1900. Light industrial factories such as carriage builders and furniture manufacturers were developed in the area at this time, including this site and one nearby at 109-115 Berkeley Street (HO20). In addition, it was later a part of the Repco's holdings in the vicinity (which also included 90 Berkeley Street). (AHC Criterion A4)

The warehouse is of aesthetic significance as a largely intact example of a Federation period warehouse. The extent of the façade built in stages but retaining the original format, is unusual. Elements of note are the decorative rendered parapet, basalt sills and many original timber-framed windows. (AHC Criterion E2)

## Description

The two storey red brick, Federation period building was constructed in three principal stages. The earliest intact section is at the corner of Queensberry and Berkeley Streets, which has a rhomboidal plan; the second stage is the middle part of the east (Berkeley Street) elevation; and the third stage is the northern section, also along Berkeley Street (which has an L-shaped plan and is now part of 618-630 Elizabeth Street).

There is a parapet to the façades of alternating sections with a broad, scalloped profile and faceted piers surmounted by orbs. At each level, there is a cornice and wide frieze below, with one of the earlier occupiers, the Auto Grinding Co., being identified in the upper frieze to the south (Queensberry Street) elevation. The walls are face brick including the plinth, but the mortar and tuck-pointing has been lost to much of the brickwork (though it is still evident to the painted section along Berkeley Street), which in part at least has been sandblasted, or the like.

There is a regular pattern of openings, though there have been several changes, such as the insertion of some smaller, rectangular windows. The original openings have segmental arches and the ground level windows to the original section have basalt sills. The original windows are timber-framed and there are two roller doors to the Berkeley Street (east) elevation.

## History

The site is located on two adjoining allotments in section 6: J. Story & J. Powell purchased allotment 11 at the junction of Elizabeth, Queensberry and Berkeley Streets in 1858 and T. Monahan purchased allotment 10 to the north.<sup>27</sup>

The MMBW plans dated 1896 show the site as being part of the original Crown Allotment 11 on which the Royal Artillery Hotel was also constructed at the Elizabeth Street (west) end. It formed part of the rear yard of the hotel, on which there were two timber outbuildings or sheds.<sup>28</sup> By 1900, John O'Brien, a cooper and vat builder, was operating at the site, possibly in one of the aforementioned sheds, and continued to operate there until 1911.<sup>29</sup> There was a small brick stables on part of the adjoining site at 618 Elizabeth Street on which the northern section of the extant building stands.

In 1912, the site is first listed with a numbered address to Queensberry Street (no. 264-70) and was being occupied by Broatch & Foy, carriage builders.<sup>30</sup> It is likely that the extant building was constructed at this time. Originally it was smaller and consisted of a two storey and single storey section. Broatch & Foy had previously had premises nearby at 53-55 Elizabeth Street, North Melbourne.<sup>31</sup> In 1920, the site was being occupied by Robertson & Moffat as a furniture factory.

The Auto Grinding Co. was operating at the site by 1926.<sup>32</sup> The company was established by Robert G. Russell in 1926 and it developed into the manufacturing business of Russell Manufacturing Co and the distributing business of Replacement Parts Company (Repcos from 1937).<sup>33</sup>

In 1928, the original single storey section (north part with an elevation to Queensberry Street) was modified to become a two storey building and the detailing was maintained. These works, which cost £1700, were designed by the architect J. W. Wright and the builder was A. M. Sinclair & Co. of Coburg. The owner at this stage was the Auto Grinding Co.<sup>34</sup> J. W. Wright may have been the namesake who was active in Western Australia during the late 19<sup>th</sup> century and early 20<sup>th</sup> century.<sup>35</sup>

The third stage - the northern section along Berkeley Street (rear of 618-630 Elizabeth Street) – was constructed in 1933 and was also designed by J. Wright for the Replacement Parts Co.<sup>36</sup>

Other minor alterations have been made over the course of the 20<sup>th</sup> century.<sup>37</sup>

<sup>27</sup> Township Plan, Melbourne M314(14). The area of both allotments was about a fifth of an acre.

<sup>28</sup> MMBW detail plan, no 1175 and 1176 (1896) and plan 30 (1896)

<sup>29</sup> Sands & McDougall's directories, various

<sup>30</sup> Sands & McDougall's directories, various

<sup>31</sup> The *Argus*, 8 February 1889, p3

<sup>32</sup> The *Argus*, 26 June 1926, p30

<sup>33</sup> The *Argus*, 22 April 1946, p4. Russell was born in 1892 at Castlemaine and died in Melbourne in 1946.

<sup>34</sup> Application 10,896: VPRS 11201/P1/Unit 135 and VPRS 11200/P1/Unit 1345

<sup>35</sup> Heritage Council of Western Australia, Woodbridge 2 (Register of Heritage Places – Assessment Document), 11/03/97

<sup>36</sup> Application 14,855: VPRS 11201/P1/Unit 179 and VPRS 11200/P1/Unit 1700. It cost £1200.

<sup>37</sup> Building Application Index, VPRS11202

### **Recommendations**

It is recommended that the extent of the overlay be increased to accommodate the rear part of 618-630 Elizabeth Street, Melbourne, which constitutes the northern 1933 extension (now painted) to the building.

It is recommended that the warehouse be retained in the Schedule to the Heritage Overlay.

### **Extent of Designation**

The land and the original building including that to the rear of 618-630 Elizabeth Street, Melbourne.

### **Previous Studies/Identification**

*Carlton, North Carlton and Princes Hill Conservation Study* 1994 & 1985, Nigel Lewis & Associates.



## APPENDIX D

### Citations - Recommended Individual Heritage Overlays

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The following sites have been assessed as meeting the threshold level of individual significance and so are recommended for heritage protection in the Melbourne Planning Scheme.

The citations for this group are provided in the following pages.

Name	Page
Former Factory 54-56 A'Beckett Street, Melbourne	D3
Former Car Showroom 58-60 A'Beckett Street, Melbourne	D5
Former Store 104 A'Beckett Street, Melbourne	D7
Former Factory 144-148 A'Beckett Street, Melbourne	D10
Former A. G. Way Factory & Co (2) 186-190 A'Beckett Street, Melbourne	D13
Former Factory 197-199 Berkeley Street, Melbourne	D16
Former Gladstone Motors Building 213-221 Berkeley Street, Melbourne	D18
Former Veall's Building 490-494 Elizabeth Street, Melbourne	D20
Former TAA Building 42-50 Franklin Street, Melbourne	D23
Former Cyclone Fencing Co. factories 63-67 Franklin Street and 459-469 Swanston Street, Melbourne	D26
Burbank House (former Ferguson & Urie Warehouse) 96-102 Franklin Street, Melbourne	D29
Former Store 139-141 Franklin Street, Melbourne	D32
Former A. G. Healing Building 167-173 Franklin Street, Melbourne	D35
Café Building 213 Franklin Street, Melbourne	D38
Former A. G. Way & Co. Factory (1) 215 Franklin Street, Melbourne	D40
Former T A T Electric Co. Factory 225 Franklin Street, Melbourne	D43
Melbourne Terrace Apartments 408-416 Queen Street, Melbourne	D45
Oxford Hotel 427-433 Swanston Street, Melbourne	D48
Former Dominion Can Company Building 386-412 William Street, Melbourne	D51



## FORMER FACTORY

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<b>Address</b>	54-56 A'Beckett Street, Melbourne
<b>Date/period</b>	1916/Federation
<b>Building type</b>	Commercial
<b>Grading</b>	C3
<b>Previous Grading</b>	C3



### Significance

#### What is Significant?

The three storey factory in particular the original entry door and windows.

#### How is it Significant?

The former factory is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

Built in 1916, the former factory is historically significant as being representative of the former light industrial development in this part of the city which previously accounted for a considerable part of the land use and which now is only evident in some of the remnant building fabric.

(AHC Criterion A4)

The former factory is of representative aesthetic significance as a largely intact factory building from the late Federation period. The combinations of finishes - red brick and simply detailed areas of stucco/render – are indicative of the period. Elements of note include the retention of the original entry door and original windows to the upper levels.

(AHC Criterion D2)

## Description

The three storey, former factory building is constructed from red brick in English bond (alternating rows of headers and stretchers) including the plinth, though currently the ground floor is painted brown. There are also areas of stucco finish to the façade – the cornices (ground and third floor) and the openings, both upper (arch or lintels) and sills. The painted stucco band that bisects the lower level is consistent with this pattern, although it may not appear so now, because originally there were two windows at this level.

The third level windows have arched frames with a prominent keystone whereas the other openings are rectangular. The upper two levels retain their distinctive timber window frames with the middle part being multi-paned (also the upper part of the third level) with two smaller panes above and below. The ground floor doorway retains its original timber door and multi-paned top light. There are multiple windows to the east elevation with similar window types as the middle level of the façade, but featuring segmental arches as opposed to lintels.

## History

The site is part of a quarter acre Crown Allotment (no 3, section 38) which was purchased in 1849 by M. Touhey<sup>1</sup>

By 1854 John Colgin was operating as an undertaker at the site.<sup>2</sup> He was also listed as an undertaker in 1857, however during the early 1860s his profession was not identified in the directories. By 1866, the site was listed as Colgin's Hotel, to Thomas Burke.<sup>3</sup> In the following year, Burke sold the site and nine brick and stone cottages in Colgin Place directly to the east (now demolished).<sup>4</sup> The name of the hotel changed a few times during the course of the late 19<sup>th</sup> century from the Rose of Melbourne (late 1860s-early 1870s), to the Derby Hotel (mid-1870s), then to the Swan Hotel (1880), the Albion Brigade Hotel (1885), and finally the Fire Brigade Hotel (1890s).<sup>5</sup> The 1894 MMBW plan reveals that the Fire Brigade Hotel was a masonry building with a horse trough to the front pavement. The front wing extended the width of the block and included a cellar. To the rear were a narrower wing and three small closets in the north-east corner.<sup>6</sup>

In December 1916 an application to construct the extant factory building was made. The owner was Alfred Champion and the works were undertaken by Clements Langford of Richmond for £2350.<sup>7</sup> The original drawings show that two windows with a large fixed pane and two smaller panes above were proposed for the ground floor façade and that the windows to the east elevation were to have lintels rather than segmental arches.

Subsequent occupants have included boot manufacturer, F. Bulley & Co., who were operating at the site during the mid-1940s.<sup>8</sup> They continued to occupy the building into the mid-1980s.<sup>9</sup>

## Recommendations

It is recommended that the former factory be included in the Schedule to the Heritage Overlay.

## Extent of Designation

The land and the original building.

## Previous Studies/Identification

*Central Activities District Conservation Study* 1985, Graeme Butler & Associates.

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<sup>1</sup> Township Plan, Melbourne North M314(10)

<sup>2</sup> *The Argus*, 4 September 1854, p3

<sup>3</sup> Sands & McDougall's directories

<sup>4</sup> *The Argus*, 4 February 1867, p3

<sup>5</sup> Sands & McDougall's directories

<sup>6</sup> MMBW plan 25 (1894)

<sup>7</sup> Building Application, no. 281: VPRS 11,200/P1/Unit 41 and VPRS 11,201/P1/Unit 3

<sup>8</sup> *The Argus*, 5 October 1946, p46

<sup>9</sup> Graeme Butler & Associates, *Melbourne Conservation Study* (1985), Photograph on Building Identification Form



## FORMER CAR SHOWROOM

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<b>Address</b>	58-60 A'Beckett Street, Melbourne
<b>Date/period</b>	1915/Federation
<b>Building type</b>	Commercial
<b>Grading</b>	C3
<b>Previous Grading</b>	E3



### Significance

#### What is Significant?

The existing single storey building, in particular the symmetrical façade with prominent parapet and distinctive capitals.

#### How is it Significant?

The former car showroom is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

Built in 1915, the former car showroom is historically significant as being representative of the dedicated facilities that associated with the car trade that developed in this part of Melbourne during the early 20<sup>th</sup> century.

(AHC Criterion A4)

The former car showroom is of representative aesthetic significance as an early example of a purpose-built car showroom, which was a new building type in the early 20<sup>th</sup> century. The symmetrical façade is largely intact and features distinctive capitals to the broad pilasters.

(AHC Criterion D2)

## Description

The Federation period, single storey building has a symmetrical façade with a broad parapet concealing a gable roof clad in corrugated sheet metal. The parapet has a curvilinear profile with side scalloped sections and a central, almost parabolic, part. The upper edges of the parapet and cornice below feature moulded bricks and simply detailed brackets at either end.

The walls are a combination of face brick (lower part) and stucco finish (upper part), all of which are currently painted. There are four broad pilasters – two at each end and two flanking the central entry – with Ionic-like capitals which have both acanthus leaves and another stylised leaf. The façade is divided into three distinct bays, with the main entry contained in the central bay, and the bays at either end divided into secondary bays. The secondary bays have brick piers and contain single, fixed pane windows with reflective glass and a three-panelled timber door in the narrower, outer bays. The original windows most likely would have had more divisions.

The building has a large truss roof with six dormer windows, three to each side of the gable roof.

## History

The site is part of a quarter acre Crown Allotment (no. 2, section 38) which was purchased in 1849 by S. Benjamin, who also bought two adjoining allotments (nos 1 and 17).<sup>10</sup>

Development in this part of A'Beckett Street was under way by 1857 and this site is known to have been occupied by an earlier building or buildings. In 1860, John Greenwood was operating a saw mill on the site, later defined as a steam saw mill and moulding mills. Three years later, the mill was listed as being operated by Halstead, Kerr & Co, who remained at the site until the late 1880s.<sup>11</sup> Subsequently any pre-existing buildings were demolished, as the site was depicted as vacant on the 1890s MMBW plans.<sup>12</sup>

By 1915 the site was being used as a car showroom by W. Whitbourn.<sup>13</sup> It was not noted in the rate books of that year but was listed in the following year as a brick motor garage owned by Samuel Peacock.<sup>14</sup> During the early 1920s, Whitbourn specialised in the Paige brand of cars including the Daytona and Jewett models.<sup>15</sup> In 1924 it was taken over by J. A. Lincare and advertised as a Ford Sales and Service Station.<sup>16</sup> In that year, an application was made to install a petrol bowser.<sup>17</sup> In 1932 Lincare changed its name to Melford Motors, whose operations later were moved to Elizabeth Street.<sup>18</sup> By 1945, Allcars, a used car dealer, were operating at the site.<sup>19</sup>

## Recommendations

It is recommended that the former car showroom be included in the Schedule to the Heritage Overlay.

## Extent of Designation

The land and the original building.

## Previous Studies/Identification

*Central Activities District Conservation Study* 1985, Graeme Butler & Associates.

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<sup>10</sup> Township Plan, Melbourne North M314(10)  
<sup>11</sup> Sands & McDougall's directories. They were listed in 1888 but not 1890.  
<sup>12</sup> MMBW plan 25 (1894) and detail plan 1022/1023 (1895)  
<sup>13</sup> *The Argus*, 13 May 1915, p2  
<sup>14</sup> Melbourne Rate Books, 1916, Gipps Ward, entry no. 1063 (VPRS 5708)  
<sup>15</sup> *The Argus*, 30 May 1921, p9 and 27 September 1923, p6.  
<sup>16</sup> *The Argus*, 14 October 1924, p3  
<sup>17</sup> Building Application Index VPRS11,202  
<sup>18</sup> *The Argus*, 28 July 1932, p3  
<sup>19</sup> *The Argus*, 3 November 1945, p19

## FORMER STORE

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<b>Address</b>	104 A'Beckett Street, Melbourne
<b>Date/period</b>	1857(?)/Early Victorian
<b>Building type</b>	Commercial
<b>Grading</b>	C3
<b>Previous Grading</b>	C



### Significance

#### What is Significant?

The extant two storey basalt and red brick building, especially the façade and basalt section to the north end.

#### How is it Significant?

The former store is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

The former store is historically significant as it is representative of a 19<sup>th</sup> century commercial store building. Its date of construction is not certain but it was probably built in stages from 1857, for example, a section behind the façade may date to the early 20<sup>th</sup> century. During the 19<sup>th</sup> century the site was used by grain merchants, printers and galvanised iron suppliers.

(AHC Criterion A4)

The former store is of aesthetic significance as a rare example of expressed basalt in the central part of Melbourne. The treatment of the façade is noteworthy with contrasting basalt (the trabeation and plinth with a distinctive projecting piece) and red bricks (bullnose to the openings and moulded cornice).

(AHC Criteria D2 and E1)

## Description

The extant two storey building has an unusual façade of basalt and red brick. Basalt has been used to emphasise the trabeation of the façade - the broad pilasters (outer edge and door bay) and lintels as well as the plinth with a distinctive upper course with a projecting rolled edge and first floor window sills. Further contrast is provided by the combination of ashlar and rock-faced stones, the latter with draft margins (to the pilasters). Red brick has been employed for the remaining sections such as the parapet, cornices (moulded), walling about the segmental openings (with bullnose bricks and keystone to original, eastern doorway) and the less prominent pilasters between windows. The configuration of openings is largely intact although a doorway has been introduced at the west end of the façade where there had originally been a window. The timber windows are a mixture of double hung sashes, fixed panes, and modern louvres.

The east (side) elevation is partly visible over the side wall. It has different bricks and a stucco finish (probably concrete) above the segmental arched windows and to the sills. Two openings have been bricked up at the south end. There is basalt to the ground floor entablature and the walls to both levels of the northern section.

## History

In 1850 two adjoining quarter acre Crown Allotments (no. 8 and 9, section 41) which include the subject site, were purchased by W. Hoffman, who also acquired another adjoining allotment (no. 10).<sup>20</sup>

In 1857 a building was first listed at the site in the rate books, described as a stone store, offices and stables.<sup>21</sup> In that year, it was listed in the directory as J. & W. Pattison's Colonial Stores at 4 A' Beckett (and also in 1860).<sup>22</sup> In 1858, Shields & Co. took out a six year lease on the parcel of land and another adjacent on the corner of Elizabeth Street at a rate of £450 pa for 3 years, then £550 pa.<sup>23</sup> Initially they seemed to have sub-leased this section and established a business on the corner part (245 Elizabeth Street).

By 1863 the site was occupied by Eastwood Brothers & Co., flock manufacturers and grain crushers.<sup>24</sup> In 1864 it was taken over by Finlayson and Hutchison who remained at the site until at least 1869.<sup>25</sup> By 1872 Shields & Co. had taken over the site as flour factors (agents) and grain crushers and remained there until 1888, two years before becoming insolvent.<sup>26</sup> In 1889, about the time the current street numbering was introduced, Comins & Co. printers took over the site. However, they also became insolvent soon after.<sup>27</sup> Subsequently, William Richardson & Co., galvanised iron merchants, were operating at the site.<sup>28</sup> The building footprint corresponds with that outlined on the 1894 MMBW plan, and at this time a timber shed extended between the existing building and the eastern boundary.<sup>29</sup>

In 1912 the site was purchased by Louisa Ann Smith and Harry Will Ferrin with other adjacent parcels of land.<sup>30</sup> In 1929 it was transferred to the City of Melbourne.<sup>31</sup> Subsequently, coach builders, A. Pardy, and George Morgan, merchant occupied the site.<sup>32</sup> During the mid-1940s through to at least early 1950s the site was being used for the offices of R. S. Johnston & Co.<sup>33</sup> In 1985 considerable works were undertaken to convert the site to a pre-school.<sup>34</sup>

<sup>20</sup> Township Plan, Melbourne North M314(10)

<sup>21</sup> Melbourne Rate Books, 1857, Bourke Ward, entry no 1223 (VPRS 5708)

<sup>22</sup> Sands & Kenny directories

<sup>23</sup> Application 39,765 (Land Victoria)

<sup>24</sup> Sands & McDougall's directories

<sup>25</sup> The *Argus*, 1 November 1864, p7; Sands & McDougall's directories

<sup>26</sup> Sands & McDougall's directories. Shields & Co became insolvent in mid-1890, The *Argus*, 25 June 1890, p6

<sup>27</sup> The *Argus*, 2 November 1889, p11

<sup>28</sup> Sands & McDougall's directory, 1895

<sup>29</sup> MMBW plan 25 (1894)detail plan, no 1024 (1895)

<sup>30</sup> Certificate of Title, vol. 3616/folio 091

<sup>31</sup> Certificate of Title, vol. 5701/folio 143

<sup>32</sup> Mahlstedt Fire Insurance Plan, map 12A (1923-28 series, section 2 north, version 1 and version 4)

<sup>33</sup> The *Argus*, 3 March 1949, p12. One of several advertisements for a typist.

<sup>34</sup> Building Application Index, VPRS 11,202

### **Recommendations**

It is recommended that the former store be included in the Schedule to the Heritage Overlay.

### **Extent of Designation**

The land and the original building.

### **Previous Studies/Identification**

*Central Activities District Conservation Study* 1985, Graeme Butler & Associates.

## FORMER FACTORY

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<b>Address</b>	144-148 A'Beckett Street, Melbourne
<b>Date/period</b>	1926/Interwar
<b>Building type</b>	Commercial
<b>Grading</b>	C2
<b>Previous Grading</b>	-



### Significance

#### What is Significant?

The existing building, particularly its overall form and the original windows to the upper levels.

#### How is it Significant?

The former factory at 144-148 A'Beckett Street is of historic and representative aesthetic significance to the City of Melbourne.

#### Why is it Significant?

Built in 1928, the former factory is of historic significance as a surviving example of the light industrial development that occurred in this part of Melbourne (specifically A'Beckett and Franklin Streets) during the Interwar period. (AHC Criterion A4)

Designed by architect/engineer, H. Stanley Harris, this former factory is of representative aesthetic significance as a largely intact example of Interwar commercial architecture from the late 1920s. Some decorative elements have been removed, however, the building retains its original form, including expressed corners, and steel-framed windows to the upper levels.

(AHC Criterion D2)

## Description

The four storey, Interwar period brick building has been mostly painted grey, which partly conceals its original brickwork and rendered finish, however these are evident to the rear (north) elevation.

The building has two principal elevations because of its corner location – south (A'Beckett Street) and east (Anthony Street) – with the former being shorter than the latter. Both façades have defined pavilion bays at each end, which project slightly forward of the intermediate section. The pavilion bays have wide outer pilasters and a narrower central pilaster. A parapet conceals the roof and has a lower cornice like-element to the third floor windows.

There are rendered bands/lintels to the windows with varying detailing, depending on their width and location on the building. The ground floor windows to the south elevation are modern aluminium-framed, single pane types, however the windows to the upper storeys are steel-framed, with those to the front having a distinctive configuration, while many to the east and north elevations are a common, nine-paned type.

Sections of cast iron downpipes, partly recessed into the wall, survive.

## History

Land was made available in this part of Melbourne, section 42, from the 1850s. The site is part of the extensive holdings purchased by John Gripe in 1854, being six adjoining, quarter acre Crown Allotments: nos 2-4 fronting A'Beckett Street and nos 15-17 fronting Franklin Street.<sup>35</sup>

By 1861 Anthony and Forsyth's City Saw Mills (Franklin and A'Beckett Streets) had been established, offering a range of high quality timbers including 'baltic, cedar, white pine, kauri, teak logs'.<sup>36</sup> A large saw mill had been constructed fronting A'Beckett Street.<sup>37</sup> During the 1870s there were numerous advertisements offering employment at the mill, then known as Anthony's Saw Mills, as well as for a variety of timber products.<sup>38</sup> By 1895 there were several large sheds/structures on the site and a staging area about where the subject site is located.<sup>39</sup>

In 1908 disaster struck the mill. A fire destroyed most of the buildings, stored timber, finished work, and approximately £5,000 of machinery. Window frames to the rear of houses to Franklin Street were charred and glass panes broken by water from fire hoses. About sixty men were employed by the saw mill at this time and there were plans to rebuild with brick buildings.<sup>40</sup>

By the early 1920s, however, the saw mill had been vacated, the land subdivided, and Anthony Street created (about the middle of the former saw mill site). The subject site at the west corner of A'Beckett and Anthony Streets was vacant at this stage, however the building on the eastern corner of Anthony Street had been erected.<sup>41</sup>

In 1926 an application was made for a 'brick and concrete factory' at the site for Joseph White for £6595. The architect and consulting engineer was H. Stanley Harris, of Yorkshire House, Queen Street, and it was built by the Concrete Building Company of Flinders Street. It was completed by July 1928.<sup>42</sup> Little is known about Stanley Harris, although on the original drawings he is identified as having a Bachelor of Science (B.Sc) and as an associate member of the Institute of Civil Engineers (A.M.Inst.C.E). He is also known to have written the occasional letter to the *Argus* on matters relating to engineering.<sup>43</sup>

The original drawings indicate that there were to be triangular parapets surmounting the projecting bays to both street elevations. There were to be more decorative features including panels to the projecting band/cornice above the ground floor windows, and stained glass/leadlight to the upper part of the ground floor windows with diamond and rectangular motifs. The original front entry was to the west end of the A'Beckett Street frontage with double timber doors and small flanking windows.<sup>44</sup> The triangular parapets are known to have been constructed as they are evident in a c.1960

<sup>35</sup> Township Plan, Parish of Melbourne at Melbourne North M314(10).

<sup>36</sup> The *Argus*, 13 May, 1861, p7

<sup>37</sup> Henry de Gruchy & Stephen Leigh, 'Victoria-Australia, Port Phillip, Hobson Bay and River Yarra leading to Melbourne', 1866 [State Library of Victoria]

<sup>38</sup> The *Argus*, 15 March, 1875, p1

<sup>39</sup> MMBW Plan 1024 (1895)

<sup>40</sup> The *Argus*, 7 December, 1908, p8

<sup>41</sup> Mahlstedt Fire Insurance plan, map 12A (1923-28 series, section 2 north [unaltered])

<sup>42</sup> Building application no 8778: VPRS:11201/P1/Unit 111

<sup>43</sup> The *Argus*, 2 November, 1922, p10; 23 October, 1925, p8; and 22 July, 1940, p5

<sup>44</sup> Building application no 8778: VPRS:11200/P1/Unit 1060 and VPRS:11201/P1/Unit 111

photograph.<sup>45</sup> These were removed a few years later.<sup>46</sup> At this time, (c.1960) the building was known as A'Beckett House.<sup>47</sup>

### **Recommendations**

It is recommended that the former factory at 144-148 A'Beckett Street be included in the Schedule to the Heritage Overlay.

### **Extent of Designation**

The land and the original building.

### **Previous Studies/Identification**

Not previously identified.

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<sup>45</sup> Commercial Photographic Co., Aerial Views of Melbourne, c.1960 (SLV, image nos: H2009.95/31 and H2009.95/37)

<sup>46</sup> Karl Halla, 'A'Beckett Street near Queen Street', 1960-1970 (Picture Victoria, id: 18,733)

<sup>47</sup> Mahlstedt Fire Insurance plan, map 12A (1962 series, section 2 north)



## FORMER A. G. WAY FACTORY & CO. (2)

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<b>Address</b>	186-190 A'Beckett Street, Melbourne (Parent address is 215-223 Franklin Street, Melbourne)
<b>Date/period</b>	1939/Interwar
<b>Building type</b>	Commercial
<b>Grading</b>	C2
<b>Previous Grading</b>	D



### Significance

#### What is Significant?

The brick building and land including original detailing.

#### How is it Significant?

The former A. G. Way & Co. Factory (2) is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

The former A. G. Way & Co. Factory (2) is of historic significance as it demonstrates the commercial development in this area of the City of Melbourne which occurred during the Interwar period, when smaller houses and shops were replaced with larger, light industrial buildings such as this. It formed part of the holdings of A. G. Way & Co., who manufactured metal goods, especially those relating to the dairy industry (they had the adjacent site to the north at 215 Franklin Street). The site also has associations with the architects Alder & Lacey, who specialised in Moderne style factory buildings.

(AHC Criterion A4)

The former A. G. Way & Co. Factory (2) is of aesthetic significance as a fine and substantially intact example of the Moderne style. It is distinguished by the boldly contrasting areas of clinker and orange/salmon brickwork to the façade and the tall glass brick window to the entrance bay.  
(AHC Criterion E1)

## Description

The three storey, Moderne style building consists of two distinct sections: the vertically orientated entrance bay and the remaining horizontally orientated section. The saw-tooth roof is hidden behind a parapet with a rendered band, also with two rows of horizontal indentations or speed lines.

The entrance bay features a curved concrete canopy with speed lines and a tall window containing glass bricks. The walls are divided into areas of contrasting coloured brickwork with clinker bricks being employed to the base and the sections between the bands of windows. These alternate with the orange/salmon coloured bricks, which have been used to the entrance bay, to the pillars between windows, and to the recessed panels of the base. Rendered bands (lintels and sills), painted white, provide further horizontal emphasis.

There are paired timber doors, probably original, to the entrance, and an adjacent roller door. Modern aluminium-framed windows, with more internal divisions to the façade than the side or west elevation, have been employed across the building.

## History

During the late 1850s, allotment 13, Section 40B, with a frontage to the north side of A'Beckett Street, was sold to I. Lundes.<sup>48</sup> By 1864, although there was some development in the vicinity, none had occurred on the subject site.<sup>49</sup> By 1895, three attached brick cottages had been constructed at nos 186, 188 and 190, with front verandahs and closets to the rear yards. An extant right of way lane had been created on the west side of no. 190 by this stage, which partly extended behind the three houses.<sup>50</sup>

In 1931, 1935 and again in 1938, the cottages were put up for auction as 'An excellent site for Warehouse or Factory purposes with natural lighting facilities on three sides.'<sup>51</sup> The property was withdrawn from sale after the 1935 auction as a satisfactory bid had not been made.<sup>52</sup> However, the property must have been sold c.1938 and the cottages demolished, as in 1939 an application was made to the city council for the erection of a factory on the site.<sup>53</sup> The existing three storey brick building was designed by architects Alder & Lacey from Collins Street, Melbourne and constructed for A. G. Way & Co. at a cost of £6000.<sup>54</sup> A. G. Way & Co. had previously (in 1923) commissioned the building immediately to the north with an address of 215 Franklin Street. The company specialised in dairy utensils including milk and cream cans,<sup>55</sup> and their operations encompassed a wide range of metalworking activities including sheet metal, soldering, welding (oxy, arc and spot), tinning, and galvanising.<sup>56</sup>

The architects Alder & Lacey specialised in Moderne style factory buildings.<sup>57</sup> They designed the nearby T A T Electric Co. at 225 Franklin Street in 1936. They are also known to have designed other factories in the City of Melbourne during the 1930s such as one in Swanston Street (1933) and another in Little Bourke Street (1938).<sup>58</sup>

Auto Traders Wholesalers were operating from the site during the early 1960s and at this time the right of way adjoining the site, which had become a dog-leg shaped lane between A'Beckett and Franklin Streets, was named Electric Place.<sup>59</sup> The site is now occupied by Latrobe University.

<sup>48</sup> Township Plan, Parish of Melbourne at Melbourne North M314(10).

<sup>49</sup> Henry Cox, 'Victoria-Australia, Port Phillip, Hobson Bay and River Yarra leading to Melbourne', 1864 [State Library of Victoria]

<sup>50</sup> MMBW Plan 1024 (1895)

<sup>51</sup> The *Argus*, 1 July 1931, p2; 15 June 1935, p2; and 30 April 1938, p2

<sup>52</sup> The *Argus*, 27 June 1935, p4

<sup>53</sup> Building Application Index, VPRS 11,202, Application no 20,140, 9 February 1939.

<sup>54</sup> Building Application no 20,140: VPRS 11,200/P4/Unit 362

<sup>55</sup> The *Argus*, 17 September 1936, p18 and The *Argus*, 21 September 1950, p43

<sup>56</sup> The *Argus*, 20 December 1948, p34

<sup>57</sup> Citation for factory (Gordon Brothers Refrigeration) at 9-27 Michael Street, Brunswick (Victorian Heritage Database)

<sup>58</sup> Miles Lewis, *Australian Architectural Index*, record nos 772, 12,913 and 13,082.

<sup>59</sup> Mahlstedt Fire Insurance Plan, map 11A (1962 series, section 2 north)

### **Recommendations**

It is recommended that the former A. G. Way & Co. Factory (2) be included in the Schedule to the Heritage Overlay.

### **Extent of Designation**

The land and the original building.

### **Previous Studies/Identification**

Central Activities District Conservation Study 1985, Graeme Butler & Associates.

## FORMER FACTORY

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<b>Address</b>	197-199 Berkeley Street, Melbourne (Parent address is 712-764 Elizabeth Street, Melbourne)
<b>Date/period</b>	1937/Interwar
<b>Building type</b>	Commercial
<b>Grading</b>	C3
<b>Previous Grading</b>	-



### Significance

#### What is Significant?

The extant building and land.

#### How is it Significant?

The former factory at 197-199 Berkeley Street, Melbourne is of historic and representative aesthetic significance to the City of Melbourne.

#### Why is it Significant?

Built in 1937, the former factory is of historic significance as it is indicative of the major phase of commercial development that occurred in this area of Melbourne/Carlton during the early and middle part of the 20<sup>th</sup> century when smaller parcels of land were consolidated and larger factories and warehouses were constructed.

(AHC Criterion A4)

The former factory building is of representative aesthetic significance for being a relatively intact example of a 1930s light industrial building. Although the building has been partly altered, it retains original detailing such as the central fin to the parapet and most of its steel-framed windows.

(AHC Criterion D2)

## Description

The double storey Interwar period building has a symmetrical façade divided into four bays by piers with the two central bays being considerably wider than the flanking bays. The lateral piers extend to the top of the parapet whereas the three central piers are shorter as there is a wide central panel above. The roof is concealed behind a parapet with an upper row of soldier coursed bricks and surmounted by a stepped fin, reflective of an Art Deco style influence.

The stretcher bond, brick walls have been painted but may have been clinker brick or brown/umber as suggested by the original drawings. The bricks would have contrasted with the rendered finish of the concrete lintels to the door and windows, still evident to the upper level but concealed by signage at the ground level. The steel-framed windows are multi-paned, with some pivoting panes to the first floor, however the two central bays to the ground floor contain large picture windows.

## History

In 1859, J. A. Keens purchased the Crown Allotment (no. 15, section 72) on which the site is located. The site was 28 perches (0.175 acre or 708 sq. metres).<sup>60</sup> By the mid-1860s, there was considerable development to the east side of Berkeley Street between Pelham and Grattan Streets however limited to the west side, nonetheless there were building/s on the subject site.<sup>61</sup> The 1896 MMBW plans reveal that there were two small separate timber dwellings on the existing site, whose addresses were no. 197 and no. 201, and there was a right of way lane to the southern boundary of no. 197. The building at no. 197 was set back slightly from the front boundary whereas that at no. 201 was constructed to the front boundary. The sites were extensively paved (pitched at no. 197 and bricked at no. 201) and both had a closet to the rear boundary.<sup>62</sup>

In May 1937, an application was made to construct a two storey brick factory for Mrs M. Shearer by builder L. J. Owen of Essendon for a cost of £1360.<sup>63</sup> The original drawings differ slightly from what was built in terms of materials, finishes and some detailing. For instance, the piers were to have a rendered finish, whereas they are brick, and they were to continue above the level of the parapet and hence there was no fin depicted to the centre of the parapet. In addition, there was a roller to the ground floor and the windows had a different configuration of panes. Access to the first floor was through a separate door to the right hand side (north side).<sup>64</sup>

By the mid-1940s a textile factory, Emzed, specialising in underwear, was operating at the site and continued until at least the early 1950s.<sup>65</sup> Emzed had been incorporated as a company in 1941.<sup>66</sup>

In 1986 there was a change of use of the building from factory to office building.<sup>67</sup> The site is currently occupied by a vehicle spare parts and service centre for Ford. It has been linked at the rear with other parcels of land to form a larger site.

## Recommendations

It is recommended that the former factory at 197-199 Berkeley Street, Melbourne be included in the Schedule to the Heritage Overlay.

## Extent of Designation

The land and the original building.

## Previous Studies/Identification

Not previously identified.

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<sup>60</sup> Township Plan, Carlton M314 (14)

<sup>61</sup> Henry Cox, 'Victoria-Australia, Port Phillip, Hobson Bay and River Yarra leading to Melbourne', 1864 [State Library of Victoria]

<sup>62</sup> MMBW plan 30 (1894) and detail plan 1176 (1896)

<sup>63</sup> Building Application 18,391. VPRS: 11,201/P1/Unit 220

<sup>64</sup> Building Application 18,391. VPRS: 11,200/P5/Unit 27

<sup>65</sup> The *Argus*, 28 January 1946, p15 & 12 March 1952, p18

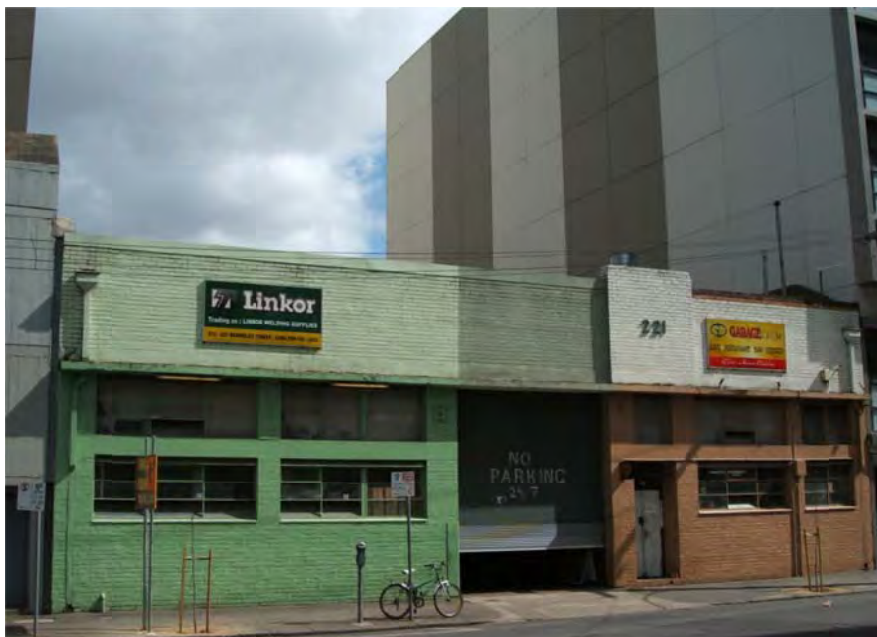
<sup>66</sup> The *Argus*, 18 February 1941, p8

<sup>67</sup> Building Application Index, VPRS 11, 202

## FORMER GLADSTONE MOTORS BUILDING

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<b>Address</b>	213-221 Berkeley Street, Melbourne
<b>Date/period</b>	1952/ Post-War
<b>Building type</b>	Commercial
<b>Grading</b>	C3
<b>Previous Grading</b>	-



### Significance

#### What is Significant?

The extant building and land.

#### How is it Significant?

The former Gladstone Motors building is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

The former Gladstone Motors building, built in 1952, is historically significant as it is indicative of the commercial development that was undertaken in this part of Melbourne/Carlton during the early to mid-20<sup>th</sup> century. In this case however, no land consolidation or demolition occurred, as was common elsewhere in the area.

(AHC Criterion A4)

The former Gladstone Motors building is of aesthetic significance for being a good example of the Functionalist style dating to the mid-20<sup>th</sup> century. Although the façade has been painted and obscures most of the original bi-chrome brickwork and some of the horizontal emphasis, it otherwise is remarkably intact as the original steel-framed windows have been retained.

(AHC Criterion E2)

## Description

The single storey Functionalist style building has a saw tooth roof, clad in corrugated sheeting and hidden behind a parapet. Characteristic of the Functionalist style is a pronounced horizontal emphasis as articulated by the capping courses of umber (manganese) clinker bricks to the parapet, which are partially evident at the west end of the building (paint and/or a flashing hides this feature elsewhere on the façade). In addition, the concrete canopy which extends the width of the building above the windows and the configuration of multi-paned, steel-framed windows (with someoppers) reinforce this aspect of the design. According to the original drawings, the wide base (below the level of the window sills) was to be a dark brick (probably the same as the upper part of the parapet as were short speed lines at either end of the parapet). The rest of the façade was to have cream brick (also partly evident to the parapet).<sup>68</sup>

As a counter to the horizontal emphasis, is a vertical component – a broad pier extending above the parapet in line with the doorway and which retains what is likely to be the original metal street numbers.

The rear of the building has red bricks with concrete lintels to the windows.

## History

This site is part of a quarter acre Crown Allotment (no. 17, section 72) which was purchased in 1859 by F. Thompson.<sup>69</sup> By the mid-1860s there was some development in Berkeley Street, though this site was probably vacant.<sup>70</sup> The site remained vacant for some time, according to the 1896 MMBW plans, except for a shed in the north-west corner.<sup>71</sup>

It is possible that there was no substantial building on the site until the extant factory was constructed in 1952, as there were no known permit applications relating to the site during the early part of the 20<sup>th</sup> century.<sup>72</sup> According to the drawings for the building, it was defined as being the assembly shop for Gladstone Motors. It was designed by Balwyn-based architect Keith W. Kerr for owner/builder A. J. Mordell and estimated to cost £18,000.<sup>73</sup> In the following year, two separate applications were made for the installation of petrol (pumps).<sup>74</sup>

By 1936, Arthur Cordell with Ralph Woods had established Gladstone Motors and which was located in Victoria Street North Melbourne.<sup>75</sup> By 1948, Gladstone Motors had moved to the east side of Elizabeth Street, Melbourne (no. 556). At this stage, they specialised '... in buying selling, or exchanging all classes of Commercial Vehicles (trucks, panel vans, utilities).'<sup>76</sup> Gladstone Motors continued to operate at 556 Elizabeth Street, which survives and is a single storey Federation period building about half way between Victoria and Queensberry Streets. The Berkeley Street building was primarily used as their service centre.<sup>77</sup> Gladstone Motors operated at the subject site at least until 1957.<sup>78</sup>

Little is known about the career of Keith W. Kerr however he was practising as an architect by 1940, when he invited 'tenders for a two storied brick residence in Leura Grove Hawthorn.'<sup>79</sup> Another known project was some brick flats nearby in Manningham Street, Parkville in 1955.<sup>80</sup>

## Recommendations

It is recommended that the former Gladstone Motors Service building be included in the Schedule to the Heritage Overlay.

## Extent of Designation

The land and the original building.

## Previous Studies/Identification

Not previously identified.

<sup>68</sup> Building Application 26,460: VPRS:11201/P7/Unit 424 and VPRS:11201/P1/Unit 330

<sup>69</sup> Township Plan, Carlton M314 (14)

<sup>70</sup> Henry Cox, 'Victoria-Australia, Port Phillip, Hobson Bay and River Yarra leading to Melbourne', 1864 [State Library of Victoria]

<sup>71</sup> MMBW plan 30 (1894) and detail plan 1176 (1896)

<sup>72</sup> Building Application Index, VPRS:11,202. This series has a date range from 1916 to 1993

<sup>73</sup> Building Application 26,460: VPRS 11,200/P7, Unit 424 and VPRS:11,201/P1/Unit 330

<sup>74</sup> Building Application Index, VPRS:11,202; application nos 27,315 and 27,427

<sup>75</sup> The *Argus*, 21 March 1936, p20

<sup>76</sup> The *Argus*, 7 July 1948, p10

<sup>77</sup> The *Argus*, 5 January 1955, p13

<sup>78</sup> The *Argus*, 5 January 1957, p30

<sup>79</sup> The *Argus*, 4 May 1940, p25

<sup>80</sup> The *Argus*, 213 July 1955, p28



## FORMER VEALL'S BUILDING

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<b>Address</b>	490-494 Elizabeth Street, Melbourne
<b>Date/period</b>	c.1913/Federation and 1927/Interwar
<b>Building type</b>	Commercial
<b>Grading</b>	C2
<b>Previous Grading</b>	-



### Significance

#### What is Significant?

The building primarily its overall form and intact elements to the façade such as the fourth floor windows.

#### How is it Significant?

The former Veall's building is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

The former Veall's building is historically significant as it is indicative of the larger scale commercial development that began to occur in this part of Melbourne during the early part of the 20<sup>th</sup> century, when earlier buildings, typically one or two storey, began to be replaced.

(AHC Criterion A4)



The former Veall's building is of representative aesthetic significance as a substantial Federation period building, of which there are few surviving examples in this part of Melbourne. Although the current presentation of the building partly dates to the 1927 remodelling (designed by architects Barlow and Hawkins), the Romanesque treatment of the windows, indicative of the Federation period, has been retained.

(AHC Criterion D2)

## Description

The four storey brick building has a gable roof, clad in corrugated iron, concealed by a parapet with a broad central triangular pediment. The façade (west elevation) is rendered except for the parapet, while the north elevation has not been rendered, although both walls have been painted. Red brick remains evident to part of the south elevation at the end of the adjacent rear lane.

The symmetrical façade is divided into three bays by Giant Order pilasters with capitals suggested by a stop chamfer. The pilasters to either end of the façade are taller and wider than the two to the central part. The pilasters extend to a plain frieze which is separated from the parapet by a cornice. The central bay is also wider than the flanking bays so that the central arch window is commensurately taller than the side windows. The arched windows to the uppermost floor provide some Romanesque detailing, which was popular at the turn of the 20<sup>th</sup> century (and indicative of a Federation period design).

The original timber six-paned division of each window is largely evident although there have been some changes. The third floor windows are mostly intact with only some small sliding frames that have been introduced. The windows of the second floor retain the typical Federation period configuration of small top lights above taller frames, however many panes are painted and/or boarded over, and smaller sliding windows have also been installed. The framing is partly obscured to the first floor however the original format might largely survive. The ground floor openings are infilled with modern aluminium framed doors and glazing.

## History

In 1851 S. Benjamin acquired the quarter acre Crown Allotment 19 in section 43 on which the site is located. Benjamin also purchased four other nearby allotments: two to Elizabeth Street (allotments 1 and 20), one to Franklin Street (Allotment 2) and one to Therry Street (allotment 17).<sup>81</sup>

This part of Elizabeth Street was well developed by the mid-1860s with buildings extending to the front boundary and generally of two stories.<sup>82</sup> The street numbering was different at this stage, however nos 280 (or 278) and 282 probably related to the subject site and were respectively occupied by J. L. Irving & Co., corn merchants, and Joseph Hazelhurst, ironmonger and furniture dealer.<sup>83</sup>

During the 1890s, there was a brick building comprised of two sections with an address of 490 and 494 Elizabeth Street. To the rear of no. 494 there was long timber section which extended to the rear boundary.<sup>84</sup> By 1903, Waring Bros had established a buggy and cart business on the site.<sup>85</sup> Unfortunately, the four storey coach and motor factory was gutted by fire on 13 January 1913.<sup>86</sup>

A building was constructed between 1913 and 1916, although some fabric from the earlier building may have been incorporated<sup>87</sup> It was initially a three storey building and had a rendered parapet with three distinct sections (as the pilasters extended to the upper margin) and some bracketing/dentillations to the cornice. In 1927 the façade was altered to its current format and the fourth storey added, with the arched windows being relocated to the new, uppermost storey. The works were undertaken for Gillespie Douglas by A. E. Orme of Malvern at a cost of £10,000 and the building was to be used as offices and shops.<sup>88</sup> Collapsible gates were installed to the left and right hand bays at ground floor for entry to shops, and the windows to the middle bay were replaced with a large single picture window.

<sup>81</sup> Township Plan, Parish of Melbourne at Melbourne North M314(10).

<sup>82</sup> Henry Cox, 'Victoria-Australia, Port Phillip. Hobson Bay and River Yarra leading to Melbourne', 1864 [State Library of Victoria] and Henry de Gruchy & Stephen Leigh, 'Victoria-Australia, Port Phillip. Hobson Bay and River Yarra leading to Melbourne', 1866 [State Library of Victoria]

<sup>83</sup> Sands & McDougall's directory 1866-1872. By 1869, Irving was listed as no.278.

<sup>84</sup> MMBW, plan 25 (1894) and detail plan 1023 (1895)

<sup>85</sup> The *Argus*, 26 December 1903, p2

<sup>86</sup> The *Argus*, 14 January 1913, p8

<sup>87</sup> There is no permit for its construction on the Building Application Index, VPRS11,202, which began in 1916.

<sup>88</sup> Building application 10,138: VPRS 11,201/P1/Unit 126

The alterations and additions were designed by Adelaide based architecture firm, Barlow and Hawkins.<sup>89</sup> Barlow and Hawkins produced residential designs in affluent Melbourne suburbs during the 1920s in a range of styles including the Tudor style, such as the heritage listed *Colinton* house, Canterbury, in 1926. Marcus Barlow was an influential and innovative architect during the Great Depression and World War II. He was the first architect to take advantage of an increase in height restrictions in central Melbourne, with the design of the Commercial Gothic style Manchester Unity Building at the corner of Collins and Swanston Streets, constructed between 1929 and 1932. A few years later he designed a less decorative variation at the other end of the Swanston Street block known as the Century Building (1940).<sup>90</sup>

By 1929 Barlow Motors were established at the site, as well as at 442 Elizabeth Street.<sup>91</sup> In 1935 Work-Man's Motors were operating at the site, however two years later it was occupied by Normond Mills.<sup>92</sup> Ownership changed again a few years later, as by 1941 Veall's Electrical & Radio company were operating from the premises, and remained there for at least 15 years. Arthur J. Veall was Governing Director of the company which had several premises in central Melbourne and surrounding suburbs.<sup>93</sup> During the 1960s J. L. Motors were occupying at least the ground floor of the building.<sup>94</sup> Currently it is largely utilised as student accommodation.

### **Recommendations**

It is recommended that former Veall's building be included in the Schedule to the Heritage Overlay.

### **Extent of Designation**

The land and the original building.

### **Previous Studies/Identification**

Not previously identified.

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<sup>89</sup> Building application 10,138: VPRS 11,200/P1/Unit 1247

<sup>90</sup> Wikipedia, accessed 11 October 2011

<sup>91</sup> The *Argus*, 24 October 1924, p14

<sup>92</sup> The *Argus*, 4 October 1935, p6 and 12 December 1937, p8

<sup>93</sup> The *Argus*, 12 December 1939, p6; 4 October 1941, p14 & 8 March 1956, p3

<sup>94</sup> Karl Halla, 'Corner of Elizabeth Street and Therry Street', 1960-1970 (Picture Victoria, ID: 18,742). There was however signage for Vealls to the parapet and the original window frames are evident.

## FORMER TAA BUILDING

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<b>Address</b>	42-50 Franklin Street, Melbourne
<b>Date/period</b>	1965
<b>Building type</b>	Commercial
<b>Grading</b>	C3
<b>Previous Grading</b>	-



### Significance

#### What is Significant?

The land and former TAA building but excluding the recent podium section.

#### How is it Significant?

The former TAA building is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

The former TAA building is of historic significance because it is indicative of the podium type multi-storey development that occurred in the decades following WWII and for being part of the travel transport sector, which was concentrated in this part of Melbourne for several decades during the mid to late 20<sup>th</sup> century.

(AHC Criterion A4)

The former TAA building is of aesthetic significance as a fine example of the International style. Designed by the architectural firm of Norris, Marcus & Allison, it is set apart from other contemporary examples by the distinctive rhythm of the façade and the gold-coloured spandrel panels.

(AHC Criterion E1)

## Description

This International style building consists of some 18 storeys with a recessed uppermost level. It has rectangular form with a podium base and is set back some distance from the street, creating a forecourt.

The glazing is limited to the principal elevations (north and south), which is typical of International style buildings. Wide steel sections divide these elevations into six main bays, which are further divided into five secondary bays by narrower steel sections. Gold-coloured spandrel panels define the floor levels and a distinctive rhythm is created by the full-height gold-coloured panels to the middle part of the outer bays. Further differentiation is created by the outermost, vertical strip of windows with spandrel panels set at an intermediate location relative to those of the central part of the façade.

The narrow side elevations consist of a concrete structural grid with infill panels of brown brick. The two storey podium base reflects a later 20<sup>th</sup> century aesthetic with a dark grey render frame alternating with large areas of glazing.

## History

Land was made available during the early 1850s in section 43 of Melbourne, generally in quarter acre parcels. Crown Allotment 3 was sold to J. Austin and allotment 4 was sold to J. Mooney, both in 1851.<sup>95</sup>

By the beginning of the 1860s the area had been developed with a few dwellings, several hotels (Mac's Hotel to the east of the site), a livery stable, wheelwright and blacksmith, and the Carlton saw mills and timber yard, which possibly occupied the existing or adjoining site.<sup>96</sup> During the 1890s a large shed and metalled (broken stone) timber yard fronted Franklin Street with a saw mill, comprising a large masonry building, fronting Therry Street to the north. In the vicinity were several other commercial/industrial sites including another timber yard, a flour mill and a coach factory.<sup>97</sup>

By the 1920s the timber yards had been replaced with warehouses and factories.<sup>98</sup> Walls were constructed to enclose the warehouse in 1924,<sup>99</sup> which had been built at 42-56 Franklin Street for the British & Australian Tobacco Company. The building was later taken over by the ANA Freight Office.<sup>100</sup> Ansett Airlines, or Ansett-ANA as it was known initially, was a Melbourne-based airline which began operations in the 1930s with its first flight from Hamilton in country Victoria. Reginald Ansett offered the entire Ansett Airline operation to the Australian National Commission in 1946 when it was decided to start a government supported airline – Trans Australia Airline, or TAA as it was commonly known. However, the Commission were not prepared to meet Ansett's price and the two airlines continued to operate in competition for many years.<sup>101</sup>

During the 1950s TAA, Ansett Airlines and Pioneer Tours (bus company), were separately operating bus terminals in Franklin Street.<sup>102</sup> In 1963 construction began for the existing multi-storey office block,<sup>103</sup> known as the TAA Building, designed by architects Norris, Marcus & Allison.<sup>104</sup> Contemporary photographs reveal that it was largely complete by October 1965.<sup>105</sup> Initially the site extended through to Terry Street with a single storey air cargo section and an open car park hidden behind a tall parapet. The distinctive company logo was employed to the side (east and west) elevations.<sup>106</sup>

Extensive alterations and additions were made in 1985 to the ground floor and mezzanine.<sup>107</sup> The single storey section to Therry Street has been demolished and another multi-storey building constructed in its place.

TAA was rebranded as Australian Airlines in 1986, and taken over as the domestic arm of Qantas in 1993, when they were both in government ownership but expected to be privatised in the ensuing years.<sup>108</sup> Australian Airlines had a brief revival from 2001 as a distinct entity but was reabsorbed back into the Qantas brand in 2006.<sup>109</sup>

<sup>95</sup> Township Plan, Parish of Melbourne at Melbourne North M314(10).

<sup>96</sup> Sands & McDougall's directories, 1860 and 1863

<sup>97</sup> MMBW plan 25 (1894) and detail plan 1022 & 1023 p2 (1895)

<sup>98</sup> Mahlstedt Fire Insurance plan, map 17A (1923-28 series, section 2 north, version 1 [unaltered])

<sup>99</sup> Building application Index, VPRS 11,202. Application no. 4653 at a cost of £1600.

<sup>100</sup> Mahlstedt Fire Insurance plan, map 17A (1923-28 series, section 2 north, version 4)

<sup>101</sup> Wikipedia, retrieved 3 October 2011

<sup>102</sup> The Argus, 18 March 1952, p5

<sup>103</sup> Building application 36,381, 28 July 1963 at a cost of £1,040

<sup>104</sup> nla.pic-vn3408406, pic WS 3761AGa LOC PIC Album 1032/119, Seivers, Wolfgang [National Library of Australia]

<sup>105</sup> "TAA building under construction", 27 October 1965 (SLV, image no.: a45531)

<sup>106</sup> "TAA building", 1966 (SLV, image no.: mp024083)

<sup>107</sup> Building application Index, VPRS 11,202. Application no. 60, 222, dated 25 October 1985 at a cost of \$1,600,000.

<sup>108</sup> <http://www.taamuseum.org.au>, retrieved 30 September 2011

<sup>109</sup> Wikipedia, retrieved 3 October 2011

### **Recommendations**

It is recommended that the former TAA building be included in the Schedule to the Heritage Overlay.

### **Extent of Designation**

The land and the original building.

### **Previous Studies/Identification**

Not previously identified.

## FORMER CYCLONE FENCING CO. FACTORIES

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<b>Address</b>	65-77 Franklin Street and 459-69 Swanston Street, Melbourne
<b>Date/period</b>	c.1907+1912/Federation
<b>Building type</b>	Commercial
<b>Grading</b>	C3
<b>Previous Grading</b>	C2 (63-67 [now 65-77] Franklin Street) and D- (459-69 Swanston Street)



### Significance

#### What is Significant?

The two adjoining, three storey red brick buildings, particularly the façades to the street frontages, including original windows.

#### How is it Significant?

The former Cyclone Fencing Company factories are of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

Built during the first decade or so of the 20<sup>th</sup> century, these former factories are historically significant for being representative of the scale of industrial development that occurred during the early 20<sup>th</sup> century in this northern part of central Melbourne, when many earlier buildings were replaced with more substantial buildings. The site also has associations with the Cyclone Fencing Company, a well-known Australian manufacturer, who operated at the site for over 20 years.

(AHC Criterion A4)

The former Cyclone Fencing Company factories are of aesthetic significance for being a relatively ornate pair of Federation period factories, designed with Free style influences ('blood and bandage' exterior with pilasters and prominent entablatures). The design is more distinctive than many examples of the building type and it is noteworthy that most of the original windows have been retained.

(AHC Criterion E1)

## Description

The two interconnected Federation period buildings, which comprise the site, are both three storey with parapets obscuring their respective roofs: hip to the Swanston Street building and saw tooth to the Franklin Street building (with a wider panelled parapet). There are only minor differences in the detailing between these two buildings, which have some Free style or Edwardian Baroque characteristics, such as the 'blood and bandages' treatment of the walls and in this regard they relate to the City Baths diagonally opposite. The symmetrical façades are divided into regular bays by broad pilasters.

The walls of both buildings are red brick, now painted to the Swanston Street building, with bands of stucco. The stucco has been applied to the plain frieze and cornice to the upper two levels, capitals to the second floor, the moulding above the ground floor windows, as well as the entry to the Franklin Street building. The cornice to the first floor, which has brackets, is wider than that to the second floor, which has a dentillated band.

There is a regular fenestration pattern to each building though the windows vary. The Swanston Street building has timber-framed double hung sashes to the lower two levels and a multi-paned window with some openable lights to the second floor. The ground floor windows of the Swanston Street (east) elevation have been altered to large, fixed panes. Alternately the Franklin Street building has multi-paned window with some openable lights to all levels, though the height of the windows in the lower levels is greater because of the slope of the site, so that the cornices are at the same height in both buildings. The main entry to the Franklin Street building has an ornate setting with a segmental arch pediment and large brackets typical of the Edwardian Baroque. The secondary door way at the west end also has a timber door.

## History

The site is part of two quarter acre Crown Allotments (no 11 and 12, section 38) which were purchased in 1849 by C. B. Peed.<sup>110</sup> The land was subsequently subdivided and by 1864 the extant parcel of land, which relates to both buildings (lots 1 and 2, LP5070), had come into being. The owner at this stage was James Rolleston.<sup>111</sup>

By 1870 several buildings had been constructed on the land, all of which were built to the front boundary – single storey shops at the corner of Swanston Street and a two storey factory, or the like, to the western half (extending to Stewart Street). They all had slate roofs and simple expression typical of the early Victorian period.<sup>112</sup> There was probably limited change for the next quarter century as the aforementioned circumstance corresponds with that depicted on the mid-1890s MMBW plans.<sup>113</sup> The larger building to Franklin Street was identified as the Victorian Clothing Factory at this stage (they had been occupying it from the late 1870s) and all the buildings were constructed from masonry (brick and/or stone).

It is likely that the Swanston Street building was constructed during 1906-1907 for the Cyclone Fencing Company.<sup>114</sup> A smaller brick factory was unoccupied when rated in 1906 and a much larger building existed in 1907 (the NAV increased about three-fold from £80 to £250).<sup>115</sup> A date about this time is partly corroborated by a 1910 auction notice for a nearby site on Swanston Street in which the Cyclone Company site was identified as one of 'the handsome modern buildings' in the vicinity.<sup>116</sup>

The Cyclone Fencing Company had been established in 1899 in a small factory in Franklin Street by L. T. Chambers.<sup>117</sup> William Eastwood Thompson, who owned the site, however was also reportedly one of the founders of the company.<sup>118</sup> Although W. E. Thompson, is listed as the owner in the rate books from 1906, his name does not appear on the title until May 1912.<sup>119</sup>

<sup>110</sup> Township Plan, Melbourne North M314(10)

<sup>111</sup> Certificate of Title, vol. 82/folio 321

<sup>112</sup> Two images by Charles Nettleton, Swanston Street held by the State Library of Victoria (cc000773 and cc000780)

<sup>113</sup> MMBW plan 25 (1894) and detail plan no.1022, 1023 (1895)

<sup>114</sup> The name of the company changed over time and is listed in several variations however for the purposes of this citation, the Cyclone Fencing Company is used. Other names include the Cyclone Woven Wire Fence and Gate Co.

<sup>115</sup> Melbourne Rate Books, (VPRS 5708), Gipps Ward: 1906, entry no 1373 and 1907, entry no 1326.

<sup>116</sup> The *Argus*, 15 June 1910, p2

<sup>117</sup> Richard Peterson, *Fences and Gates c.1840-1925* (National Trust of Australia [Victoria], Technical Bulletin 8.1), p30. In 1904, they advertised at 125 Franklin Street, The *Argus*, 17 December 1904, p10

<sup>118</sup> The *Argus*, 7 May 1953, p18. His involvement in the company is mentioned in an article relating to large bequests that he left to several charities.

<sup>119</sup> Certificate of Title, vol. 3604/folio 637

The Cyclone Fencing Company was listed in the directories at 459-461 Swanston Street beginning in 1907, although they were not the only occupants of the building, as the Beekeepers' Supply Co was listed until at least 1920, and other occupants included St John Ambulance Association and Chambers & Bennetts P/L during the second decade of the 20<sup>th</sup> century.<sup>120</sup> As the Cyclone Fencing Company is the only occupier of the site listed in the rate books, presumably the other enterprises sub-leased from them.

It is probable that the Franklin Street building was constructed during 1911-12 as the rates are combined for both buildings at this stage, and increase considerably.<sup>121</sup> In 1916 a substation was installed in the Franklin Street building.<sup>122</sup>

In 1925 the architect Arthur Purnell was engaged to make some changes to the building, at a cost of £1500. The work was completed three months later.<sup>123</sup> Later in that year Purnell & Stone, architects and engineers, designed further alterations involving modifications to the stairwells, which were undertaken by H. H. Eilenberg, and completed in March 1926.<sup>124</sup>

In 1930 the Cyclone Fencing Company moved to a new building in Hardware Street.<sup>125</sup> W. E. Thompson however retained ownership of the subject site until his death in late 1952.<sup>126</sup>

The H. W. Gossard of Asia Company occupied the site by 1941 and remained there at least until 1962.<sup>127</sup> In a 1946 article, the factory workrooms were described as spacious and well lit, and ample amenities for staff were said to be provided, including social and welfare committees.<sup>128</sup> H. W. Gossard was an American company that specialised in women's underwear, initially corsets, when the company began during the early part of the 20<sup>th</sup> century.

## Recommendations

It is recommended that the former Cyclone Fencing Company factories be included in the Schedule to the Heritage Overlay.

## Extent of Designation

The land and the original building.

## Previous Studies/Identification

*Central Activities District Conservation Study* 1985, Graeme Butler & Associates.

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<sup>120</sup> Sands & McDougall's directories  
<sup>121</sup> Melbourne Rate Books, (VPRS 5708), Gipps Ward: 1911, entry nos 1140 and 1294; and 1912, entry no. 1291.  
<sup>122</sup> Building Application Index, VPRS 11,202  
<sup>123</sup> Building Application, no. 7360: VPRS 11,201/P1/Unit 92  
<sup>124</sup> Building Application, no. 7869: VPRS 11,200/P1/Unit 937 and VPRS 11,201/P1/Unit 99  
<sup>125</sup> The *Argus*, 23 September 1930, p10  
<sup>126</sup> Certificate of Title, vol. 3604/folio 637  
<sup>127</sup> The *Argus*, 10 June 1941, p4; Mahlstedt Fire Insurance Plan, map 13A (1923-28 series, section 2 north, version 4 and 1962 series)  
<sup>128</sup> The *Argus*, 19 June 1946, p19



## **BURBANK HOUSE (FORMER FERGUSON & URIE WAREHOUSE)**

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<b>Address</b>	96-102 Franklin Street, Melbourne
<b>Date/period</b>	1890/Victorian
<b>Building type</b>	Commercial
<b>Grading</b>	C3
<b>Previous Grading</b>	C



### **Significance**

#### **What is Significant?**

The four/ five storey building, particularly the symmetrical façade and original configuration of windows and doors.

#### **How is it Significant?**

Burbank House, or the former Ferguson & Urie warehouse, is of historic and aesthetic significance to the City of Melbourne.

#### **Why is it Significant?**

Burbank House, or the former Ferguson & Urie warehouse, is historically significant for its association with the prominent stained glass company, Ferguson & Urie, for whom the building was constructed in 1890. It represents the expansion phase of this company who had, a few years prior, commissioned a building in Collins Street. Previously there had been an ice/refrigeration works on the site, possibly Melbourne's first such operation. As such, the site also has associations with James Harrison, a pioneer of the ice works industry.  
(AHC Criterion A4)

The building is of aesthetic significance for being a largely intact, substantial late Victorian warehouse, which retains a landmark quality. The symmetrical design features some restrained, classical detailing including the treatment of the three pediments, which surmount the building. It possibly one of the largest extant buildings by the lesser known architect A. E. Duguid.

(AHC Criterion E1)

## Description

The front building is part four/part five storey and extends the width of the block, whereas the rear buildings (not visible from the street) are narrower. The front section has a gable roof hidden behind the parapet and the walls have a stucco finish, which has been painted. Well over a century after its completion, the building retains a certain landmark quality in this part of Melbourne.

The façade of the late Victorian building is relatively restrained for the period, though it does incorporate some classical detailing, and is indicative of a more utilitarian approach, typically employed on warehouses.

The façade is symmetrical consisting of three bays – a wider, taller central bay and flanking side bays, which project slightly forward of the central bay. The central bay is twice as wide and a storey higher than the side bays. Each bay is crowned by a triangular pediment and the side pediments have a section of wall above with three small panelled piers also with a small pediment. Below the main pediments is a cornice and frieze, the latter with a scroll at either end. There is also a cornice at the top of the third floor and a frieze to either end of the first floor. The pilasters between the principal openings to the ground floor have vertical indentations to the capitals.

All the openings are timber-framed and to the ground floor there is a central doorway, with a pair of three-panelled doors and flanking picture windows, except for the roller door to the western end. Above the street level there is a regular pattern of fenestration consisting of deeply recessed, double-hung sash windows with a stepped reveal. The six windows to the central bay are paired.

## History

In 1849, J. Burwich purchased the one quarter acre site - Crown Allotment (no 7, section 42).<sup>129</sup> There was limited development in this part of Franklin Street during the 1850s but James Harrison established an ice works at the site in 1859.<sup>130</sup> Harrison is said to be the pioneer of refrigeration in Australia as he designed and built the first plant in Geelong in 1854.<sup>131</sup> There was, however, no such listing for the site in the 1860 Sands & Kenny directory, but in 1863 an ice works managed by J. H. Brooker is noted, and by 1866 was listed as the Victoria Ice Works.<sup>132</sup>

The land was acquired by the Victorian Ice Company in October 1872 and subsequently transferred to the Co-operative Ice and Refrigeration Association in January 1884.<sup>133</sup> During the 1870s and early 1880s, the architect J. F. Matthews was engaged to undertake various works at the site.<sup>134</sup>

James Ferguson and James Urie, who specialised in the manufacture of decorative glass (leadlight, stained and painted glass) acquired the site in October 1889.<sup>135</sup> Ferguson & Urie had commenced operations as plumbers however moved into decorative glass by 1861. During the 1880s they expanded operations and commissioned a showrooms building in Collins Street (1884). In March 1890 they issued a 'notice of intent to build' a warehouse at the site to replace the pre-existing building/s on the site. The builder was William Rankine of Canning Street, Carlton and the architect was A. E. Duguid.<sup>136</sup> Duguid was born and trained in Scotland before moving to Melbourne in 1884, and developed a successful practice, primarily in domestic and ecclesiastical buildings, primarily small scale and in the inner suburbs of Melbourne.<sup>137</sup>

The site was listed as vacant in the 1890 directory and in the following year Ferguson & Urie appear as the occupants.<sup>138</sup> According to the 1890s MMBW plans, the extant front wing corresponds with the outlined footprint. There was a carriageway to the west end of the building and a well was also noted. To the rear, were two timber sheds and a pitched driveway.<sup>139</sup> Ferguson & Urie occupied the site for about a decade before selling its stock during mid-1899 and subsequently the building was made available to let.<sup>140</sup>

<sup>129</sup> Township Plan, Melbourne North M314(10)

<sup>130</sup> Sands & Kenny directories; Plaque on front of the building

<sup>131</sup> L. G. Bruce-Wallace, 'James Harrison (1816-1893)', *Australian Dictionary of Biography*.

<sup>132</sup> Sands & Kenny and Sands & McDougall's directories

<sup>133</sup> Certificate of Titles, vol. 524/folio 723 and vol. 1530/folio 931

<sup>134</sup> M. Lewis, *Australian Architectural Index*, record nos 12,880-83

<sup>135</sup> Certificate of Title, vol. 2214/folio 639

<sup>136</sup> Burchett Index, VPRS 9289

<sup>137</sup> Elva Erey, *Victorian Architectural Ornament 1880-1920*, Thesis [University of Melbourne] 1972, p334

<sup>138</sup> Sands & McDougall's directories

<sup>139</sup> MMBW Plan 25(1894) and detail plan 1025, 1026 (1895)

<sup>140</sup> The *Argus*, 10 August 1899, p2 and 6 September 1899, p3

In 1913 the coach builders John and Albert Keep, and Henry Wood, acquired and occupied the site for some years until they sold it to Harrison, San Miguel in 1928.<sup>141</sup> The latter was a confectionery supplier, who had been based at the site since at least 1925.<sup>142</sup> In 1954 Mauri Brothers and Thomson acquired the site.<sup>143</sup> Later occupants included Stramit Industries (by 1962).<sup>144</sup>

### **Recommendations**

It is recommended that Burbank House be included in the Schedule to the Heritage Overlay.

### **Extent of Designation**

The land and the original building.

### **Previous Studies/Identification**

*Central Activities District Conservation Study* 1985, Graeme Butler & Associates.

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<sup>141</sup> Certificate of Title, vol. 3727/folio 358

<sup>142</sup> The *Argus*, 1 July 1925, p4

<sup>143</sup> Certificate of Title, vol. 8050/folio 749

<sup>144</sup> Mahlstedt Fire Insurance Plan, map 16A (1962 series, section 2 north)

## FORMER STORE

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<b>Address</b>	139-141 Franklin Street, Melbourne
<b>Date/period</b>	c.1860 onwards/Victorian
<b>Building type</b>	Commercial
<b>Grading</b>	C3
<b>Previous Grading</b>	E



### Significance

#### What is Significant?

The extant building, primarily the front two/three storey section, and in particular the façade with unpainted brickwork and basalt.

#### How is it Significant?

The former store is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

The building is historically significant as it is representative of the development that occurred in this part of Melbourne during the 19<sup>th</sup> century. A stone store was built on the site during the early 1860s and during the latter part of the century, it was altered and enlarged with brick sections. It has been put to a wide range of uses, including a store for corn merchants, a livery stables and a butter factory.

(AHC Criterion A4)

The former store is of aesthetic significance as it consists of a rare combination of building materials – basalt and red brick – though another example is located directly behind at 104 A'Beckett Street. The basalt sections feature varying treatments and the red brick areas have moulded bricks and remnants of tuck-pointing.

(AHC Criterion E1)

### Description

The part two and three storey building has a symmetrical façade with an unusual combination of dressed basalt forming a dado with the rest of the wall being red brick in stretcher bond. Many of the rock-faced basalt blocks have a draft margin, including the window sills and quoining, and project slightly forward of the other blocks. The red brick sections include moulded bricks, for the string courses and cornices at each level, and there are remnants of tuck-pointing evident. Below the string course is a stucco band, now painted, and there is also a large stucco panel to the parapet.

There is a regular pattern of openings, all of which have modern aluminium-framed windows or doors. To the ground floor there are two doorways with a smaller window either side, however the existing doorway had been a larger window and the full length fixed pane window had been a door. To the first floor there are three windows.

## History

The site is part of the one quarter acre Crown Allotment (no 11, section 41) which was purchased in 1850 by C. Rochward.<sup>145</sup> There was some development, mostly small-scale commercial operations, in this part of Franklin Street from 1857 but it increased around 1860.<sup>146</sup> In 1863 there was a stone store on the site, which probably consisted of two separate parts but it was unoccupied and described as dilapidated. In the following year however, it was occupied by a W. Phillips.<sup>147</sup> For the next three years (1865-67), it was occupied by Charles Wood, a corn dealer, who was listed at the site for another two years, in partnership with Charles McAuley.<sup>148</sup> In 1869 the land was acquired by Charles Wood and Charles McAuley, produce merchants located at 280 Elizabeth Street.<sup>149</sup> They continued to occupy the site for another year or so, but by 1871, E. R. Priestley, a hide and tallow merchant, took over the site and remained there until at least 1875.<sup>150</sup> From 1879 Charles Wood had acquired ownership of the site and retained it until his death in 1924.<sup>151</sup>

For much of the 1880s, the site was being used as livery stables by Nicholas Newton. By 1890 the current numbering was in place, and at this time two separate businesses were listed at the site: no. 139 by T. Anthony & Co., supplying doors, and no. 141 by P. McCabe, who operated livery stables (where horses could be hired or cared for).<sup>152</sup> MMBW plans from the mid-1890s show the footprint of the masonry part of the building extending about  $\frac{3}{4}$  of the length of the block, corresponding with the extant section, as depicted in 1923. This suggests that the rear masonry section was single storey, and as such, the building consisted of a two, three and single storey section. In the mid-1890s there was a timber stables to the rear about a small pitched yard<sup>153</sup>

By 1923 the site was being used as a butter factory by Wood & Co, for whom additions and alterations were made including the construction of most of the later, three storey block to the rear (that is behind the gable roof section). The works were undertaken by J. S. Wright of Melbourne at a cost of £2500 and designed by the architects Beaver & Purnell.<sup>154</sup> The new sections of wall to the east lane were initially red face brick with stucco bands and the roof consisted of a pair of hips.

In 1928 the site was in the ownership of the Trustees Executors & Agency Co., and further alterations were made to the building, mostly to the interior, to the value of £600. They were undertaken by W. N. Gray and completed in the same year.<sup>155</sup> In addition, multi-paned, steel-framed windows were introduced to the façade (subsequently removed) and new doors were installed to the entry, then at the west end. At this stage, the two smaller openings to the western half of the ground level were niches rather than windows.

During the 1940s William L. Buckland P/L operated a bicycle and car parts business from the site.<sup>156</sup> In the early 1960s Meltex Trading were based at the site.<sup>157</sup>

## Recommendations

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- <sup>145</sup> Township Plan, Melbourne North M314(10)  
<sup>146</sup> Sands & Kenny directories  
<sup>147</sup> Melbourne Rate Books, (VPRS 5708) Bourke Ward: 1863, entry nos 1145-46; and 1864, entry no. 1181  
<sup>148</sup> Melbourne Rate Books, (VPRS 5708) Bourke Ward  
<sup>149</sup> Certificate of Titles, vol. 181/folio 104, vol. 297/folio 378  
<sup>150</sup> Melbourne Rate Books, (VPRS 5708) Bourke Ward, Sands & McDougall's directories, 1872+1875  
<sup>151</sup> Certificate of Title, vol. 1081/folio 161  
<sup>152</sup> Sands & McDougall's directories  
<sup>153</sup> MMBW plan 25 (1894) and detail plan 1024 (1895)  
<sup>154</sup> Application 5163: VPRS 11,200/P1/U572 and VPRS 11,201/P1/U65  
<sup>155</sup> Application 10,332: VPRS 11,200/P1/U1273 and VPRS 11,201/P1/U128  
<sup>156</sup> *The Argus*, 1 December 1948,  
<sup>157</sup> Mahlstedt Fire Insurance Plan, map 12A (1962 series, section 2 north)

It is recommended that the former store be included in the Schedule to the Heritage Overlay.

**Extent of Designation**

The land and the original building.

**Previous Studies/Identification**

*Central Activities District Conservation Study 1985, Graeme Butler & Associates.*

## FORMER A. G. HEALING BUILDING

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<b>Address</b>	167-173 Franklin Street, Melbourne
<b>Date/period</b>	1928/Interwar
<b>Building type</b>	Commercial
<b>Grading</b>	C3
<b>Previous Grading</b>	D



### Significance

#### What is Significant?

The five storey building, in particular the façades to both street frontages and original metal-framed windows.

#### How is it Significant?

The former A G Healing warehouse and factory is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

Constructed in 1928, the former A. G. Healing building is of historical significance as it is representative of the wave of development that occurred in this part of Melbourne during the Interwar period. At the time of its construction it was a landmark building, which it remains today. The scale of the building indicates the success of the A. G. Healing company and the use of the Commercial Palazzo style on a factory and warehouse building heralds the company's ambitions during this period. It remained the principal site of their operations for about half a century and so the site has associations with this company, which was responsible for several iconic Australian brands of bicycles and motorcycles. (AHC Criterion A4)

The former A. G. Healing building is of aesthetic significance as a fine example of a Commercial Palazzo, designed by the architects Sydney Smith, Ogg & Serpell, who were notable exponents of this style. The design is distinguished by the subtle stucco detailing to the façade and the metal-framed windows.  
(AHC Criterion E1)

## Description

The five storey Commercial Palazzo style building has a high base (ground floor), a *piano nobile* extended over the upper four storeys, and the roof is hidden behind a parapet. The Commercial Palazzo style was more typically used for grand multi-storey offices (banks, etc.) or hotels rather than factories and warehouses.

The building has two façades, both of which have a stucco finish - the principal one is to Franklin Street (north elevation) and the secondary is to Anthony Street (west elevation). The principal façade is symmetrical. The upper floors are divided into three sections - narrower outer bays (one window in width) and a wide central section (of five windows) - each of which are set in their own separate frame. Above the central bay is a cornice with brackets alternating with dentils. The outer frames have some Egyptianising/Greek detailing and there are string mouldings to the upper part.

The general configuration of the building has been retained as well as some of the original detailing, such as the arcotera to the pediment above the entry, however the ground level has been altered, for instance the walls are partly clad in tiles. The metal-framed windows are original and include casements and panes with crosses, though some of the latter have been removed.

## History

In 1849 John Grips bought six adjoining allotments (nos 2-4 and 15-17) in this part of Melbourne (section 41), extending between Franklin and A'Beckett Streets. Later the land was subdivided and the current site probably relates to parts of two of the original allotments.<sup>158</sup>

During the mid-1860s, a block of eight terrace buildings were constructed in this part of Franklin Street and were named the Charleston Buildings during the early 1870s.<sup>159</sup> According to the mid-1890s MMBW plans they were masonry terraces with front verandahs and a right of way on either side that continued behind the properties and provided access to the Anthony Saw Mills to the rear.<sup>160</sup> Four or five of the terraces, and part of the saw mill, were located on the subject site.

By the early 1920s the earlier buildings had been demolished and the land subdivided into five allotments, which remained vacant for a few more years.<sup>161</sup> An application was approved for the £55,000 extant building in June 1928 for the motor engineering firm A. G. Healing, who were based in Little Bourke Street. The builders were F. E. Shillabeer & Sons Pty Ltd and the architects were Sydney Smith, Ogg & Serpell.<sup>162</sup> Works had commenced by March 1928.<sup>163</sup>

Sydney Smith, Ogg & Serpell were responsible for other notable buildings in the Melbourne CBD including Harley House at 71-73 Collins Street (1923) and the Port Authority Building at 29-31 Market Street (1929-31). Like the former A. G. Healing building, Harley House and the Port Authority Building are fine examples of the Commercial Palazzo form with varying combinations of Georgian, Greek and Egyptian detailing. The latter building, however, is the most extravagant of the group and its stone façade features a recessed, giant Ionic order colonnade.

The A. G. Healing Company was an Australian manufacturing firm established in 1896 by Alfred George Healing. Initially producing bicycles, he began importing motorcycles from 1903. By 1910 they were manufacturing their own brands of motorcycles (Petrel) and by the end of WWI, they were the largest motorcycle business in Australia, whilst continuing to manufacture bicycles. During the 1930s the company diversified into domestic items such as radios, and later whitegoods and televisions.<sup>164</sup> The company collapsed in the early 1970s.<sup>165</sup>

<sup>158</sup> Township Plan, Melbourne North M314(10)

<sup>159</sup> Sands & McDougall's directories

<sup>160</sup> MMBW Plan 25(1894) and detail plan 1024 (1895)

<sup>161</sup> Mahlstedt Fire Insurance Plan, map 12A (1923-28 series, section 2 north, version 1)

<sup>162</sup> Building Application, no. 9548:VPRS11,201/P1/Unit 120

<sup>163</sup> The *Argus*, 5 March 1928, p13

<sup>164</sup> Museum Victoria, entry for A G Healing auto cycle, circa 1948.

<sup>165</sup> 'Australian made is out of service', The *Age*, 14 August 2002,



### **Recommendations**

It is recommended that former A. G. Healing Building be included in the Schedule to the Heritage Overlay.

### **Extent of Designation**

The land and the original building.

### **Previous Studies/Identification**

*Central Activities District Conservation Study* 1985, Graeme Butler & Associates.

## CAFE BUILDING

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<b>Address</b>	213 Franklin Street
<b>Date/period</b>	c1930s/Interwar
<b>Building type</b>	Commercial
<b>Grading</b>	C2
<b>Previous Grading</b>	-



### Significance

#### What is Significant?

The two storey building, particularly the asymmetric rendered façade and leadlight window.

#### How is it Significant?

The café building is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

The café building is of historical significance as being representative of the development that occurred in this part of Melbourne during the Interwar period, when most of the pre-existing buildings, including many residences, were replaced with larger, light industrial buildings. It also has associations with the architects Cowper, Murphy & Appleford. (AHC Criterion A4)

The café building is of aesthetic significance as a good example of the hybrid architecture that was common at the time, although the building is largely indicative of the Spanish Mission style. This style was relatively unusual for commercial buildings and the viga-like projections to the upper part of the façade are a distinctive element.  
(AHC Criterion E1)

### Description

The two storey building is located on a tapering block. The façade has a rendered finish and reveals an eclectic design, not uncommon at the time, though is broadly indicative of the Spanish Mission style. The design is asymmetric with the stairwell to the east end being defined by a stepped parapet and an arched, stained glass window with a plain roundel above. The section of the façade above the shopfront has three double-hung sash windows, whose upper sash is multi-paned, in an arched setting. Above is a row of small projections, which in traditional pueblo architecture are known as vigas, and relate to projecting beams. It was not common for buildings in the Spanish Mission style in Australia to include this detailing (another example is the Mission to Seamen building at 717 Flinders Street). The rounded upper edge to the parapet is also suggestive of influence of pueblo architecture, which was traditionally constructed from adobe.

There have been changes to the ground level as the lower part of the wall is tiled when it originally featured clinker bricks. The detailing of the openings has been altered, though their location is original.

### History

The site is part of a Crown Allotment (no 12 in section B), which was purchased in 1858 by F. G. Dalgety.<sup>166</sup>

By the early 1890s there was a timber shed to the front western boundary, and brick stable to the rear boundary with a brick paved yard in between.<sup>167</sup> At this stage, it was part of the adjacent site at the corner of Queen Street, which began as a residence for James Lawrence about 1860 and in recent years has been used for commercial purposes (bank, restaurant, etc.).

In October 1930 the current building was approved for Frank Vial & sons and was completed by late 1931. The builder was Bennett & Janssens of St Kilda and estimated to cost £1,200. It was designed as a café by the architects Cowper, Murphy & Appleford.<sup>168</sup> These architects, who were based in Bourke Street, designed several cinemas and a nearby hotel at 238 Victoria Street, Melbourne, now the Public Bar, in 1937.

According to the original drawings there was a dining room and kitchen at ground floor and four bedrooms upstairs. The lower part of the façade had clinker bricks. The original entry had timber doors with a glass panel, possibly with leadlight (or timber divisions), a detailing which was also used to the upper part of the shopfront. The original shopfront probably was retained for about half a century.<sup>169</sup> Changes were made to the ground floor area in 1981 and 1988.<sup>170</sup>

### Recommendations

It is recommended that the café building be included in the Schedule to the Heritage Overlay.

### Extent of Designation

The land and the original building.

### Previous Studies/Identification

The site has not previously been identified.

<sup>166</sup> Township Plan, Melbourne North M314(10). This allotment was slightly larger than the standard quarter acre block.

<sup>167</sup> MMBW Plan 25 (1894) and detail plan 1024 (1895)

<sup>168</sup> Building Application no. 12, 646: VPRS 11,200/P2/Unit 255 and VPRS 11,201/P1/Unit 155

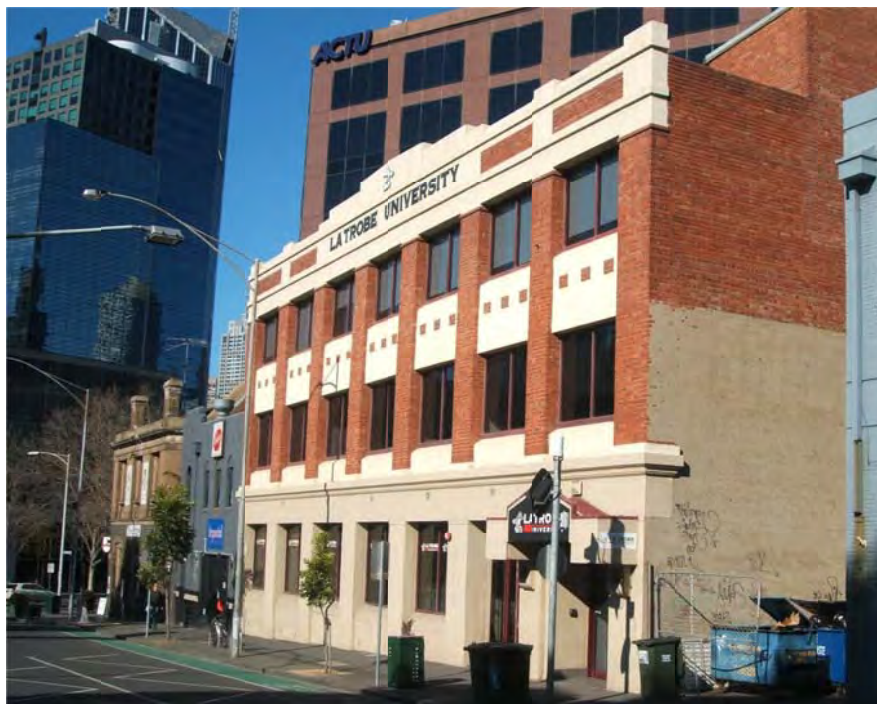
<sup>169</sup> Karl Halla, 'Franklin Street between William Street and Queen Street', 1960-70 (Picture Victoria, ID 18,728)

<sup>170</sup> Building Application Index, VPRS11,202

## FORMER A. G. WAY & CO. FACTORY (1)

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<b>Address</b>	215 Franklin Street
<b>Date/period</b>	1923/Interwar
<b>Building type</b>	Commercial
<b>Grading</b>	C2
<b>Previous Grading</b>	D



### Significance

#### What is Significant?

The three storey factory building, in particular the façade.

#### How is it Significant?

The former A. G. Way & Co. Factory (1) is of historic and representative aesthetic significance to the City of Melbourne.

#### Why is it Significant?

Built in 1923 for A. G. Way & Co. Factory (1), the site is historically significant for being indicative of the development that occurred in this part of Melbourne during the Interwar period, when most of the pre-existing buildings, including many residences, were replaced with more substantial, light industrial buildings. It is significant for its association with A. G. Way & Co., a firm of metal workers who specialised in dairy equipment, who also developed the adjacent site to the south at 186-190 A'Beckett Street.

(AHC Criterion A4)

The A. G. Way & Co. Factory (1) is of representative aesthetic significance as a largely intact factory building with a Stripped Classical style façade with a relatively formal treatment for a utilitarian building type. It was designed by the noteworthy architectural practice of Walter and Richard Butler.

(AHC Criterion D2)

## Description

The building is mostly three storey with a partial fourth storey to the rear, and the parcel of land includes the western laneway, which is an extension of Electric Place (from A'Beckett Street). The flat roof is concealed by the parapet.

The symmetrical Stripped Classical style façade has a defined base and upper level (extended *piano nobile*). The façade is partly face brick (including panels) alternating with areas of stucco (parapet, entablature, etc.). It is divided into seven bays by pilasters with plain capitals, though those at the ground floor are currently not evident as they have been painted over. Above are giant order pilasters, which extend to the height of the upper two storeys. The capitals and base of the giant order pilasters are defined by a course of soldier coursing (vertical bricks) and the capital has a projecting course of narrow, tapestry bricks. The openings have modern aluminium-framed fittings including large picture windows.

## History

The site corresponds to Crown Allotment no. 11 (section B), which was purchased in 1858 by B McKenzie, and about half of the adjoining allotment 10, purchased by J. August.<sup>171</sup> The area of both allotments was less than the standard quarter acre block.

By the early 1890s the land had been developed and was comprised of four separate sites, all with masonry buildings: nos 217, 219, 221 and 223.<sup>172</sup> No. 217 was defined as a shed, and consisted of a small brick front section and large timber rear section. The three adjoining buildings at nos 219-223 were probably houses, though they may have been individually constructed as they had differing footprints. They each had a small garden to the front and a much larger rear yard with a closet to the back lane. No. 223 was located on the land that is now the laneway to the west side of the building.

By the early 1920s the earlier building at no. 217, the rear part of which had been extended to the west boundary, was occupied by the A. G. Way foundry. The company also occupied the adjacent single storey building at no. 219. To the west, the adjacent single storey building at no. 221 was still standing and the two storey building at no. 223 was being used by a grocer.<sup>173</sup>

By 1923 the site had been completely acquired by A. G. Way & Co. and in December of that year they applied for a permit to construct the existing factory building. The architects were the eminent practice of Walter and Richard Butler, then located at 84 William Street, Melbourne. The builder was F. Frencham of Northcote, who completed the work by the end of 1924. The original drawings indicate that multi-paned windows were employed and that a door way at either end of the façade was intended with a small canopy above.<sup>174</sup> It is not certain if the eastern doorway was constructed in that location as a later photograph shows a doorway further west (third bay from the east), with what was probably the original detailing.<sup>175</sup>

The firm of Walter and Richard Butler was formed in 1919 after Walter (1864-1949), who had been practising as a solo operator (although he had previously been in partnerships), brought in his nephew. Walter Butler began his career as a staunch supporter of the tenets of the Arts and Crafts movement and was among the most eminent architects practising in Melbourne during the early part of the 20<sup>th</sup> century. He is particularly noted for his residences and ecclesiastical buildings, mainly for the Anglican Church, however the firm of Walter and Richard Butler designed many commercial buildings, especially branches of the Union Bank.

A. G. Way & Co. occupied the site at least until the early 1950s and they specialised in dairy utensils including milk and cream cans.<sup>176</sup> Their operations encompassed a wide range of metalworking activities including sheet metal, soldering, welding (oxy, arc and spot), tinning, and galvanising.<sup>177</sup>

The building was damaged by fire in 1979 and repair works were required to the value of \$180,000.<sup>178</sup> During the mid-1980s it was used as a car auction centre.<sup>179</sup> In 1990 it was substantially modified to accommodate a new use.<sup>180</sup>

<sup>171</sup> Township Plan, Melbourne North M314(10)

<sup>172</sup> MMBW Plan 25(1894) and detail plan 1024 (1895)

<sup>173</sup> Mahlstedt Fire Insurance Plan, map 11A (1923-28 series, section 2 north, version 1[unaltered])

<sup>174</sup> Building Application no 5, 565: VPRS 11,200/P1/Unit 662 and VPRS11,201/P1/Unit 73

<sup>175</sup> Karl Halla, 'Franklin Street between William Street and Queen Street', 1960-70 (Picture Victoria, ID 18,728)

<sup>176</sup> The *Argus*, 17 September 1936, p18 and The *Argus*, 21 September 1950, p43

<sup>177</sup> The *Argus*, 20 December 1948, p34

<sup>178</sup> Building Application Index, VPRS11,202

<sup>179</sup> Refer to image on Building Identification Form from Graeme Butler & Associates, *Central Activities District Conservation Study*

<sup>180</sup> Building Application Index, VPRS11,202

### **Recommendations**

It is recommended that the former A. G. Way & Co. Factory (1) be included in the Schedule to the Heritage Overlay.

### **Extent of Designation**

The land and the original building.

### **Previous Studies/Identification**

*Central Activities District Conservation Study* 1985, Graeme Butler & Associates.

## FORMER T A T ELECTRIC CO. FACTORY

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<b>Address</b>	225 Franklin Street
<b>Date/period</b>	1936/Interwar
<b>Building type</b>	Commercial
<b>Grading</b>	C2
<b>Previous Grading</b>	D



### Significance

#### What is Significant?

The two storey factory building, in particular the façade and original metal-framed windows.

#### How is it Significant?

The former T A T Electric Company factory is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

Constructed in 1936 for the T A T Electric Company, the former factory is historically significant as it is representative of the development that occurred in this part of Melbourne during the Interwar period. At this stage, most of the pre-existing buildings, including many residences, were replaced with more substantial, light industrial buildings. (AHC Criterion A4)

The former T A T Electric Company factory is of aesthetic significance as a largely intact and good example of the Moderne style, which was often employed for commercial buildings. Although the original steel-framed windows survive, the original contrasting areas of textured brick and rendered are currently painted over. The architectural and engineering firm of Alder & Lacey, who were responsible for the design, specialised in commercial buildings of this ilk. (AHC Criterion E1)

## Description

The façade of the two storey, Moderne style building reveals a mixture of textured brick and bands of rendered finish, though this contrast is currently less obvious as the face brickwork has been painted over. The rendered finish is mostly to the upper parts of each level and has horizontal, speed lines to the side sections. At the upper level, the side sections project forward of the central part, which also has a rendered finish and extends above the side parapets with an upper band of textured brick. The original steel-framed windows are mostly multi-paned with a large picture window to the middle of the ground floor. There is a later aluminium door to the recessed porch to the west end and a roller door to the east end.

## History

The site is part of Crown Allotment no 10, section B, which was purchased in 1858 by J. August.<sup>181</sup> The area was less than the standard quarter acre block.

By the early 1890s, the extant parcel of land had been defined however it was vacant at that time.<sup>182</sup> By the early 1920s there were two timber buildings (nos 225 and 227) on the site: a long, single storey structure to the centre and a smaller shed to the west boundary.<sup>183</sup> They were occupied by A. G. Way tinsmiths, who commissioned the adjacent building to the east at no. 215.

In 1936, the extant factory was built at a cost of £2,144 for use by the T A T Electric Co, though the site was owned by F. S. Hudson at this stage. It was designed by the firm of Alder & Lacey, architects and construction engineers, and constructed by Weavell & Keast, both firms being based in Melbourne.<sup>184</sup> The original drawings indicate that two narrow windows were to be employed to the west end of the ground floor façade where there is now a doorway and the front entry was through a door in the larger roller door.

Alder & Lacey specialised in Moderne style factory buildings.<sup>185</sup> They are known to have designed other factories in Melbourne in Swanston Street (1933), A'Beckett Street (1938) and Little Bourke Street (1938).<sup>186</sup>

The T A T Electric Co manufactured car batteries and had previously been located at 17 Little Latrobe Street.<sup>187</sup> In 1946, the company purchased the site for £6,000.<sup>188</sup>

During the mid-1980s, the building was employed by the Dudley & King, linotypers and typesetters. At this stage, the face brick sections of the wall had yet to be painted, though there was a doorway to the west end.<sup>189</sup>

## Recommendations

It is recommended that the former T A T Electric Company factory be included in the Schedule to the Heritage Overlay.

## Extent of Designation

The land and the original building.

## Previous Studies/Identification

*Central Activities District Conservation Study* 1985, Graeme Butler & Associates.

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<sup>181</sup> Township Plan, Melbourne North M314(10)  
<sup>182</sup> MMBW Plan 25(1894) and detail plan 1024 (1895)  
<sup>183</sup> Mahlstedt Fire Insurance Plan, map 11A (1923-28 series, section 2 north, version 1[unaltered] and 1962 series)  
<sup>184</sup> Building Application no. 17, 713: VPRS 11,200/P4/Unit 39 and VPRS11,201/P1/Unit 212  
<sup>185</sup> Citation for factory (Gordon Brothers Refrigeration) at 9-27 Michael Street, Brunswick (Victorian Heritage Database)  
<sup>186</sup> Miles Lewis, *Australian Architectural Index*, record nos 772, 12,913 and 13,082.  
<sup>187</sup> *The Argus*, 9 June 1934, p12  
<sup>188</sup> *The Argus*, 13 February 1946, p11  
<sup>189</sup> Refer to image on Building Identification Form from Graeme Butler & Associates, *Central Activities District Conservation Study*



## MELBOURNE TERRACE APARTMENTS

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<b>Address</b>	408-416 Queen Street, Melbourne
<b>Date/period</b>	1994/Late Twentieth Century
<b>Building type</b>	Residential
<b>Grading</b>	B3
<b>Previous Grading</b>	-



### Significance

#### What is Significant?

The extant building.

#### How is it Significant?

The Melbourne Terrace Apartments are of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

The Melbourne Terrace Apartments are historically significant because it was one of the first purpose-designed apartment buildings constructed in the city centre, representing the beginning of a phase of urban consolidation and marked residential growth in the CBD. It also has associations with the eminent architect Nonda Katsalidis, and is one of his noteworthy early works.

(AHC Criterion A4)

The Melbourne Terrace Apartments are of aesthetic significance as a wildly exuberant 20<sup>th</sup> century design with a palette of high quality materials. Notable elements include the extensive use of copper (finishes) including the four entry sculptures by Peter Corlett.

(AHC Criterion E1)

## Description

The multi-storey apartment block is an exuberant design of several distinct components as defined by varying massing/articulation and materials. The approach to massing partly suggests a reference to Brutalism however without the sense of austerity usually associated with that style, and which is countered by the almost whimsical effects and agglutination of parts battling for expression, as if the clutter of the city was being distilled into one building. The principal materials are verdigris-like (weathered copper) finish to the projecting balconies, contrasting with other balconies, with glass balustrading. There are copper sculptures at the four entries, unweathered copper doors, zinc cladding to the upper sections, and exposed concrete including the pairs of jagged-edge panels with eye-like openings to the Franklin Street elevation (creating abstracted faces) and vertical sections of windows with projecting frames. The skyline has been described as verging on being 'post-apocalyptic Baroque'.<sup>190</sup>

The building is divided into four distinct sections with separate entries named: Equus (horse), Mondo (world), Roma (Rome) and Fortuna (Roman goddess of fate). The design of these sculptures relates to classical precedents, for example, Equus is depicted as a centaur (half man, half horse), Mondo is represented by an Atlas-like figure holding up the world and Fortuna is represented as winged and standing on the earth. Roma is depicted as a group of three gods (two male and one female).

## History

The site consists of parts of two original allotments in section 41, made available during the 1850s. F Lloyd purchased Crown allotment 18 to the corner of Queen and Franklin Streets, and John Gripe purchased the adjacent allotment to the east, no. 17. Gripe also acquired another five nearby allotments (nos 15-16 to Franklin Street and nos 2-4 to A'Beckett Street).<sup>191</sup>

By the mid-1860s double storey terrace houses had been constructed to Franklin Street but the Queen Street section of the site remained vacant.<sup>192</sup> By 1895 a row of five brick terraces fronting Queen Street had been constructed at the corner with Franklin Street, then with addresses of 394 to 402 Queen Street, with a footpath of stone flags. A small laneway from Franklin Street provided rear access to the dwellings. To Franklin Street, there were two groups of terraces: a pair at nos 189-191 and a group of three at nos 183-187. The rear yards of all the houses were laid with bluestone pitches and there was a closet to the rear boundary.<sup>193</sup> An early 20<sup>th</sup> century photograph provides details of the Franklin Street houses, in particular it reveals that nos 189-191 had both a verandah and balcony, and nos 183-187 had a verandah only.<sup>194</sup> A circa 1960 photograph reveals that the ten 19<sup>th</sup> century houses were still standing at this time, and that the group of five houses to Queen Street were single storey. By this time they were among the few original houses to survive in the vicinity.<sup>195</sup> All were demolished soon after this however, as by 1962 the site was vacant and possibly being used as a car park.<sup>196</sup>

The existing building was constructed in 1994 and was among the first wave of apartment blocks to be constructed within the Melbourne city centre. The development became a model for future medium to high density city dwellings, and inspired a revitalization of the surrounding area.<sup>197</sup> This building is an early design by (Nonda) Katsalidis Architects, established in the early 1990s, with an earlier example being the Argus Centre at 300 La Trobe Street (with Axia P/L in 1991). The figurative sculptures at the entries were produced by Peter Corlett.<sup>198</sup>

In 1996 Katsalidis joined forces with Nation Fender to form Nation Fender Katsalidis, however following the departure of Bob Nation it has become Fender Katsalidis. This practice has been responsible for many high profile projects such as the Republic Tower (1999) at the corner Queen and La Trobe Streets and Eureka Tower, Melbourne's tallest building, constructed in 2006.

<sup>190</sup> P. Goad, *Melbourne Architecture*, Sydney 1999, p226

<sup>191</sup> Township Plan, Parish of Melbourne at Melbourne North M314(10).

<sup>192</sup> Henry de Gruchy & Stephen Leigh, 'Victoria-Australia, Port Phillip. Hobson Bay and River Yarra leading to Melbourne', 1866 [State Library of Victoria]

<sup>193</sup> MMBW Plan 1024 (1895)

<sup>194</sup> View of Franklin Street, looking East from Queen Street', c1911-1935 (SLV, image no H84.92/5)

<sup>195</sup> Commercial Photographic Co, Aerial Views of Melbourne, c1960 (SLV, image nos: H2009.95/31 and H2009.95/37)

<sup>196</sup> Mahlstedt Fire Insurance plan, map 12A (1962 series, section 2 north)

<sup>197</sup> Australian Institute of Architects, Citation for Melbourne Terrace Apartments on the Nationally Significant 20<sup>th</sup> Century Register

<sup>198</sup> P. Goad, *Melbourne Architecture*, Sydney 1999, p226

### **Recommendations**

It is recommended that Melbourne Terrace Apartments are included in the Schedule to the Heritage Overlay.

### **Extent of Designation**

The land and the original building.

### **Previous Studies/Identification**

Not previously identified.

## OXFORD HOTEL

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<b>Address</b>	427-433 Swanston Street, Melbourne
<b>Date/period</b>	1887/Late Victorian
<b>Building type</b>	Commercial
<b>Grading</b>	B3
<b>Previous Grading</b>	C



### Significance

#### What is Significant?

The three storey building, in particular the two façades with stucco detailing and unpainted brickwork.

#### How is it Significant?

The Oxford Hotel is of historic and aesthetic significance to the City of Melbourne.

#### Why is it Significant?

The Oxford Hotel is historically significant as a late 19<sup>th</sup> century hotel that continues to operate as such. It is reflective of the change that occurred during the late 19<sup>th</sup> century/early 20<sup>th</sup> century, when many smaller buildings constructed a few decades prior, were replaced with more substantial buildings of this standard. It is also one of the earliest examples of the use of the Queen Anne style in Melbourne.

(AHC Criterion A4)

The Oxford Hotel is of aesthetic significance as a fine example of the Queen Anne style, with a variety of stucco detailing by the eminent architect Charles D'Ebro, and represents one of his earliest forays into this style, of which he was a major exponent. It is remarkably intact externally, however modern frontages have been introduced to the ground floor at the north end, which were originally shops.

(AHC Criterion D2)

## Description

The three storey Queen Anne Style building features an ornate parapet which conceals the roof, which retains two intact chimneys. Located on corner site, the façade extends across two elevations, with some minor differences in treatment. Projecting bays, in slightly varying locations, create different rhythms to each elevation. The original shops at the northern end of the Swanston Street façade - the outer two bays – are defined by different treatment of the lintels at the first floor level.

The façades have a basalt plinth with areas of stucco finish and face red brick. The stucco finish has been employed to most of the ground floor with channelled rustication, arches with keystones, and spandrels with separate cornices. Stuccoed elements to the upper levels include the parapet with pediments, piers and panelling; entablatures to all levels (with that to the second storey having rosettes to the frieze and brackets to the cornice); first floor windows with pediments and dentillation; and distinctive Queen Anne sills to the second storey windows. The chimneys also feature decorative stuccoed mouldings to the upper part, and the ornate pediment to the chamfered corner has a crest and floriated scrollwork.

The windows to the upper levels are timber-framed, double-hung sashes. To the ground floor there are casements to the original window openings and modern full-length types to the former shops on Swanston Street.

## History

In 1849 a one quarter acre Crown Allotment (no 8, section 38) on the corner of Swanston and A'Beckett Streets was purchased by R. P. Mervin, which included the subject site. Mervin also purchased two adjoining allotments (nos 7 and 9).<sup>199</sup> By the late 1860s, this part of Swanston Street had been developed with two storey buildings.<sup>200</sup>

In 1886 the noted architect Charles D'Ebro called for tenders for a hotel and two shops on Swantson Street.<sup>201</sup> In March 1887 a notice of intent to build was issued for the extant building at the corner of A'Beckett and Swanston Streets. The owner was Mrs Hick and the builder was H. Maxwell of Hawthorn.<sup>202</sup>

The hotel and shops had been built by the mid-1890s, as it appears on contemporary MMBW plans. The site was divided into two distinct sections – the hotel (southern half) and the two shops (northern half). The hotel had a larger footprint with a cellar at the east end and to the rear was a small metalled (stone ballast) yard with small outbuildings to the west boundary (on Havelock Place). The depth of the shops was about half that of the hotel but they also had small cellars. There was also a masonry wing to their rear and a small outbuilding to Havelock Place.<sup>203</sup>

Other noted buildings designed by Charles D'Ebro during the late 19<sup>th</sup> century include the Winfield Building, 487-95 Collins Street (1891), with Richard Speight. Originally this building was the Melbourne Wool Exchange and now forms part of the Rialto Hotel. Another Queen Anne style red brick building with stucco dressings, it is more flamboyant with the corner turret and prominent Dutch gable to the upper part, but also features Romanesque arches. Stonnington (1891) at 336 Glenferrie Road, Malvern, may be D'Ebro's most noted building and is one of Melbourne's grandest, classically inspired houses of the late 19<sup>th</sup> century.

Substantial alterations and additions were undertaken to the hotel in 1917 and to the shops in 1919.<sup>204</sup> By 1962 the shops had been incorporated into the hotel as a bar area and the single storey sections had been built to the rear comprising of a kitchen and dining areas.<sup>205</sup> The paintwork to the brick has fortunately been removed in recent years.

## Recommendations

It is recommended that the Oxford Hotel be included in the Schedule to the Heritage Overlay.

## Extent of Designation

The land and the original building.

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<sup>199</sup> Township Plan, Melbourne North M314(10)  
<sup>200</sup> Swanston Street c1868, held by the Melbourne Library Service (Picture Victoria, ID: 19,463)  
<sup>201</sup> The *Argus*, 5 June 1886, p14, M. Lewis, *Australian Architectural Index*, record no. 17,837  
<sup>202</sup> Burchett Index, VPRS 9492/P3/Unit 4  
<sup>203</sup> MMBW Plan 25(1894) and detail plan 1022, 1023 (1895)  
<sup>204</sup> Building Application Index, VPRS 11,201. The value of the works was £800 and £700 respectively.  
<sup>205</sup> Mahlstedt Fire Insurance Plan, map 13A (1923-28 series, section 2 north, version 4 and 1962 series)

**Previous Studies/Identification**

*Central Activities District Conservation Study* 1985, Graeme Butler & Associates.

## FORMER DOMINION CAN COMPANY BUILDING

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<b>Address</b>	386-412 William Street, Melbourne
<b>Date/period</b>	1920-1941/Interwar
<b>Building type</b>	Commercial
<b>Grading</b>	C3
<b>Previous Grading</b>	D



### Significance

#### What is Significant?

The building, especially the two storey section at the corner of Franklin Street and Williams Street with the original wide openings to both levels.

#### How is it Significant?

The former Dominion Can Company building is of historic and representative significance to the City of Melbourne.

#### Why is it Significant?

The former Dominion Can Company building is historically significant as a particularly large industrial complex in the central business district and for its association with the war effort. The extant building replaced several 19<sup>th</sup> century buildings, and evolved in four principal phases over about a 20 year period from 1920 to 1941. The final stage was completed during the early part of WWII, when dispensation was typically required for most building projects, and would have been approved as its function manufacturing cans was related to the war effort.

(AHC Criterion A4)

The former Dominion Can Company building is of aesthetic significance as a good example of the Moderne Style applied to a factory building and designed by noted exponents of that style, the architects Oakley & Parkes. The distinctive pilasters which divide the long façades into bays are similar to that used at Kodak House, which they designed a few years prior.

(AHC Criterion D2)

## Description

The Moderne style building has a large footprint and is comprised of single, two and three storey sections. The roof is mostly obscured by a parapet, though sections of sawtooth and hipped roofs, clad in corrugated metal sheeting (and probably some with asbestos) are visible.

The walls have a stucco finish, which has been painted, and is divided into bays by broad ribbed pilasters, though without a defined capital. The pilasters extend above the parapet near the east end of the Franklin Street elevation (at about the junction of the earlier and 1941 two storey sections). The upper margin of the façade has a dogtooth-like motif and there is panelling to the upper part of the wall and between the ground and first floors.

The larger windows to ground floor are fixed aluminium-framed windows though there are some multi-paned, steel-framed types at either end of the building (the earlier sections). The visible first floor windows are multi-paned, steel-framed types and it is likely that this type also survives behind the later vertical louvres, as can be occasionally glimpsed. There are several types of doors including timber, glazed and roller doors.

## History

Land in this part of Melbourne (section B) was first made available for sale in 1858. The site consists of three adjacent quarter acre Crown Allotments along William Street (nos 3 and 4 were purchased by S. Amess and no. 5 was purchased by A. Paton) as well as approximately half of a fourth allotment to Franklin Street (no 6, acquired by S. Soloman).<sup>206</sup>

By the end of the 19<sup>th</sup> century the land on which the site is located had been developed and consisted of several sites of varying size. At this stage the numbering was different so that it corresponded to nos 286 to 306 William Street. There were a number of masonry residences addressing both Williams Street (no. 286 and nos 302-306) and Franklin Street (nos 271-275) with the latter group being smaller than the former. In addition, there were commercial sites, generally with timber sheds, on adjoining sites at 290 and 298 Williams Street and to Franklin Street. The latter was not numbered (about no. 261 to 269) though was identified as a workshop.<sup>207</sup>

In 1920 a single storey factory for the Holden Motor Body Company was built at the south end of the subject site (408 Williams Street). This factory was designed by the architect H. Gillespie and constructed by A. Douglas for £5,750.<sup>208</sup> It had a symmetrical façade of five bays in a manner typical of the period, with elements of the Free style. It had a sawtooth-roof and some of the windows at this end of the building may date to this period. Internally the factory was divided into three principal zones.

By 1923 maps indicate that the Holdens Motor Body Builders occupied more than half the site with a single storey section along William Street (south end) and a two storey building to Franklin Street (east end). The two late 19<sup>th</sup> century groups of terraces at the north end of the site (408-414 William Street and 271-275 Franklin Street) were still standing.<sup>209</sup> In that year Heyman Morris applied to alter and make additions (including garage) to the rear part of the house at 414 William Street (at the corner of Franklin Street).<sup>210</sup> The drawings were prepared by architect B. W. Tapner and the builder was G. T. McAlpine.

In 1926 the land at 412 William Street and 277 Franklin Street was made available for sale, and the buildings were described as a brick shop, dwelling and brick garage (lot 1). The three brick houses at 271-5 Franklin Street were also available (lot 2).<sup>211</sup>

In 1937 G. J. Picken & Sons owned 386 Williams Street, and added a store room to the south end.<sup>212</sup> The works were undertaken by L. H. Star for £800 and correspond to the last bay along the Williams Street elevation.

In October 1940 the land at 412 Williams and 377 Franklin Streets was to be auctioned and was described as containing a corner shop and two storey service station.<sup>213</sup> By January 1941 the whole site was owned by the Dominion Can Company

<sup>206</sup> Township Plan, Melbourne North M314(10)

<sup>207</sup> MMBW Plan 25(1894) and detail plan 1024 (1895)

<sup>208</sup> Building Application, no. 2924: VPRS 11,200/P1/Unit 306 and VPRS 11,201/P1/Unit 36

<sup>209</sup> Mahlstedt Fire Insurance Plan, map 11A (1923-28 series, section 2 north, version 1[unaltered] and 1962 series)

<sup>210</sup> Building Application, no. 5812: VPRS 11,200/P1/Unit 651 and VPRS 11,201/P1/Unit 73

<sup>211</sup> The *Argus*, 1 May 1926, p2

<sup>212</sup> Building Application no. 18,156: VPRS 11,200/P5/Unit 20 and VPRS11,201/P1/Unit 217

<sup>213</sup> The *Argus*, 21 September 1940, p17



who made further additions and alterations to the value of £9,000.<sup>214</sup> The builder was R. H. McDonald and the works were allowed to proceed with the authority of the Commonwealth Treasury. This procedure was common at the time as building materials and labour were scarce and were being directed to the war effort. This project was presumably approved as can manufacturing was important for the war effort.

The works included adding a two storey section, which constitutes much of the Franklin Street frontage. Presumably at this stage, the façades of the pre-existing sections (formerly the Holden Motor Body Co.) at the far ends of the site (east end of Franklin Street and single storey section to William Street) were remodelled to integrate with the new, two storey section.

The 1941 works were designed by the eminent architects, Oakley & Parkes, who were responsible for other noted Moderne style buildings in Melbourne - Yule House at 309-11 Little Collins Street (1932) and Kodak House at 252 Collins Street (1934-5) - and a more traditional, Renaissance Revival style building, Anzac House at 4-6 Collins Street (1937-8). Of this group of buildings, there are some similarities with the site and Kodak House, in regard to the treatment of the pilasters.

The Dominion Can Company occupied the site for at least a decade as evidenced by advertisements for staff in 1953.<sup>215</sup> Later, Containers Limited was located at the site from the early 1960s to the mid-1980s.<sup>216</sup> The corner feature which projects above the narrow parapet has been added since 1985.<sup>217</sup>

### **Recommendations**

It is recommended that the former Dominion Can Company building be included in the Schedule to the Heritage Overlay.

### **Extent of Designation**

The land and the original building.

### **Previous Studies/Identification**

*Central Activities District Conservation Study* 1985, Graeme Butler & Associates.

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<sup>214</sup> Building Application, no. 21,781: VPRS11,200/P4/Unit 622 and VPRS11,201/P1/Unit 265

<sup>215</sup> *The Argus*, 14 February 1953, p34

<sup>216</sup> Mahlstedt Fire Insurance Plan, map 11A (1923-28 series, section 2 north, version 4 and 1962 series)

<sup>217</sup> Refer to image on Building Identification Form from Graeme Butler & Associates, *Central Activities District Conservation Study*



## **APPENDIX E**

### **Citations – Existing and recommended Precinct Heritage Overlays**

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The first of the precincts listed below (HO7) is an existing precinct however a citation had not previously been prepared for it. Although the Queen Victoria Market is also included on the VHR, the boundaries of the precinct vary between the two authorities with the area covered by the City of Melbourne listing being broader than that listed by Heritage Victoria.

The following two precincts in Elizabeth Street have been assessed as being of local significance and so are recommended for heritage protection in the Melbourne Planning Scheme.

The citations and schedules for these three precincts are provided in the following pages.

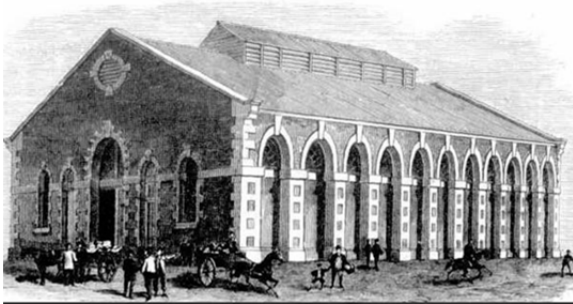
<b>HO</b>	<b>Name</b>	<b>Page</b>
HO7	Queen Victoria Market Precinct	E3
	Elizabeth Street (CBD) Precinct 413-503 Elizabeth Street, Melbourne	E13
	Elizabeth Street North (Boulevard) Precinct 518- 700 and 525-701 Elizabeth Street, Melbourne	E20



## QUEEN VICTORIA MARKET PRECINCT (HO7)

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<b>Address</b>	Refer schedule
<b>Date/period</b>	1869 onwards/mostly Victorian and Interwar
<b>Building type</b>	Commercial
<b>Grading</b>	Refer schedule
<b>Previous Grading</b>	Refer schedule



Meat Hall, 1869



Meat Hall with 1884 façade



65-81 Victoria St



Sheds K + L, Queen St

### Significance

#### What is Significant?

The land and all the buildings located on the Queen Victoria Market site and bound by Peel Street (west), Victoria Parade (north), Elizabeth Street (east), as well as Therry and Franklin Streets (south). This includes the meat and dairy halls, substation to Therry Street, all the sheds (A-F and H-M), the shops to Elizabeth Street (nos 507-523) and Victoria Street (nos 65-159) and the stores to Franklin Street (nos 160-196).

In addition, several adjacent and nearby shops:

- the east side of Elizabeth Street between Therry and Victoria Streets (nos 510-16);
- east side of Queen Street between Franklin and Therry Streets (nos 422-460);
- the south side of Therry Street between Queen and Elizabeth Streets (nos 97-141); and
- two earlier, 19<sup>th</sup> century warehouses in Franklin Street (nos 126-130 and 132-140).

#### How is it Significant?

The Queen Victoria Market precinct is of historic, social and aesthetic significance to the City of Melbourne.

### Why is it Significant?

The Queen Victoria Market precinct is of historic and social significance as Melbourne's premier market in operation for over 130 years (since the late 1870s), with origins dating back to 1859. It is the last surviving 19<sup>th</sup> century market established by the City of Melbourne, and has been an important hub of social life in the city. The Meat Hall, the oldest extant building, was constructed in 1869. It is one of the earliest, purpose-built market complexes in Australia, with its single span roof only the second of its type when erected. The market has evolved throughout its history in line with changing requirements, with several phases of expansion.

(AHC Criteria A4, B2 and G1)

The Queen Victoria Market precinct is of aesthetic significance as a fine example of a Victorian era market which retains much of its original 19<sup>th</sup> century fabric intact. Its present configuration is largely that which was established by the end of the Interwar period. Architecturally, there is a mixture of utilitarian buildings – the sheds – and more elaborate brick buildings, with the most exuberant being the 1884 façade of the Meat Hall, by noted architect William Salway. The later but more intact Dairy Produce Hall (1929) features a distinctive Georgian Revival style to the upper part of the façade in combination with Art Deco style to the lower part (canopy, tiling and shop fronts). The groups of shops to Victoria and Elizabeth Streets are rare examples of such extensive, intact rows of Victorian period commercial buildings, as are the Interwar period shops to Franklin Street.

(AHC Criteria E1)

### Description

The precinct covers a large area comprising approximately 7 hectares, extending between Peel Street (west), Victoria Parade (north), Elizabeth Street (east), as well as Therry and Franklin Streets (south). The site gradually slopes towards the east and is bisected by Queen Street, dividing the precinct into two parts: a larger western or upper section and a smaller eastern or lower section.

Much of the perimeter is occupied by enclosed buildings, shops and warehouses, except Peel Street, where the large sheds are widely visible. Buildings and structures occupy much of the site except for the large car parking area at the south-western end. The building stock is low-scale comprising a mixture of single and two storey structures (or their equivalent). The Victorian period buildings externally are either face brick (e.g. the bichrome groups to Victoria Street) or have a stucco finish (for instance Elizabeth Street, west side). The Interwar period buildings (e.g. both sides of Therry Street, warehouses to Franklin Street) typically have a combination of brick and stucco (to the parapet and/or architraves).

Timber-framed openings, such as double-hung sash windows, distinguish the 19<sup>th</sup> century buildings (e.g. Victoria Street) from those of the Interwar period, which are typically multi-paned and have metal-framed openings (e.g. Therry and Franklin Streets). The most distinctive buildings are the Meat and Dairy Produce halls, and the intact groups of shops from the 19<sup>th</sup> century (west side of Elizabeth and Victoria Streets).

The sheds occupy about half the area and have a consistent form regardless of age of construction, though the materials typically relate to the period of construction. All sheds have gable roofs clad in corrugated sheet metal, mostly with timber supports (Victoria and Federation periods), though the later examples (Interwar period) have steel supports, however all have a steel truss roof frame. The gable ends are mostly clad in timber boards, as are the pediments to the open aisles between sheds. A continuous verandah extends across the front of the sheds on both the Peel and Queen Streets, with cast iron columns and some steel components (bracing).

Refer to the schedule for details of the individual buildings.

### History

From 1837, land on what is now the upper part of the Queen Victoria Market site was being used as Melbourne's second cemetery, after Flagstaff Hill was briefly used for internments.<sup>1</sup> The Old Melbourne Cemetery occupied over half the subject site and was bound by Franklin Street (south), Queen Street (east), Peel Street (west) and Fulton Street (north, about where shed C is located). It was divided into sections according to faith.<sup>2</sup> The Old Melbourne Cemetery was delineated on the 1855 Kearney Plan, surrounded by substantial areas of gardens and a slightly different configuration of streets to the east, in part due to the presence of a semi-circular garden bed in Queen Street.<sup>3</sup> It was in turn superseded

<sup>1</sup> David Dunstan, 'Cemeteries' in A. Brown-May, & S. Swain, *Encyclopaedia of Melbourne*, Melbourne 2005, p119

<sup>2</sup> Robert Hoddle, 'Town of Melbourne – Plan of Settlement of Port Phillip, M301C', reproduced in M. Lewis, *Melbourne – The City's History and Development*, p147. A cattle market was to be located to the north side of Victoria Street.

<sup>3</sup> James Kearney, 'Melbourne and its Suburbs', 1855 [State Library of Victoria]

by the Melbourne General Cemetery in Carlton from 1853. Subsequently, burials were only permitted on previously purchased allotments or in family vaults until 1917, with the exception of a brief hiatus between 1864 and 1867.<sup>4</sup>

In 1859 the first part of the site to be set aside for a wholesale vegetable market was the smaller, lower or eastern part (bounded by Victoria, Elizabeth, Therry and Queen Streets) of approximately 1 hectare. The Council erected a market shed and fenced the land, however, instead of it being used by market gardeners, it became a temporary horse, cattle, pig and hay market.<sup>5</sup> The shed was orientated parallel to Elizabeth Street, roughly where the Meat Hall is located.<sup>6</sup> A depiction of the building indicates that it was single storey with two parallel barrel roof sections.<sup>7</sup> In 1867, this parcel of land was permanently reserved for general market purposes.<sup>8</sup> Soon after, the first stage of the extant market was commenced when a dedicated meat hall was constructed in 1869. The original extent of the meat hall corresponds to about the eastern two-thirds of the extant building. The original dimensions were 78ft by 132ft (about 24 x 41 metres) and it featured a central cartway with stalls to either side.<sup>9</sup> It was described as follows:

From the front the building exhibits no remarkable architectural features; the side view, however is effective, the monotony of the wall being broken into arched recesses, surmounted by semi-circular lights and ventilators. The roof, which is of iron, is with one exception, the largest span in the colony.

The meat market was intended as a wholesale market, however within about a decade, had been converted to a retail fish and meat market because the stalls were found to be too small and the rents too expensive.<sup>10</sup> For a few years there was also a wood market on land near Therry Street.<sup>11</sup>

The next major phase began during the late 1870s and continued to about 1890. Land to the north of the Old Melbourne Cemetery (including Fulton Street, and parcels of land between it and Victoria Street), as well as the northern part of the cemetery, was made available for market purposes under the *Melbourne General Market Site Act* of 1877, and more than doubled the precinct to about 4.5 acres (1.8 ha).<sup>12</sup> Only three graves from the northern part of the Old Melbourne Cemetery had to be relocated, corresponding to the sections that had been designated for Jews, Aborigines and Society of Friends (Quakers).<sup>13</sup> Request for tenders 'for erection of wholesale vegetable market, on ground bounded by Victoria, Queen and Peel Streets', were made in October 1877 by the City of Melbourne.<sup>14</sup> The site henceforth became known as the Queen Victoria Market and the expanded facilities, costing about £20,000, were opened on 20 March 1878, though they were partially incomplete. Works included the eastern part of Sheds A to F, which were described as such:

The market buildings consist of six long parallel open sheds. Five of these sheds are 48ft in width, and are divided into three parts, a raised asphalted footpath with kerbing occupying the centre, whilst on each side there is accommodation for drays and their horses, the carts backing onto the kerbing.<sup>15</sup>

The sheds (A to E) to the upper market were built as temporary facilities for the stall holders of the Eastern Market (corner Bourke and Exhibition Streets) whilst that was being renovated, however the wholesale stall holders did not return to this section on its completion.<sup>16</sup> Originally, the sheds had separate verandahs and were not linked by the existing timber pediments.<sup>17</sup> Contracts were let to reuse at least two of the barrel vaulted sheds from the Eastern Market,

<sup>4</sup> Colin Cole, (ed.), *Melbourne Markets 1841-1979*, pp50-51

<sup>5</sup> Colin Cole, (ed.), *Melbourne Markets 1841-1979*, p47

<sup>6</sup> Henry Cox, 'Victoria-Australia, Port Phillip. Hobson Bay and River Yarra leading to Melbourne', 1864 [State Library of Victoria]. This plan also shows that the extant street configuration was established and that some development had commenced to the south side of Therry Street.

<sup>7</sup> Henry de Gruchy & Stephen Leigh, 'Isometrical Plan of Melbourne & Suburbs', 1866 [State Library of Victoria].

<sup>8</sup> *Victoria Government Gazette*, 12 March 1867, p521 (2 acres, 1 rood, 21 perches); It appears on J Noone, 'Part of Township of Melbourne', 1875 (L.4896, State Library of Victoria)

<sup>9</sup> 'The New Meat Market' *Illustrated Australian News*, 5/5/1869, p116

<sup>10</sup> Siu, Ling Hui, *Queen Victorian Market: History, Recipes, Stories*, pp13-14. Initially a new wholesale meat market was established on the opposite side of Victoria Street but in 1880 moved to much larger premises in Courtney Street, North Melbourne.

<sup>11</sup> Sands & McDougall's directories, 1869 and 1872. In 1866, it was listed as the old cattle market (albeit on the wrong side of Therry Street).

<sup>12</sup> Preamble to Queen Victoria Market Lands Act 1896; *Victoria Government Gazette*, 30 August 1878, no. 92, p2138

<sup>13</sup> Ellen McCaughey & Mary Hoban, *The Victoria Market*, Melbourne 1984, p131. Only three Aboriginal graves were affected as the Jewish burials had all been in the western part, which was not included in this stage, and there had been no Quaker burials.; National Trust of Australia [Victoria], *Submission for the Preservation of the Queen Victoria Market*, p18. The north-western corner (Victoria and Peel Streets) became the Orderly Room Reserve (it had been at the corner of Victoria and Queen Streets); Refer to J. Noone, 'Part of Township of Melbourne', 1875 (L.4896, State Library of Victoria)

<sup>14</sup> *The Argus*, 3 October 1877, p3

<sup>15</sup> *The Argus*, 22 April 1878, p6

<sup>16</sup> Ling Hui Siu, *Queen Victorian Market: History, Recipes, Stories*, p16

<sup>17</sup> Ellen McCaughey & Mary Hoban, *The Victoria Market*, p34

which were only 20 years old, however this work did not eventuate, and three new sheds, G to I, were constructed to the lower part of the Queen Victoria Market.<sup>18</sup>

In 1880 a small triangular parcel of land on Elizabeth Street was reserved for market purposes.<sup>19</sup> It had been part of the road reserve and its acquisition allowed for development at this end of the site in 1884, when the city architect William Salway designed eight, two storey shops on Elizabeth Street (nos 507-23). At the same time, a new, more elaborate rendered façade was added to the Meat Hall; with a frieze depicting agricultural animals on the pediment above the entrance by sculptor, John Simpson McKennel.<sup>20</sup> A few years later, the two storey shops (nos 65-81) and most of the single storey shops (nos 83-129) along Victoria Street were constructed.

By 1894 the northern half of the market was mostly developed in a configuration similar to the current circumstances. There were some minor differences however, such as butchers' stalls along the north side of Therry Street. Also, at this time only Shed C extended to Peel Street, and there were some different buildings/structures along Peel Street in front of sheds A-B, and D-F which have since been removed. The adjoining areas, such as the south side of Therry Street and east side of Queen Street, were mostly developed, although with a different mix of buildings to the extant group. The only non-market building at this stage was the warehouse at 126-130 Franklin Street.<sup>21</sup>

Further land (about ¼ acre) was acquired in 1904 at the corner of Peel and Victoria Streets (the former Orderly Room Reserve or drill hall).<sup>22</sup> In 1911 various works were undertaken, with at least some being awarded to T. Coate. In January a tender for £3,139 was recommended to be approved, and in December a new shed was approved for £2,696, though this may be for the same project.<sup>23</sup> These works were part of a broader program estimated to cost £16,000, described as:

Spaces will be enlarged and re-arranged, new allotments will be opened to Elizabeth Street and large, cool dust-proof structures for the sale of meat, cheese and butter will be provided.<sup>24</sup>

By this stage, the Queen Victoria Market had become the main market in Melbourne and there was great pressure for additional land as stall holders from the Western Market (corner of Market and Collins Streets) were also wanting space there. The Council was slow to respond to this situation and it was not until 1917 that the *Melbourne General Market Lands Act* was passed, ushering in a period of major expansion and alteration.<sup>25</sup>

It was during the Interwar period that the Queen Victoria Market reached its full extent in terms of land area. The first step was the acquisition of the remaining southern part of the Old Melbourne Cemetery, about 2.4 hectares. Commencing in 1920, some 8000 graves had to be re-interred, many to Fawkner Cemetery. The work was completed by April 1922 and the land was reserved for market purposes in December 1922.<sup>26</sup> Subsequently, there was a flurry of construction activity beginning with the single storey shops at the corner of Peel and Victoria Streets (1923), followed by the Dairy Hall and adjacent substation (1928) and the long groups of single storey buildings, including those at 160-196 Franklin Street (1930). There were initially two rows of the latter, which were employed as stores for tenants from the Western Market, which was to be closed. This section of the precinct was known as Market Square, and was entered by a formal arch to both Queen and Peel Streets, adjacent to a row of smaller buildings.<sup>27</sup> More sheds were also erected: the western parts of sheds D-F (1922), sheds K+L (1923), which were designed for easy vehicle access, and another three (where the car park is now located), sheds M-O (1930+36), of which only shed M survives.<sup>28</sup> It was also during this period that most of the adjacent shops were constructed on the east side of Queen Street (Munro's Corner), the south side of Therry Street (nos 97-141) and the east side of Elizabeth Street (nos 506-16), on land owned by the City of Melbourne.

By the late 1940s, the market once again reached its capacity, and so in 1956, land was granted for a new wholesale market on Footscray Road, West Melbourne, though it was another thirteen years before it was opened. In 1971 Melbourne City Council proposed to re-develop the Queen Victoria Market precinct, however these plans faced

<sup>18</sup> Colin Cole, (ed.), *Melbourne Markets 1841-1979*, pp43-44, 48

<sup>19</sup> *Victoria Government Gazettes* no. 11, 6 February 1880, p325 (restated no 23, 5 March 1880, p540). The area was 28 and 3/10 perches (0.72ha) and possibly was a small slice of land on the west side of Elizabeth Street.

<sup>20</sup> Queen Victoria Market Heritage Trail, [www.qvm.com.au/self\\_guided\\_market\\_history\\_tour.aspx](http://www.qvm.com.au/self_guided_market_history_tour.aspx), viewed May 2011

<sup>21</sup> MMBW Plan 25 (1894) and Detail Plan 1025+1026 (1895)

<sup>22</sup> Preamble to Queen Victoria Market Lands Act 1996; National Trust of Australia [Victoria], *Submission for the Preservation of the Queen Victoria Market*, p19. The area was 1 rood and 7 perches.

<sup>23</sup> *Building*, 12.1.1911, pp44+46 and 12.12.1911, p96. M Lewis, *Australian Architectural Index*, record nos 38,232 and 38,212.

<sup>24</sup> *Building*, 12.2.1911, p27. M Lewis, *Australian Architectural Index*, record nos 38,175

<sup>25</sup> Ling Hui Siu, *Queen Victorian Market: History, Recipes, Stories*, p16

<sup>26</sup> Colin Cole, (ed.), *Melbourne Markets 1841-1979*, p59. *Victoria Government Gazette*, 20 December 1922, p3472

<sup>27</sup> Refer to images Ellen McCaughey & Mary Hoban, *The Victoria Market*, pp152+170

<sup>28</sup> National Trust of Australia [Victoria], *Submission for the Preservation of the Queen Victoria Market*, p5. The sheds to the car park area are visible on an aerial, refer SLV image no: rg000554.



considerable resistance from the community; with the formation of the 'Keep Victoria Market Association' and the National Trust successfully campaigned to have the site protected. In 1973 the Builders Labourers Federation also placed a black ban on demotion at the site. As a result of community resistance, the City of Melbourne and the State government undertook refurbishment of the market precinct.<sup>29</sup> This included extending the Meat Hall to Queen Street, using second-hand bricks that closely matched those of the original building. The refurbishment was managed by the Melbourne City Council architect.<sup>30</sup> Other works have included repairs to the late Victorian, single storey shops which had been boarded up by the 1970s, and reinstating verandahs to the shops along both Elizabeth and Victoria Streets.

### Recommendations

It is recommended that the Queen Victoria Market precinct be retained in the Schedule to the Heritage Overlay.

### Extent of Designation

It is recommended that two shops on the west side of Elizabeth Street, nos 489-99 and 501-503 be removed from the extent of the overlay and included in another heritage overlay. It is however recommended that the group of shops opposite on Elizabeth Street, nos 506-16, be included as they form part of the square in front of the market and part of the expansive phases that occurred during the mid-20<sup>th</sup> century.

### Previous Studies/Identification

*Central Activities District Conservation Study 1985*, Graeme Butler & Associates

### References

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Meredith Gould Architects Pty Ltd, 'Queen Victoria Market: Review of Height Controls', 5 January 2005  
McCaughey, Ellen & Mary Hoban, *The Victoria Market*, Melbourne 1984  
National Trust of Australia [Victoria], *Submission for the Preservation of the Queen Victoria Market*, 1973  
Siu, Ling Hui, *Queen Victorian Market: History, Recipes, Stories*, Melbourne 2003

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<sup>29</sup> Colin Cole, (ed.), *Melbourne Markets 1841-1979*, pp63-66; Ling Hui Siu, *Queen Victorian Market: History, Recipes, Stories*, pp18-19

<sup>30</sup> Ellen McCaughey & Mary Hoban, *The Victoria Market*, pp 194-195

## Queen Victoria Market Precinct (HO7)

### Schedule

Name	Address	Proposed Grading	Previous Grading	Date/Period	Description
Shops	506-16 Elizabeth Street, Melbourne	C1	-	1922/ Interwar	By the end of the 19 <sup>th</sup> century, there was limited development on this land. Constructed as showrooms, office and shops, the verandah was added in 1923. 2 storey shops, red brick with stuccoed bands. The parapet steps down from the Victoria Street corner, which features a tower element with a flagpole, and the façade is divided into bays with Tuscan Order pilasters. Modern, sliding aluminium-framed windows replaced earlier multi-paned types. Several elaborate stained glass windows (with <i>Art Nouveau</i> style glass with panels and sinuous floral motifs) survive at the north end, though one of the distinctive burnished frame with arched entry (to a pair of shops) also survives at the southern end.
Shops	507-523 Elizabeth St, Melbourne	C1	C1	1884/ Victorian	2 storey shops in two groups of four, separated by pedimented arched way with a cast iron verandah, which have been reinstated, extending across the group. The walls have a grey stuccoed finish with tooled lines. To the first floor, the pairs of windows are set in recessed arches with a keystone and are separated by pilasters with Tuscan Order capitals. The pilasters flanking each shop extend to the simple entablature with brackets and there are orbs to the parapet. At ground level, the metal-framed shopfronts with a brass/burnished finish (the manufacturer's name is difficult to determine) are largely intact with recessed entries, and stained glass and leadlight in a lozenge and diamond pattern above (two types are evident). Some also have a band with rectangles and a central panel (south end). Designed by William Salway and built by Kinnaird & McMullen for about £7000. The shop at the southern corner with a timber shop front was originally a post office.
Meat Hall	525 Elizabeth Street, Melbourne	A1	A1	1869 (façade 1884)/ Victorian	A large, double height building. Initially setback with a plainer façade treatment (similar to the extension at the western end, Queen St), constructed by P. Cunningham for about £3,800. The extant façade was added by William Salway in 1884. These works were undertaken by Kinnaird & McMullen for about £3300. The stuccoed façade has paired Giant Order pilasters on tall pedestals, arched thermal windows, and recessed sections, some with doorways. The pediment has smaller pilasters, a central raked section with tympanum (concealing the lantern), bottled balustrading and orbs. The bas-relief in the tympanum features various animals and was the work of sculptor, John Simpson McKennel. Sections of the original bi-chrome treatment and

Name	Address	Proposed Grading	Previous Grading	Date/ Period	Description
					arcading to the side walls are visible. A small goods section was added to the west end (Queen Street) in 1906, however the current western extension dates to the 1980s. It has a wider façade than at the east end because of the differing relationship to the street. There were initially five doorways with timber doors to the façade, the outer two of which have been infilled.
Warehouse	126-130 Franklin Street, Melbourne	D3	D3	19 <sup>th</sup> century/ Victorian	3 storey, masonry warehouse with basalt plinth and stuccoed façade, which appears to have been recently renewed without tooled lines. The façade consists of three separate bays, each with three windows. There are cornices at each level, with the most prominent (with brackets) being to the first floor.
Former Gordon & Gotch warehouse (Concord House)	132-140 Franklin Street, Melbourne	D3	D3	1898/ Victorian	Designed by architects F. Crook & N. Barnet and constructed by Clements Langford. The additional storey was probably added in 1968. The originally single storey warehouse has a rock-faced basalt plinth with red brick walls, now painted. There are six bays, four with pairs of windows. Bullnose bricks have been used extensively to the openings and the panels below the windows, and the basement windows have been blocked up.
Warehouses	160-176 and 180-196 Franklin Street, Melbourne	C2	C3	1930/ Interwar	Two groups of single storey warehouses, which have a panelled parapet with curved profile to the main façade (south) and a rectangular parapet to the secondary façade (north). Originally there were four windows to the gable roof to the north elevation, above the verandah, but these have been filled in/boarded over. Pilasters are also barely visible above the broad canopies with panelled edges. The upper part of the walls has a stucco finish and the lower part is of red brick. The south elevation typically has large, central, paired timber doors with a flanking, multi-paned window either side, many of which have sheeting or bars over. There had been another row of similar warehouses to the north.
Sheds A-E	Peel Street, Melbourne	A1	A1	1878, 1905 (west part A-C), 1922 (east part D-E)	The first stage was constructed by James Thurgood of Hotham. They have been extended in several stages. Shed C, which was initially slightly shorter, was extended to Peel Street by 1894. All sheds were extended to Queen Street in 1903, sheds A + B were extended to Peel Street in 1905, and sheds D to F were extended to Peel Street in 1922. The extensions at the west end (Peel St) are demarcated by wider overhangs. Plain gable ends are clad with timber boards to the sheds, alternating with a more decorative timber pediment. A verandah extends in front with cast iron columns with a plain shaft and a decorative fringe in front of a metal fascia. The roof is steel-framed and has a cantilever with bracket and a bracing frieze extends between the capitals.

Name	Address	Proposed Grading	Previous Grading	Date/ Period	Description
					Due to the slope of the site, the roof is configured in stepped sections with steel trusses and clad in corrugated metal sheeting with some translucent panels. There are curved brackets to the outer edges. The large timber posts generally have a pyramidal basalt pad footing, though these are often largely obscured by asphalt paving, and a curvilinear capital/bracket in between the beams that extend along the length of the sheds, all with chamfered edges.
Shed F	Peel Street, Melbourne	A1	It seems that this was not previously graded.	Wall 1878 & sheds	The wall formed part of the boundary of the Old Melbourne Cemetery. Thomas Walker was engaged in 1877 to construct the attached shed for £2,197. The shed was initially open and individual stalls may have been introduced circa 1890, by which time it was being used for dairy products. It was extended to Peel Street (red brick section) in 1922. The eastern two-thirds have bi-chrome (brown and cream) brick walls with blind, segmental arches on the south side and the shops on the north side.
Shed H-I	Queen Street, Melbourne	A1	A1	1878	Similar to Sheds A to E, although shed H appears to be the most intact (or possibly earlier). Initially longer, they were truncated during the 1920s to allow for the introduction of the Dairy Produce Hall. There had been a third shed adjacent to the meat hall, shed G, which was built 1904/5 (probably transferred from the Eastern Market) and demolished 1980-82 to allow for expansion of meat market.
Shed J	Peel Street, Melbourne	D1	Ungraded	1992	This area had been a road way. This structure is clearly identifiable as a recent insertion. It has concrete piers with steel poles, a fully glazed lantern, and a segmental arch canopy at either end.
Sheds K + L	Peel Street, Melbourne	A1	A1	1923/ Interwar	These two sheds have a basilica-like configuration of three gable roofs, consisting of a larger central gable with lantern sections, and smaller, outer gables. The timber-framed walls of the clerestory of the main gable, and those of the central lantern with arched roof, have multi-paned windows alternating with louvered sections. There are steel supports to these sheds and a central arched entry at either end.
Shed M	Peel Street, Melbourne	C1	A1	1936	Built in 1936 for pea and bean merchants. A concrete floor about 30cm thick was installed to keep produce dry. It is one of three sheds of similar length that was constructed at this stage, however the other two, which were wider, have since been demolished (sheds N + O). This shed is narrower, more modest, steel-framed structure than the nearby sheds. Enclosed sections at either end have full-height roller-doors and currently there are several container-pods installed in the intermediate area.

Name	Address	Proposed Grading	Previous Grading	Date/ Period	Description
Shop	422 Queen Street, Melbourne	C2	C	1964/Post war	2 storey, distinctive design with bands of canted windows to the first floor.
Warehouse	432-438 Queen Street, Melbourne	C2	C-	c1915/ Federation	2 storey, stuccoed pediment, flanked by simple piers, metal-framed windows to first floor. Non-original verandah with lacework and fluted columns added since 1985
Shop	440-446 Queen Street, Melbourne	D2	-	1955/Post war	2 storey, first floor windows obscured.
Shop	450 Queen Street, Melbourne	D2	-	1932(?)/ Interwar	Single storey, altered in 1932, but may partly date to an earlier period. Brick walls, now painted. It has a broad parapet with an upper soldier course in a dogtooth format. Wide cantilevered canopy. Modern aluminium-framed openings.
Shops (part of Munro's Corner)	452-54 Queen Street, Melbourne	C2	C-	1935/ Interwar	Single storey with wider southern shop and narrower, northern garage. Face, clinker brick with, soldier coursing to plinth and upper part of parapet. Pilasters have stucco finish and band above window, scalloped to upper and lower margins.
Munro's Corner	456-60 Queen Street, Melbourne	C2	C-	1935/ Interwar	Two storey, with glazed infill section at southern end. Similar detailing as nos 452-54 (soldier coursing and stucco band with scalloped margins). Multi-paned windows and French doors to first floor. Variety of opening types to ground floor shops.
Produce Hall	50-60 Therry Street, Melbourne	B2	C	1928/ Interwar	An eclectic building with the upper level possessing principal characteristics of Georgian Revival style design in the vein of Sir John Soane. It is red brick with a prominent cornice and has three large arched windows to the central bay, flanked by a small rectangular window to each recessed, side bay. The multi-paned, metal-framed windows have moulded, stucco aedicules. The sawtooth roof however has timber-framed windows. Detailing below is more representative of the Art Deco style, including the awning with original metal sheeting, and the façade, which is clad with speckled tiles, including plinth and those to the entries. The original burnished shop fronts (Federal brand) survive with decorative glass (leadlight in geometric design). Internally, many original elements also survive.
Substation	70-74 Therry Street, Melbourne	C2	C	1928/ Interwar	The red brick building has a similar façade treatment as the upper part of the adjacent Produce Hall, with a cornice and series of stuccoed, blind arched niches. It has been extended to the west end without the same detailing.
Shops	97-141 Therry Street, Melbourne	C2	C2	Interwar	Extensive repair works were undertaken following a fire in 1945. There are 2 sections, nos 97-135 & 137-141. Both parts are two storey red brick. The main section has stucco parapet and multi-

Name	Address	Proposed Grading	Previous Grading	Date/ Period	Description
					paned windows, though in varying rhythms and many covered by roller shutters. The smaller western end has steel-framed windows, some with hoppers and a wide entry with double doors. The shop fronts generally have textured bricks and timber-framed windows and may date to the mid-1940s.
Shops	65-81 Victoria Street, Melbourne	A1	B2	1889/ Victorian	Designed by the City Surveyor's department, these were built by R. C. Brocon. They have slate clad roofs, chimneys and timber brackets to the chamfered corner at the western end. There is bi-chrome brickwork to the first floor, with cream bricks employed to the cornice, frieze and string mouldings. The ground floor façade has a stucco finish and consists of shop fronts and doorways to the first floor. The shop fronts have arched windows to the upper part and several decorative features including capitals, leafs to spandrels and a guilloche pattern to the lintel. Some early painted signage also survives. The façade has been improved by the removal of paint to the first floor and reinstatement of the cast iron verandahs.
Shops (21)	83-129 Victoria Street, Melbourne	A1	A1	1889-90/ Victorian	Designed by the City Surveyor's department, these were built in two stages: east part (12 shops) by R. R. Vincent (1889) and western part (9 shops) by J. R. Allen (1890). They are single storey with slate clad roofs, partly concealed by the distinctive parapet with circles. The walls are bi-chrome brick with cream brick employed to the cornices and some stuccoed elements (capitals and brackets). Remnants of black pointing are evident to the shaft of the pilasters. The shops have central recessed entries with French doors and a guilloche pattern to the lintel. Original shop fronts have arched window frames with capitals and decorative brackets to the spandrels (possibly cast iron). The shops are distinguished by both front and rear entries and the verandahs have been replaced.
Shops	133-159 Victoria Street	C1	C1	1923/ Interwar	The detailing of this group at the corner of Peel Street differs from the adjacent shops along Victoria Street, including verandahs which were constructed later. The plain parapet has a stucco finish and the rectangular windows have smaller panes to the upper part and a stucco lintel above which extends across the façade.

## ELIZABETH STREET PRECINCT

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<b>Address</b>	413-503 Elizabeth Street
<b>Date/period</b>	mid-1850s onwards/Victorian through to Postwar
<b>Building type</b>	Commercial
<b>Grading</b>	Refer schedule
<b>Previous Grading</b>	Refer schedule



Former Lincare's, no. 413-417



Former Royal Saxon Hotel, nos 441-445



Nos 467-471



Nos 473-481, nos 483-485, and part of former YWCA (nos 489-499)

### Significance

#### What is Significant?

The land and all the buildings located on the west side of Elizabeth Street, between A'Beckett and Therry Streets (nos 413 to 503). Buildings from the mid-19<sup>th</sup> to the late 20<sup>th</sup> century, all contribute to the precinct.

#### How is it Significant?

The Elizabeth Street precinct is of historic and aesthetic significance to the City of Melbourne.

### Why is it Significant?

The Elizabeth Street precinct is of historic significance as it provides evidence of development in this part of Melbourne from its earliest days through to more recent times. This area quickly developed to offer a range of general suppliers and light industrial businesses due to its strategic location on the main road to the gold fields. Several buildings survive from the early 1850s phase of development, identified by the use of basalt. Other remnant buildings from the later parts of the 19<sup>th</sup> century and turn of the 20<sup>th</sup> century represent the change to more substantial masonry buildings over time. There are also a few purpose built buildings associated with the car trade (their extensive glazing areas reflect different requirements of this building type) which reflect the key role that this part of Melbourne played in this industry, especially during the Interwar period.

(AHC Criteria A4)

The Elizabeth Street precinct is of aesthetic significance as a high quality and relatively intact (above street level) example of the building stock which retains a consistent low-scale building form indicative of 19<sup>th</sup> century patterns of development. Although interspersed with later buildings, it is one of the few parts of the CBD where this can still be appreciated to a substantial extent and over half the building stock dates to the 19<sup>th</sup> century/turn of the 20<sup>th</sup> century. The buildings from the later periods of development sit comfortably with their Victorian neighbours because they are of a similar scale, or in the instance of the former YWCA, the taller upper part is well setback from the street. Among the finest examples from the 19<sup>th</sup> century are the former Royal Saxon Hotel and adjacent shop (nos 441-47), as well as the former James McEwan & Co warehouse (no. 501-503). There are also two early, extensive rows of shops, consisting of over a third of the building stock within the precinct (nos 419-435 and 473-481), demonstrating another type that is relatively rare. Three Interwar buildings demonstrate the Art Deco and Functionalist styles (nos 413-417, 437-439, and 483-485). Most of the later buildings have distinctive forms – the former Commonwealth Bank (nos 463-65) and original part of the former E S & A Bank (nos 453-457), as well as the former YWCA (nos 489-499) – are good examples of Post-War Modernism and the Brutalist style.

(AHC Criteria E1)

### Description

The precinct extends along the west side of Elizabeth Street between A'Beckett Street to the south, and Therry Street to the north. The buildings are mostly low-scale, generally of two storeys, interspersed with a few three storeys buildings, along with two multi-storey examples. Over half date to the 19<sup>th</sup>/turn of the 20<sup>th</sup> century, about a quarter to the mid-20<sup>th</sup> century, and the rest to the later 20<sup>th</sup> century.

Several Early Victorian period buildings survive, featuring basalt façades with restrained detailing. Included in this group are the former Royal Saxon Hotel (nos 441-445) and adjoining shop (no. 447) as well as the row of three shops at nos 467-471. The stonework in each case has been painted. The upper part of the hotel is mostly brick and features more ornate window surrounds than the ground floor, especially the Mannerist treatment of the first floor, and may be part of the alterations undertaken in 1889.

The next group probably date to the mid-Victorian period, and have stuccoed façades with some decorative elements. This period is well represented by the group of nine shops at nos 419-435, a two storey shop at no. 487, and the three storey warehouse at nos 501-503. The latter is the most elaborate of the group, with basalt pilasters to the ground floor and architraves to the upper level windows. Although much of the fabric to the rear of the former Currie & Richards site at nos 473-481 may date to the 19<sup>th</sup> century, the façade was probably remodelled in the Federation period (c.1900-1910) when wide plain friezes and channelled rustication was common, as was the use of less elaborate orders such as the Tuscan.

Interspersed with the 19<sup>th</sup> century classically influenced buildings, are some Modernist influenced buildings of the mid-20<sup>th</sup> century, both from the Interwar and Post-War period. Tellingly, these buildings have larger windows - metal-framed rather than timber-framed, and all have some sections of face brick work, often used in a decorative manner. This group includes the Art Deco style, Lincare's building at the corner of A'Beckett (no. 413-417), the former Victoria Car Services building (no. 437-439), and Henderson's Building (no. 483-85). The latter two in particular have extensive areas of glazing.

Built during the mid to late 1950s, the two banks on opposite corners of Franklin Street are also of the Modernist style, however they are bolder in form and/or detailing. The former Commonwealth Bank (no. 463-465) on the north corner has a distinctive skillion form, brickwork pattern (now painted), and a canted front window (currently obscured). The former E S & A bank (no. 453-457) on the south corner, like much of Chancellor & Patrick's work, was influenced by the architecture of Frank Lloyd Wright and has an expressed stone wall. It has been altered by the addition of 10 storeys,



although a multi-storey building had been initially envisaged. The first of the multi-storey buildings however, dates to the mid-1970s, and is a good example of the Brutalist style, with its bold massing in off-form concrete. This building is set back on a podium base so that at street level it does not overwhelm the adjacent buildings. Refer to the schedule for further details of the individual buildings.

## History

On a circa 1839-42 survey plan by Robert Hoddle, this part of Elizabeth Street was shown as being lightly wooded and had not been divided into Crown allotments, unlike adjacent areas, including the opposite side (east) of Elizabeth Street and A'Beckett Street.<sup>1</sup> Subsequently this area was surveyed in more detail and divided into a pattern of allotments similar to that employed elsewhere in central Melbourne. The eight quarter acre allotments in this section of Elizabeth Street were sold during 1851 and 1852: three allotments were purchased by C. Rochford, two by William Hoffman, and one each by J. Mooney, T. Short and William Mortimer.<sup>2</sup>

Development was under way soon after, as in 1853, a pair of stone stores were built for W. Hoffman, probably on the north corner of A'Beckett and used by Shields & Co., grain merchants, for some 30 years.<sup>3</sup> Elizabeth Street was en route to the major gold fields and so quickly developed to include a wide range of services.

Three hotels were established here during the latter part of the 1850s. The first was the Limerick Castle Hotel, which had been constructed by 1854 (on the YWCA site near Therry Street).<sup>4</sup> The Sir Walter Scott Hotel at the north corner of Franklin Street was established by 1858, as was the Royal Saxon Hotel further south (nos 441-45).<sup>5</sup> The northern block from the outset attracted a more light industrial/agricultural type of business, with Thomas Robinson & Co, agricultural implements, being established at the corner of Therry Street from 1855.<sup>6</sup>

By the mid-1860s, these two blocks had been completely developed.<sup>7</sup> A snap shot from 1863 indicates that the range of shopholders reflected a typical 19<sup>th</sup> century array including general suppliers such as green/grocers, tobacconist, butchers, bootmaker, chemist, drapers, leather merchants, saddlers and tailors. In addition, there were several businesses of a light industrial nature including cabinet makers, ironmongers, tent makers and a tinsmith. Wholesalers also featured such as grain merchants.<sup>8</sup> Some of these buildings would have been timber and/or iron clad.

An isometric drawing from 1866 indicates that there was a mixture of single and two storey buildings, however the tallest building at the time was the three storey Royal Saxon Hotel. The adjoining two storey basalt shop (no. 447) had already been constructed, as had the group of three basalt shops at nos 467-71, and there was one building with a barrel roof (on the site of the former YWCA).<sup>9</sup>

Over the next few years the northern block between Franklin and Therry Streets, containing some of the larger premises within the precinct, came to be occupied by more industrial uses. For instance, a coal and wood merchant, coachbuilder, and galvanised iron and spouting manufacturers (Currie & Richards) were established.<sup>10</sup>

During the 1870s and 1880s, buildings were altered, such as the Royal Saxon Hotel, which was refurbished in 1879 (by H. Shalless) and enlarged in 1889 (by William Wolf).<sup>11</sup> By this stage, the James McEwan & Co warehouse at the corner of Therry Street had probably reached its final form as it was described in 1880 as:

a very large and substantial bluestone store, of handsome design, containing another retail shop, machinery show-rooms, building material show-rooms, and offices ....<sup>12</sup>

<sup>1</sup> Robert Hoddle, 'Town of Melbourne – Plan of Settlement of Port Phillip, M301C', c1839-42, reproduced in M. Lewis, Melbourne – *The City's History and Development*, p147.

<sup>2</sup> Township Plan, Melbourne North M314(10). Sections 41 and 42, allotments 8 to 11 in both sections.

<sup>3</sup> *Argus*, 3.5.1853, p6. from M. Lewis, *Australian Architectural Index*, record nos 44,878

<sup>4</sup> It is mentioned in an article in the *Argus*, 2 May 1854, p1 and is noted on James Kearney, 'Melbourne and its Suburbs', 1855 [State Library of Victoria]

<sup>5</sup> *The Argus*, 7 June 1858, p7 and 29 October 1858, p8

<sup>6</sup> *The Argus*, 7 June 1855, p7

<sup>7</sup> Henry Cox, 'Victoria-Australia, Port Phillip. Hobson Bay and River Yarra leading to Melbourne', 1864 [State Library of Victoria]

<sup>8</sup> Sands & McDougall's directory, 1863

<sup>9</sup> Henry de Gruchy & Stephen Leigh, 'Isometrical Plan of Melbourne & Suburbs', 1866 [State Library of Victoria].

<sup>10</sup> Sands & McDougall's directories, 1866, 1869 and 1872

<sup>11</sup> *Argus*, 30.5.1879, p2; 25.6.1879, p3; 13.12.1879, p10 and *Australian Builder and Contractors News*, 12.12.1889, p502. M. Lewis, *Australian Architectural Index*, record nos 36,188; 17,566;17,587; and 17,602 respectively.

<sup>12</sup> James McEwans & Co's, *Illustrated Catalogue – Furnishing and General Ironmongery*, np (introduction to facsimile edition). It was on a 'splendid freehold of about 3 acres'.

By 1894 most buildings were masonry. The building at no. 487 and group at nos 419-35 had been constructed.<sup>13</sup>

The building at nos 473-81 probably took on its final form during the first decade of the 20<sup>th</sup> century, when Currie & Richards occupied the whole site, although a second storey was added to the northern section by 1867.<sup>14</sup> The large single storey building to the north that formed part of the YWCA site (nos 493-99) with a sawtooth roof, was probably also constructed about this time.<sup>15</sup>

By the early 1920s, there were several motor and ancillary industries within the precinct, particularly on corner sites – such as E. A. Machin & Co (nos 413-415, north corner of A'Beckett Street), Pasco Motors (no. 457, south corner of Franklin Street), J. A. Munro, and later, Crawford's (nos 493-99, near the corner of Therry Street).<sup>16</sup> An earlier building at nos 413-415 constructed in 1933 was replaced when taken over by Lincare's, with the new building designed by Arthur & Hugh Peck.<sup>17</sup> The extant three storey building, Henderson's, at 483-85, designed by the ARC Engineering Co. was constructed in 1937. Following WWII the Victoria Car Services building, designed by Leith, Bartlett & Partners (nos 437-39) was constructed by 1953. Two banks were also erected during the 1950s: the Commonwealth in 1956 (nos 463-65), designed by Commonwealth Dept of Work, and the former E S & A in 1958 (nos 453-57), designed by the noted architects Chancellor & Patrick.

Subsequent changes have been made to the two multi-storey buildings – the YWCA (nos 489-99) in 1973 by Perrott Lyon Timlock & Kesa and recently several additional storeys were added to the former the E S & A bank (nos 453-57).

Over the years, the profile of tenants has changed with a recent change being the increase in the number of Asian eateries.

## Recommendations

It is recommended that the Elizabeth Street precinct be included in the Schedule to the Heritage Overlay.

## Extent of Designation

It is recommended that two shops on the west side of Elizabeth Street, nos 489-99 and 501-503, currently part of the Queen Victoria Market Precinct (HO7) be removed from the extent of the overlay and included in this overlay as they relate more so to the adjoining buildings on Elizabeth Street.

## Previous Studies/Identification

*Central Activities District Conservation Study 1985*, Graeme Butler & Associates

<sup>13</sup> MMBW Plan 25 (1894) and Detail Plan 1024, 1025+1026 (1895)

<sup>14</sup> Graeme Butler & Associates, *Central Activities District Conservation Study 1987*, Citation for site.

<sup>15</sup> It was not depicted on the 1890s MMBW plans but appeared on the Mahlstedt Fire Insurance Plan (1923-28 series, section 2 north [unaltered]), 16A

<sup>16</sup> Mahlstedt Fire Insurance Plans (1923-28 series, section 2 north [unaltered]), 12A + 16A

<sup>17</sup> Building Application Index, VPRS 11,202; Subsequently Southern Motors. The *Argus*, 10 June 1940, p6. By 1940, S. A. Cheney P/L, who specialised in utility vehicles.

## Elizabeth Street (CBD) Precinct Schedule

The precinct includes all the sites on the west side of Elizabeth Street between A'Beckett and Therry Streets.

Name	Address	Proposed Grading	Previous Grading	Date/Period	Description
Former Lincare's building	413-417 Elizabeth Street, Melbourne	C2	C	1933/ Interwar	Art Deco style, built as a motor vehicle showroom, designed by Arthur & Hugh L Peck. Probably replaced pair of stone stores built in 1853. Two storey, brick, now painted, 4 giant order pilasters (obscured by cantilevered canopy) with staggered, vertically orientated bricks alternating with plainer pilasters with horizontal bricks, decorative parapet with speed lines. Original steel-framed, multi-paned windows to first floor and original/early signage to front panel, painted over. Originally had central flagpole and ornate entry doors.
Nine shops	419-435 Elizabeth Street, Melbourne	B2	B	c1870s/ Mid-Victorian	2 storey, stucco with faint tooled lines partly evident. Pilasters with vermiculated blocks generally to every second building, string course to frieze, decorative mouldings to first floor windows with segmental arches. Nine shops in all. Modern ground floor shopfronts however, cornice and pilasters generally intact. Remarkably intact to rear, short gable section with some windows bricked in.
Former Victoria Car Services Building	437-439 Elizabeth Street, Melbourne	C2	C	1953/ Post-war	2 storey, Functionalist style. Designed by noted architects Leith, Bartlett & Partners Southern party wall has stacked bond (now painted); full height windows to first floor, original aluminum-framed (fixed and awning), modern shopfronts. Had been a two storey, stone building similar to no. 447 (M. Casie et al, <i>Early Melbourne Architecture 1840 to 1888</i> , p68).
Royal Saxon Hotel (former)	441-445 Elizabeth Street, Melbourne	B2	B	c1858/Early Victorian	3 storey, basalt quoining (ground and first floor), painted brick, platbands and moulded cornices, window frames to first floor with exaggerated, Mannerist keystones. Third storey has different detailing and may be an addition. In the 1950s, brickwork was unpainted and pilasters were evident to the ground floor. Southern shop had been a carriageway (SLV, image: jc019582 and M. Casie et al, <i>Early Melbourne Architecture 1840 to 1888</i> , p68)
Shop	447 Elizabeth Street, Melbourne	B2	B	Victorian	2 storey, basalt, mostly rock faced, now painted, cornices continuous with Royal Saxon Hotel. Up to 1950s, had a cast iron verandah (M. Casie et al, <i>Early Melbourne Architecture 1840 to 1888</i> , p68)
Shop	449 Elizabeth Street,	-	-	1962	2 storey, render finish

Name	Address	Proposed Grading	Previous Grading	Date/Period	Description
	Melbourne			(facade)	Possibly a much altered pair of Victorian shops though with mid-20 <sup>th</sup> rear section,
Former E S & A bank	453-457 Elizabeth Street, Melbourne	C2	B	1958	Multi-storey Initially designed by Chancellor & Patrick as a multi-storey building, it was however, constructed by Clements Langford as a much smaller building (equivalent of about 3 storeys). Recently several storeys have been added and the distinctive banking chamber removed. Design was influenced by Frank Lloyd Wright's Prairie School work and has a stone wall and distinctive concrete screen to north elevation.
Former Commonwealth Bank	463-65 Elizabeth Street, Melbourne	C2	C	By 1956	Designed by Commonwealth Department of Works (SLV, image: a18981) Distinctive skillion form and vertically-orientated, brick patterning to infill panels to east elevation. Canted glazing to east elevation obscured by a screen and glazing to south elevation painted over. Walls now painted but possibly not originally. Had been the site of the Sir Walter Scott Hotel established by 1858.
3 shops	467-471 Elizabeth Street, Melbourne	B2	C3	c1854/Early Victorian	2 storey, painted ashlar basalt, simple cornice, quoining to windows. Modern shopfronts
Former Currie & Richards Merchants	473-481 Elizabeth Street, Melbourne	B2	B2	c1900-1910/Federation (facade)	2 storey, built and altered in stages, possibly from mid-1850s to c1910. Stucco finish to first floor, broad parapet with dentillated cornice, channelled walls with Tuscan Order pilasters and bays (with scrolls to paneled plinth) in shallow relief with a varying rhythm to the five sections (suggesting different construction dates). Some original detailing survives at ground level and there is a carriageway to rear block with basalt rubble wall.
Former Henderson's Factory	483-485 Elizabeth Street, Melbourne	C2	C	1937/Interwar	Designed by ARC (Australian Reinforced Concrete) Engineering Co for Henderson's Federal Spring Works. 3 storey, Functionalist style, textured tapestry bricks to side walls, rendered bands between banks of multi-paned, metal-framed windows with some pivoting panes. Shop front also originally had tapestry bricks.
Shop	487 Elizabeth Street, Melbourne	C2	C	Victorian	2 storey, first floor stucco finish with simple detailing, moulded cornice; modern shop front.
Former YWCA	489-499 Elizabeth Street, Melbourne	B2	B	1973-75	Multi-storey, Brutalist style building designed by Perrott Lyon Timlock & Kesa. It has a podium base with the tower set back from the street, both with bold forms in off-form concrete and strip windows. The new canopy over the footpath is slightly at odds with the aesthetic of the rest of the building.
Former James McEwan & Co Warehouse	501-503 Elizabeth Street, Melbourne	B2	C	c1870s/Victorian	Initially T. Robinson, agricultural implements, from 1855-c 60. By 1863, McEwans. housed iron and agricultural implements, such as chaff cutters, corn crushers, ploughs, and sheep

Name	Address	Proposed Grading	Previous Grading	Date/Period	Description
					<p>washing apparatus. Initially a smaller single storey (1866) building. 3 storey, the street elevations have a stucco finish however that to the rear lane (west) reveals a basalt wall (with some bricked in openings). The parapet to the front section hides the gable roof and its cornice and string courses below project forward at either end as bays (north elevation). The street façade is distinguished by basalt pilasters, some paired, to the east end to the ground floor (a rare instance). The windows to the upper two levels have moulded architraves, larger rectangular with a hood to the first floor, and with a segmental arch and projecting sill with brackets to the second floor. Later used by Commercial Bank of Australia (1960s).</p>

## ELIZABETH STREET NORTH (BOULEVARD) PRECINCT

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<b>Address</b>	518-700 and 527-687 Elizabeth Street
<b>Date/period</b>	c.1870 onwards/Victorian through to Post-war
<b>Building type</b>	Commercial
<b>Grading</b>	Refer schedule
<b>Previous Grading</b>	Refer schedule



No. 614, Royal Artillery Hotel (Victorian period)



Nos 550-554 (Federation period)



No. 551-571, rear, O'Connell Street (Interwar period)



Nos 520-522, rear, Leicester Street, (Post-war period)

### Significance

#### What is Significant?

The land and all the buildings located on the west and east side of Elizabeth Street, between Victoria Street to the south and Pelham and Peel Streets to the north, including rear elevations to Berkeley or Leicester Street (east) and O'Connell/Peel Street (west). The raised, central plantations with London Plane Trees are also significant. The fabric from the Victorian, Federation, Interwar and Post-war periods all contributes to the significance of the precinct.

#### How is it Significant?

The Elizabeth Street precinct is of historic and aesthetic significance to the City of Melbourne.

### **Why is it Significant?**

The Elizabeth Street North precinct is of historic significance as it is representative of the use and development of this part of Melbourne as a supply/light industrial zone, initially developed to cater for farmers and prospectors on their way to other parts of the State, especially the gold fields. During the early 20<sup>th</sup> century, it gradually became an epicentre of the automotive trade, with an array of showrooms, garages, auto engineers, spare parts providers and the like. This trade remained prominent into the second half of the 20<sup>th</sup> century, and although in recent years it has decreased, the precinct nonetheless retains associations with this trade.

(AHC Criteria A4)

The Elizabeth Street North precinct is of aesthetic significance for retaining good examples of a diverse range of buildings and architectural styles, from elaborate examples, such as late Victorian banks, to utilitarian garages and factories of the first half of the 20<sup>th</sup> century. The precinct contains good examples from four key periods (Victorian, Federation, Interwar and Post-war), however the many Interwar and Post-war period buildings, especially those purpose built for the car trade (showrooms and the like), probably define the precinct more so than buildings of the earlier periods. These later buildings are typically illustrative of the Moderne or Functionalist styles, as was appropriate for the new modernity epitomised by the motor car.

Although the building stock in the precinct is heterogeneous, there is a general consistency of scale. The architectural values become clearer with closer inspection, as in several instances the original detailing is obscured or removed from the front, and often the rear elevation (to Berkeley and O'Connell Streets) which reveals more intact treatments. The precinct is also defined by landmark corner buildings (to seven of the eight corners) which are fine examples from the either the Victorian or Interwar/Post-war periods.

(AHC Criteria D2 and E1)

### **Description**

The precinct extends along both sides of Elizabeth Street between Victoria Street to the south and Pelham Street and Peel Street to the north. The building stock is mixed and generally low-scale, typically two or three storeys, though there are a few single storey and recent, multi-storey examples. There is a mix of 19<sup>th</sup> century buildings, several from the Federation period, and a larger proportion from the Interwar period and the immediate Post-war period, as well as a few recent examples. In some instances, the façade is modern however the rear part is original to its period of construction and evident from the rear street, O'Connell (west) and Berkeley Street (east).

The Victorian period buildings date from the mid to later part of that era (1870s and 1880s) and their façades predominantly have a stucco finish. There is a mixture of smaller shops and more elaborate buildings, especially to some of the corner locations – including two banks (nos 518 and 700) and one hotel (no. 614, the last remaining hotel in the precinct, though there were never many). There are some pairs of shops (nos 579-581 and 595-597) and two larger groups (nos 531-541 and 605-607), all on the west side. Only no. 583-585 is of face brick.

The Federation period buildings (c.1900-1920) are typically single storey. Some of these were purpose-designed as car showrooms, garages or other services related to the motor trade – or were soon after adapted to that function (nos 544-62, 684-88). Some are less intact due to alterations to the façade (such as at nos 544-48) however the timber-truss roofs often remain evident and/or they are intact to the rear. In one case, the red brick work to the façade is unpainted (no. 550) as well as to the three storey showroom (nos 680-682). These buildings typically have areas of rendered finish.

The Interwar period buildings (1920s-1930s) primarily display the influence of the Moderne style (nos 600, 611-33, 618-30) or the Functionalist style (nos 594), though in some cases they are more indicative of the Art Deco style (nos 587, 676). These progressive architectural styles have obvious associations with the motor car, which epitomised the new contemporary modernity. Curved elements, speed lines, larger multi-paned, steel-framed windows characterise these buildings. In several instances, some of the original openings have been painted out/boarded over so that the buildings appear relatively blank (nos 529, 543-549 and 594-598). Also from the Interwar period, is an unusual small-scale Commercial Palazzo style building (no. 652), which was constructed as a hotel.

There are several buildings dating from the Post-war period (circa mid-1940s to 1960), which reveal the currency that the Moderne and Functionalist styles retained at that time. The examples from this period however differ slightly, and commonly have deep concrete window reveals and are clad in salmon brick (e.g. the former National Bank at no. 527 and adjacent E. A. Machin automotive store at nos 529-33, as well as northern part of Melford Motors, nos 635-45).

Several buildings appear to date to the late 20<sup>th</sup> century, however in some cases only the façade has been altered, and the original fabric remains evident to the rear. For instance, the distinctive façade of nos 520-522 reflects the Brutalist style of the mid-1960s with its bold massing, however the rear of the building, on Leicester Street, reveals the Functionalist style 1953 alterations (which had also been employed to the façade), which in turn were an alteration to the earlier Victorian building. Other similar examples include nos 532, 544-550 and 632. In some cases, the earlier 20<sup>th</sup> century design is partly perceptible behind a screen to the upper level/s (nos 551-571 and 566).

Until recently, the tallest building had bookended the precinct at the south-west corner of Victoria Street - the former National Bank at no. 527 – however in recent years three other apartment blocks have been constructed to a similar height. The building at no. 527 has also subsequently been increased in height by two storeys.

The precinct is distinguished by a wide road or boulevard, which commences in three select locations at the boundary of the original town centre. Two raised grassed, central islands divide the carriage way into three parts – two side sections and central wider section. The central islands are planted with London Plane Trees (*Platanus x acerifolia*) and the concrete blocks with a high amount of aggregate suggest a date of the Interwar period.

Refer to the schedule for further details of the individual buildings.

## History

This part of Melbourne was outside of the northern town boundary, formed by Victoria Street, and this section of Elizabeth Street did not appear on the circa 1839-42 survey plan by Robert Hoddle.<sup>1</sup> Although nearby areas of Carlton and North Melbourne were subdivided into quarter acre allotments soon after, the land either side of the wide, northern extension of Elizabeth Street remained as larger allotments for a few more years.<sup>2</sup>

The eastern (Carlton) side was surveyed in more detail and divided into a regular pattern of allotments, though they were generally less than the standard quarter acre size because of the unusual street configuration. These allotments were sold in 1858 however in some instances multiple allotments were purchased, such as those of J. Harbison (4 No. and another 2 with J. Wilson) and T. B. Payne (3 No.).<sup>3</sup> By the time the land on the opposite side was released in 1864, considerable development had already occurred on the east side.<sup>4</sup>

Located en route to the major gold fields, a range of services developed along Elizabeth Street, initially on the east side only. By 1863 there was a preponderance of light industrial traders/operations (agricultural implement makers, flour mill, millwright, saddler and harness maker, tent maker, timber merchant, wheelwright, zinc worker) as well as some general stores and services (chemist, grocer, hay and corn merchant). Surprisingly only one hotel, the Royal Artillery, was established, at the north corner of Queensberry Street. The predominant type of business remained similar at least into the early 1870s, though another hotel, the Newmarket, opened at the corner of Victoria Street.<sup>5</sup>

The land on the western (North Melbourne) side was made available for sale in 1864, comprising 22 lots, six years later than the eastern side. In an advertisement, it was noted that southern block was part of the Old Cattle Yards (extending westwards to Cobden Street) and that the price paid varied between about £500 and £800.<sup>6</sup> James McConnell (4 No.), Joseph Clark (3 No.), and William Hoffman (2 No.) all purchased multiple allotments.<sup>7</sup> By 1866 seven businesses, of a similar type to those on the east side, had been established including a blacksmith, ironmonger, produce merchant and hay presser. Three years later the number of businesses had doubled, though the land at the southern end (near Victoria Street) remained undeveloped. In 1872 a branch of the National Bank of Australasia had been established at the corner of Victoria Street, and a Meat and Cattle Market for the City of Melbourne was being erected.<sup>8</sup> The new meat market at nos 529-33, since demolished, was designed by the noted architect George Johnson and opened in 1874.<sup>9</sup>

<sup>1</sup> Robert Hoddle, 'Town of Melbourne – Plan of Settlement of Port Phillip, M301C', c.1839-42, reproduced in M. Lewis, Melbourne – The City's History and Development', p147.

<sup>2</sup> James Keamey, 'Melbourne and its Suburbs', 1855 [State Library of Victoria]

<sup>3</sup> Township Plan, Melbourne North M314(14) at Carlton. Section 60 (between Victoria and Queensberry Streets) had 8 allotments and section 68 (between Queensberry and Pelham Streets) had 11 allotments.

<sup>4</sup> Henry Cox, 'Victoria-Australia, Port Phillip. Hobson Bay and River Yarra leading to Melbourne', 1864 [State Library of Victoria]

<sup>5</sup> Sands & McDougall's directories, 1863, 1866, 1869 + 1872

<sup>6</sup> The Argus, 8.7.1864, p7

<sup>7</sup> Township Plan, Melbourne North M314(13) at North Melbourne. Section 61 (between Victoria and Queensberry Streets) had 11 allotments as did section 67 (between Queensberry and Peel Streets).

<sup>8</sup> Sands & McDougall's directories, 1866, 1869+ 1872.

<sup>9</sup> Illustrated Australian News for Home Readers, 7 October 1874, pp171-2. In 1880, it was superseded by the extant building at the corner of Blackwood and Courtney Streets, North Melbourne.



During the subsequent decades of the 19<sup>th</sup> century, some of the more elaborate extant buildings were constructed, including banks on the prominent corner sites. The first of this group was possibly a branch of the E S & A Bank, designed by Dall & Roberts in 1874, at the north end (no. 697, corner of Peel Street), now demolished.<sup>10</sup> During the 1880s, two grand banks were built on the east side: the former Commercial Bank of Australia (nos 696-700) by Peter Matthews in 1885,<sup>11</sup> and the V-shaped Colonial Bank (no. 518), which was designed by Smith & Johnson in 1888.<sup>12</sup> At about this time (by 1887), another hotel was operating on the west side, the Golden Fleece at no. 537 (part of nos 531-541).<sup>13</sup>

By 1896 the majority of the precinct had been developed, more so the west side as two sections to the east, remained vacant (the middle of the southern quadrant and a larger area near Pelham Street). About two-thirds of the buildings were masonry (stone and/or brick) while the rest were timber. The buildings were generally of a small scale and typically extended half way to the rear street, though a few extended the length of their respective blocks. There were many more small houses to the southern part of O'Connell Street than is now the case.<sup>14</sup> Even at this stage, the northern block on the western side contained larger scale development, including stores, a factory, foundry, ironworks, and a show yard.<sup>15</sup>

Planted garden beds were established in the carriageway of this part of Elizabeth Street during the first decade of the 20<sup>th</sup> century. Initially the London Plane Trees were surrounded by a variety of shrubs and plants with borders of rocks, probably volcanic. The garden beds were also shorter in length and not raised much above the street level.<sup>16</sup>

During the early part of the 20<sup>th</sup> century, the northern end of the east side of Elizabeth Street began to be developed though some parts probably remained vacant until the 1920s. By this time, some of the earlier buildings began to be replaced, many of which were timber, with more substantial brick buildings; this process also involving some land consolidation.

By the early 1920s this part of Melbourne was becoming the epicentre of motor vehicle trade and allied services/industries, as a 1927 description highlights:

Motor businesses have made peculiarly their own the whole section of Elizabeth street [sic] north of Little Bourke street and environs, and present a double rank of showrooms as far north as the Haymarket.<sup>17</sup>

An overview of one quadrant of the precinct (south-east section) reveals the preponderance of such operators: nos 544-48, S. N. Monk's Motor Accessories; nos 548-550, Farrow's Motor Painters; no. 566, Quality Car showrooms; nos 568-574, All Car showrooms; nos 600-608, Conn's Motor showrooms. In addition, there were two engineering firms – W. J. Powell (nos 582-586) and J. Waldrige & Sinclair (nos 590-592) – which may have been at least partly active in the car industry.<sup>18</sup>

Well-known architects of the period, especially those who favoured the more progressive styles, were responsible for the new buildings being constructed, including Beaver & Purnell in 1923 (nos 567-573), Arthur Purnell in 1927 (nos 559-65, 1927), Arthur Plaisted in 1927 (rear nos 531-541, 1927), and Gawler & Drummond (no. 566, 1920 and nos 696-708, 1925).<sup>19</sup> In addition, a relatively early example of a reinforced concrete commercial building including the façade, which was designed by Joy & McIntyre, was constructed in 1923 (nos 676-678).<sup>20</sup>

During the 1930s several major car operators commissioned larger premises here, including Motor Spares at nos 543-549, (designed by R. M. & M. H. King, 1937) and motor show rooms at no. 587 (H. J. Little, 1935). The most prominent one, the former Melford Motors (Harry Norris, 1937), at the north-west corner of Queensberry Street, was the largest showroom established. It continued to expand operations into the 1950s, with the construction of the northern wing. It was probably during the 1930s that the current configurations of raised grassed beds, separating the lanes of traffic on either side, were established. Their construction may have been a 'susso' (sustenance) project, following the Great Depression. The raised beds were certainly in place by the mid-1940s.<sup>21</sup>

<sup>10</sup> The *Argus*, 11.4.1874, p11 in M. Lewis, *Australian Architectural Index*, record no. 7757

<sup>11</sup> Nigel Lewis & Associates, *Carlton Conservation Study, 1984*, Citation for 696-700 Elizabeth Street

<sup>12</sup> *Australasian Builder and Contractors News*, 19.5.1888 in M. Lewis, *Australian Architectural Index*, record no. 7570

<sup>13</sup> *Australasian Builder and Contractors News*, 20.8.1887 in M. Lewis, *Australian Architectural Index*, record no. 17,585

<sup>14</sup> MMBW Plan 30 (1896) and Detail Plan 1024, 1025+1026 (1895)

<sup>15</sup> MMBW Detail Plan 764 (1896)

<sup>16</sup> C. C. Reade, *Elizabeth Street North Melbourne* (c1910 photograph held by SLV, H91/90.15)

<sup>17</sup> The *Argus*, 3 May 1927, p8

<sup>18</sup> Mahlstedt Fire Insurance Plans (1923-28 series, section 2 north [unaltered]), 19A (also 20A, 22A and 23A)

<sup>19</sup> Building Application Index, VPRS 11,202

<sup>20</sup> There are earlier examples (2-3 Olivers Lane, Melbourne, 1903) however they were not located in prominent locations.

<sup>21</sup> 1945 Photo-map 848b2d (held by University of Melbourne); Rose Series photograph, *Aerial view over city showing Elizabeth Street, Melbourne*, (held by SLV, rg000554)

By the early 1960s approximately three-quarters of the businesses found in the precinct were related to the motor vehicle trade. Other operations included the Academy of Hairdressing at (nos 531-541) and Evan Evans P/L (nos 680-682), who had occupied the site since the early 1910s and specialised in canvas goods. There were two hotels, both in the north-east quadrant: the Royal Artillery (no. 614) and the Holyford (nos 646-652), and two banks at the southern end: the National Bank (no 527) ANZ Bank (nos 520-522). There were also two associations at the southern end, who had been there for several decades, Independent Order of the Rechabites (no. 518) and Loyal Orange House (nos 524-530). The smaller, Victorian period buildings continued to accommodate a range of modest scale businesses.<sup>22</sup>

Development during the later part 20<sup>th</sup> century was limited and was often 'skin deep', as the façades of some earlier buildings were (party) remodelled in keeping with contemporary aesthetics. A more recent wave of development dating from the first part of the 21<sup>st</sup> century – has primarily comprised multi-storey apartment blocks (nos 591, 634-640, 660-666). Over recent decades, there has been increasing diversity in the range of business within the precinct, with less dominance of the car trade.

### **Recommendations**

It is recommended that the Elizabeth Street Boulevard precinct be included in the Schedule to the Heritage Overlay. This would make redundant several individual overlays along this part of Elizabeth Street being HO44, HO46, HO49, HO50, HO51, HO52, HO54 and HO294. The boundary of HO3 (North and West Melbourne Precinct) would also require altering accordingly.

### **Previous Studies/Identification**

*North & West Melbourne Conservation Study 1985 & 1993, Graeme Butler & Associates*  
*Carlton Conservation Study, 1984, Nigel Lewis & Associates*

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<sup>22</sup>

Mahlstedt Fire Insurance Plans (1962 series, section 2 north): 19A, 20A, 22A and 23A

## Elizabeth Street North (Boulevard) Precinct Schedule

Elizabeth Street between Pelham Street (north) and Victoria Street (south) and includes the central islands with London Plane Trees (*Platanus x acerifolia*).

### West Side

Name	Address	Proposed Grading	Previous Grading	Date/Period	Notes
Former National Australia Bank	527 Elizabeth Street Parent address is 222-230 Victoria Street	C2	C3 (HO3, part)	1958/ Post-war	Designed by the architects Meldrum & Noad in the Streamlined Moderne style. Originally 6 storeys with stone podium base and salmon brick superstructure with brown brick bands demarcating the level. The vertical strips of aluminium-framed windows have spandrel panels below. Two additional storeys have been added in recent years.
Former E. A. Machin automotive store	529 Elizabeth Street	C2	- (HO3, part)	1953/ Post-war	Functionalist style, built by E. A. Watts, initial drawing show different configuration for first floor windows and a flagpole proposed above the section of raised bricks at either end of the façade. 2 storey, face brick, now painted, with sash windows containing vertical glazing bars and deep cement reveals, with recessed basilica-like roof. Original ground floor windows may be intact. Rear elevation intact. Site of 2 <sup>nd</sup> meat market, built in 1874. A mid-20 <sup>th</sup> century image (defined as a livery stable) in M. Casie et al, <i>Early Melbourne Architecture</i> , p92
Shops	531-541 Elizabeth Street	C2	C (D) (HO3, part)	1870/ Mid-Victorian	4 storey red brick, with some Art Deco style elements such as cement fins to parapet. Front: 2 storey, stucco finish and elaborate cornices and architraves to arched windows as first floor. Interwar style shopfront with copper finish Rear (O'Connell St): 1927/Interwar, designed by noted architect Arthur Plaisted as service station for E. & A. Machin & Co., automotive, electrical & battery engineers.
Former Motor Spares	543-549 Elizabeth Street	C2	- (HO3, part)	1937/ Interwar	Designed by R. M. & M. H. King in the Functionalist style. 3 storey, painted brick with concrete lintels, most windows boarded over to upper level. Includes a vertically orientated window to the south end.
Motor garage and	551-571 Elizabeth Street	-	-		Southern part - includes car yard.

Name	Address	Proposed Grading	Previous Grading	Date/Period	Notes
showrooms		D2  D2	(HO3, part)	1927  1923	Middle part (nos 559-565): Rickards Bros motor showroom, later British Empire, designed by Arthur Purnell. Northern part (nos 567-73): Designed by Beaver & Purnell for Rickards Bros. 3 storey, red brick and concrete, upper levels to front obscured by screen but possibly intact, rear (O'Connell St) elevation largely intact, mix of original multi-paned steel windows and modern aluminium-framed types, wide parapet with ventilation slits to gambrel roof.
Shop	575 -577 Elizabeth Street	- (front) D2 (rear)	- (HO3, part)	1925/ Interwar	Designed by G. A. Wilson for Mrs M. Dally. The original façade had a stepped parapet, pilasters and larger, multi-paned windows to the first floor. A modern façade with a painted rendered finish has been added to the 2 storey building, removing original detailing. Rear part (O'Connell St), retains its original Interwar treatment of red brick with parapet, now painted, with steel multi-paned windows.
Pair of shops	579-581 Elizabeth Street	C2	D3 (HO3, part)	Late Victorian	2 storey, Italianate style, with a wealth of stucco decoration to the pedimented parapet and first floor, featuring panelling, brackets and arched windows with prominent keystones and partly fluted pilasters.
Shop	583-585 Elizabeth Street	C2	D3 (HO3, part)	Mid-Victorian	2 storey, with expressed hip roof, face bi-chrome brick including cream brick cornice contrasting with brow bricks to walls, modern windows to both floors. Rear part has gable form and red brick walls.
Former motor showrooms	587 Elizabeth Street	D2	- (HO3, part)	1935/ Interwar	Designed by the architect H. J. Little for Charles F. Northcott. Art Deco style, parapet decoration however windows altered and/or boarded over. More intact to rear (O'Connell). Rendered finish with speed lines to upper part of façade and unusual wave-like moulding below first floor windows.
Apartments	591 Elizabeth Street	-	- (HO3, part)	c.2000	Seven storey, concrete walls with metal louvred screens.
Pair of Shops	595-97 Elizabeth Street	C2	D3 (HO3, part)	1871/ Mid-Victorian	2 storey, stucco façade, parapet with nameplates and one surviving orb, dentillated cornice. Rusticated pilasters flank the pairs of windows to the first floor with decorative hoods and brackets.

Name	Address	Proposed Grading	Previous Grading	Date/Period	Notes
Shop	599 Elizabeth Street	-	D (HO3, part)	Late 20 <sup>th</sup> century	Replaced a Victorian period building with a similar format to no.583. 2 storey with Victorian style detailing to parapet, windows, etc.
Office	601-603 Elizabeth Street	-	- (HO3, part)	c.2000	Replaced a 2 storey Interwar building (1939) with face brick and render. 2 storey, concrete, large aluminium-framed windows with reflective glass.
Three Shops	605-607 Elizabeth Street	C2	C/D3 (HO3, part)	1880s/Late Victorian	2 storey with stucco façade. Dentillated cornice with paired brackets, bays defined by Tuscan Order pilasters, original timber-framed windows but aluminium-framed doors. Unusually intact to ground floor.
Former Toyota (Former Melford Motors)	611-45 Elizabeth Street	C2	C (HO294)	1937/ Interwar  1955/Post-war	Designed by noted architect, Harry Norris, for Melford Motors. 3 storey, Streamlined Moderne style, prominent curved corner, rendered façades extend to three street elevations. Large multi-paned, steel-framed windows separated in the most part by curved piers, extensive use of speed lines. Replaced an earlier, single storey showroom (1921). Was A. G. Healing cycle works during mid-1920s. Northern part (nos 635-45), designed by the Office of Harry Norris. Also three storey. Modernist influenced also with banks of multi-paned, steel-framed windows including hoppers. Rendered to Elizabeth St and cream brick to upper levels of O'Connell St elevation. Large car yard at northern end, on which there had been a single storey hardware store for F. Dawborn, designed by Haddon & Henderson in 1925. High brick wall to northern boundary, a possible remnant from an earlier building (hardware merchant).
Former shop	671-73 Elizabeth Street	D2	-	Late Victorian	Single storey, façade completely blocked up, two bays with decorative brackets and cornice, small footprint. Probably later additions to rear with low pitched, gable roof. Large yard to rear. High brick wall to southern boundary with car yard, a possible remnant from an earlier building (hardware merchant).
Former warehouse	675-81 Elizabeth Street	D2	-	Federation	Intact to rear, consisting of a pair of single storey, red brick, gable sections, each with large segmental arched doorway (with original paired timber doors to northern opening) and a circular louvered vent. Interwar period façade with speed lines and soldier coursing, however, completely blocked up.

Name	Address	Proposed Grading	Previous Grading	Date/Period	Notes
Showroom/office	683-85 Elizabeth Street	-	-	Earlier 20 <sup>th</sup> century	Two storey part to front with hip roof, clad in corrugated sheet metal. Walls are face brick work and tiling evident to front, all painted over. Probably the earlier Steele & Co. Store.
Garage/showroom	687-699 Elizabeth Street	-	-	20 <sup>th</sup> century (southern part, probably early, northern part probably late)	Much altered externally. Walls are combination of rendered finish (front) and face brick (rear), both painted, and parapet walls hide roof. Windows mostly aluminium-framed though some earlier steel-framed to rear. Southern part probably the former Aust. Motor Panel & Guard Manufacturer Co. Premises. Previously had been three smaller buildings at the northern end including a branch of the E S & A Bank.
	60 O'Connell Street	-	-	-	Small, vacant allotment to the rear of 595 Queensberry Street. Had previously been a single storey building on the site (at least until the 1960s).
Showroom/office	309-317 Queensberry Street	-	-	c.1960	2 storey, orange (rear) and brown (front) brick with timber-framed windows and a flat roof. Had been a wood and coal yard during 1920s.
National Hotel (Public Bar)	232-238 Victoria Street	C2	C3	1937/Interwar	Designed by the architects Cowper, Murphy & Appleford. A fine example of the Moderne Style with distinctive tubular forms, including balconies, providing vertical emphasis and initially horizontal emphasis was provided at the ground floor. Rendered walls and metal-framed windows, altered to the ground floor. Current hotel replaced an earlier building, known as the Meat Market Hotel during the 19 <sup>th</sup> century (by 1874) and into the 1920s.

## East Side

Name	Address	Proposed Grading	Previous Grading	Date/Period	Notes
Former Colonial Bank	518 Elizabeth Street	A2	A3 HO46	1888/ Victorian	Had been site of Newmarket Hotel, established by 1872. Current building designed by Smith & Johnson as a bank. It was taken over by the Independent Order of the Rechabites c.1920 until at least the early 1950s. 3 storey at prominent corner, V-shaped, Italianate design with elaborate detailing in stucco to façades, arched windows, paired Ionic pilasters to 1 <sup>st</sup> floor, smaller attic level, balustraded parapet, cornices, panelling and string courses, decorative architraves. Additions include single storey section to Elizabeth St and 3 storey at north-east end of building (Leicester St), possibly in 1939.
Former ANZ Bank	520-522 Elizabeth Street	C2	-	Victorian (probably)  1965/ (Façade)  1953/ Post-war (rear)	A two storey building existed on the site by the mid-1890s and by the 1920s it had a sawtooth roof. Two storey with different materials to each façade, though both have original aluminium-framed windows. Building currently has a hip roof. Façade: Brutalist style, bold massing comprised of piers, which project as tower-like elements and are clad in small black tiles with rendered finish to central projecting sections. Rear: Designed by Meldrum & Noad. Areas of salmon brickwork in combination with rendered finish.
Loyal Orange House	524-530 Elizabeth Street	C2	D3	c1870s/ Mid-Victorian	First floor façade retains Victorian detailing, consisting of groups of three windows with label mouldings and Tuscan style capitals, indicative of a Tudor style influence. Ground floor has been altered. South end in a distinctive & sympathetic manner with central group of multi-paned windows and section of stained glass. Shopfront to northern section (no 530) altered 1987. Rear part mid-20 <sup>th</sup> century, painted brick with some glass brick and metal-framed windows.
Office	532 Elizabeth Street	- (front) C2 (rear)	-	1987(façade) Victorian (rear)	2 storey building, new rendered façade (or front section) with large picture windows and central section with glass bricks. Rear section is red brick with basalt sills, and segmental arched openings to ground floor.

Name	Address	Proposed Grading	Previous Grading	Date/Period	Notes
ANF House	536-542 Elizabeth Street	-	D3	1989	7 storey building, rectangular concrete base (5 storeys) with engaged columns, different superstructure (2 storeys) with glazed façade.
Showroom	544-550 Elizabeth Street	- (front) C2 (rear)	-	Federation (except façade)	Single storey building, new façade with aluminium sheeting to parapet, presumably had façade similar to no. 552-554, internally truss still evident. To rear, evident that it is part of group 544 to 562.
Showroom	552-554 Elizabeth Street	C2	?	Federation	Single storey, red brick, lunette windows with prominent keystones, pedimented parapet, stucco bands including lintels.
Showroom	556-562 Elizabeth Street	C2	C3 HO49	Federation	Single storey, brick and stucco, painted white, plinth, windows altered.
Former store	566 Elizabeth Street	D2	-	1920/ Interwar	Designed by Gawler & Drummond for Williams & Co. There had been a hay and corn store at end of 19 <sup>th</sup> century. The 1920 building originally had timber-framed double hung sash windows. It was altered in 1936 and again in 1993. 2 storey, modern recessed shopfront with concrete pillar, metal-framed windows to first floor obscured by screen. Rear, rendered, has a mixture of mid-20 <sup>th</sup> and late 20 <sup>th</sup> century windows, the latter being a former door.
Former factory	568-570 Elizabeth Street	D2	-	1920/ Interwar	Designed by architect P. Poer for John Poer. 2 storey, rendered façade with modern windows. Rear more intact with bracketed cornices, areas of painted brick between windows, largely rendered. Originally there were multi-paned windows to both elevations and timber doors. Original format has been retained though partly modified.
Shop & factory	576-578 Elizabeth Street	C2	C3 HO50	Late Victorian (front) 1922/Interwar (rear)	Shop: 2 storey, brick and stucco (quoining, architraves and sills, cornice and frieze) altered parapet. It initially had a verandah. Factory: designed by the architect H. J. Little. Remarkably intact. 2 storey, red brick and cement render, now painted. Decorative parapet and original timber-framed windows with louvred sections.
Shop	580 Elizabeth Street	C2	C3 HO51	Late Victorian	2 storey, stucco façade, first floor intact with decorative architraves, cornice and parapet with scrollwork and panels of vermiculation.



Name	Address	Proposed Grading	Previous Grading	Date/Period	Notes
					Modern shopfront (1989).
Showroom	582-588 Elizabeth Street	- (front) D2 (rear)	-	1910s/ Federation	2 storey, modern façade, to the rear wide gable red brick, now painted. Vacant mid-1890s, single storey by early 1920s, 2 <sup>nd</sup> storey added in 1965, façade altered recently. Intact to rear, wide brick gable front, now painted, openings with concrete lintels.
Showroom	590-592 Elizabeth Street	D2	-	1910s/ Federation	2 storey, rendered façade with gable roof, pediment. 2nd storey possibly added 1936.
Former factory	594 -598 Elizabeth Street	C2	-	1940/Interwar	Built for H. J. Nicholas. Functionalist style, 2 storey, brick, cantilevered hoods to bank of windows, clock. Some original openings painted over or blocked out. Single storey section to rear.
Showroom	600-608 Elizabeth Street	C2	-	1936/Interwar	2 storey, Moderne style, brick and rendered, now painted over, with speed lines. Visible windows are steel-framed, multi-pane, however many are boarded over. There had been a single storey building in the 1920s, altered in 1936.
Royal Artillery Hotel	614-16 Elizabeth Street	B2	B3 HO52	Mid-Victorian	A hotel existed by 1861, though possibly not this building. 3 storey, stucco façade with channelled rustication to ground floor and later tiling, decorative architraves to upper levels including hoods to first floor, second floor is an attic level. Some double hung sash windows with original vertical glazing bar. East part with plain external treatment is a 1925 addition.
Former Repco Building	618-630 Elizabeth Street	C2	D3	1938 (façade)/ Interwar	2 storey, Moderne style, now painted, giant order pilasters with tapestry bricks divides façade into bays, spandrel panels with tiling to bays, central recessed entry with cantilevered canopy and decorative parapet. Had been site of Phoenix Foundry at end of 19 <sup>th</sup> century.
Offices	632 Elizabeth Street	D2	-	Victorian with 1980s (façade)	2 storey, façade has a concrete, screen wall with round concrete pillar. Appears to be Victorian from rear, eg chimney. 2 storey building, with a front setback existed by 1890s. It was altered in 1930s and 1940s, and additions to rear in 1957. Façade may date to 1983 alterations.
Apartments	634-640 Elizabeth Street	-	-	2011	Multi-storey building under construction with podium base of 3 storeys, recessed upper tower.

Name	Address	Proposed Grading	Previous Grading	Date/Period	Notes
Shop	642-644 Elizabeth Street	D2	-	Victorian	2 storey, front section probably built in late 19 <sup>th</sup> century. Substantial alterations to façade (string course removed, cement rendered) and additions to the rear designed by P. J. O'Connor & Brophy in 1957. 2 storey, three windows with sills to first floor, rendered façade, much altered, modern aluminium-framed windows.
Former Hollyford (part)	648 Elizabeth Street	D2	-	1939/ Interwar	Designed by P. J. O'Connor as Hotel Hollyford Single storey, much altered, remnant original detailing to parapet (speed lines) however originally had a tiled dado (to match that of nos 650-652) and 3 sets of French doors alternating with windows (2 No.).
Former Manchester Arms Hotel	650-52 Elizabeth Street	C2	-	1926/ Interwar	Designed by A. P. Barnes. Later renamed to Hotel Hollyford. Commercial Palazzo style, 3 storey with cornice with prominent brackets, first floor balcony with metal balustrading, modern aluminium-framed windows. Replaced an earlier hotel building, which had existed from late 19 <sup>th</sup> century. Ground floor altered, original canopies removed.
Shop & factory	654 Elizabeth Street	D2	-	1940/ Interwar	Built by G. B. Bishop. Moderne style, 2 storey, clinker brick, metal-framed window and wide rendered parapet with speed lines to 1 <sup>st</sup> floor, modern shopfront, though consistent with original configuration. The canopy was added in 1989. Intact to rear lane.
Former foundry	656-658 Elizabeth Street	C2	C3 HO44	c.1870s/ Victorian	Unusual single storey, symmetrical stucco façade, three arched openings with prominent keystones and linked by string mouldings, central doorway and flanking windows, gable parapet and elaborate consoles (brackets).
Apartments	660-666 Elizabeth Street	-	C3	2010	Multi-storey residential tower replaced single storey, red brick, Victorian era building with brick cornices and string mouldings.
Former Auto Supply Co. (ASC) Building	676-678 Elizabeth Street	C2	-	1923/ Interwar	Designed by architects Joy & McIntyre. Two storey, reinforced concrete including façade, a relatively early example of this material being used for the whole building. ASC monogram to parapet, elements of Art Deco style but unusually plain treatment, symmetrical with parapet and piers, prominent horizontal mouldings to upper part, modern aluminium-framed windows. Some original decorative detailing and multi-paned windows removed.

Name	Address	Proposed Grading	Previous Grading	Date/Period	Notes
Evan Evans Flags Buildings	680-682 Elizabeth Street	C2	D3	1914/ Federation	3 storey, red brick, with wide rendered bands to each level including curved parapet, timber-framed windows, Rear additions designed by the architect Frank Stapley date to 1922. Red brick with concrete lintels. Two windows to 2 <sup>nd</sup> storey have been removed. The shopfront possibly dates to 1927.
Former garage	684-688 Elizabeth Street	C2	(D3)	1910s/ Federation	Pair of symmetrical single storey brick sections, now painted. Distinctive profile to stepped parapets, modern aluminium-framed openings. Unpainted to rear with circular louvres, pair of gable roofs evident.
Office	690-694 Elizabeth Street	-	?(D3)	Federation	Vacant during the late 19 <sup>th</sup> century, there was a single storey building by early 1920s, which was linked to Till's buildings behind at 223 Pelham Street. 2 <sup>nd</sup> storey added in 1960 and façade probably altered subsequently. 2 storey, brick, with modern shopfront.
Former Commercial Bank of Australia	696-708 Elizabeth Street	B2	B3 HO54	1885/ Victorian  1925/Interwar (garage)	Designed by Peter Matthews and constructed by William Hoskings. Later National Bank of Australia (1920s). It has a central 2 storey section and single storey section to Pelham St (east). The stucco façades to each side are slightly different but have arched windows to both levels, aedicules to corner entry and projecting parts of each façade. Channelled rustication to the ground floor and cast iron balustrading at the corner.  Single storey garage to Elizabeth St designed by Gawler & Drummond in 1925. Art Deco style with panelled parapet. Arched opening has original multi-paned windows to upper part and modern infill below.



## **APPENDIX F**

### **Sites not recommended for the Heritage Overlay in Melbourne**

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This group of sites were either included in the project list or were noticed during the survey work as being of heritage interest. Further assessment however revealed that they did not reach a threshold level of significance to warrant protection in the Melbourne Planning Scheme. They have generally been graded D except for those buildings which have been demolished.

Brief details of each site are provided in the following table and depicted in the attached map.



## APPENDIX F Sites not recommended for the Heritage Overlay in Melbourne

Name	Address	Proposed Grading	Previous Grading	Year/Period	Notes
Former warehouse	138 A'Beckett Street, Melbourne	D2	-	1923/ Interwar	3 storey, rendered & painted, altered, aluminium-framed windows It had been a hotel but was much altered and converted to apartments, including removal of the parapet decoration (1960-70s image, refer to Picture Victoria ID: 18733).
Office/ warehouse	192 A'Beckett Street, Melbourne	D2	-	1930s/ Interwar	Moderne style 2 storey, red brick, stuccoed façade, speed lines and metal-framed windows to 1 <sup>st</sup> floor. A non-distinguished example.
Former Hilco Transformers Factory (HO802)	97-107 Berkeley Street, Melbourne	C3	D3	1935/ Interwar	A fine, intact Interwar period factory with decorative polychromatic brickwork and steel-framed windows. A demolition permit has been approved and so it has not been necessary to prepare a revised citation. If the building is demolished, it would be appropriate to remove this site from the Schedule.
Former warehouse	5-7 Anthony Street, Melbourne	D2	-	1910s(?)/ Federation	3 storey, red brick & stuccoed, pilasters to ground floor. Altered roof, it had been a gambrel, and the part of the parapet removed to create central lantern.
Former D Swinnerton Bros & Co factory	14 Anthony Street, Melbourne	D2	C3	1924/ Interwar	Designed by architect I. G. Beaver for D. Swinnerton Bros & Co. (Application no. 6878). 3 storey, red brick & rendered Façade altered considerably when converted to apartments with introduction of metal balconies and some larger openings with aluminium-framed windows and doors.
Office (Family Planning Centre)	171 Berkeley Street, Melbourne	D3	-	1930s/ Interwar	2 storey, parapet with banding and soldier course. It has been considerably modified with altered windows and face brickwork now painted.
Garage (Mitsubishi)	175 Berkeley Street, Melbourne	D3	-	Interwar	Single storey, painted, panelled parapet with triangular motifs. A common example.
Shop (part of Drummond Golf)	472 (?) Elizabeth Street, Melbourne	D2	-	c.1910/ Federation	2 storey, brick & stuccoed, now painted, stepped parapet, string courses, 3 double hung sash windows to first floor. A non-distinguished example.

Name	Address	Proposed Grading	Previous Grading	Year/Period	Notes
Shop	474 Elizabeth Street, Melbourne	D2	-	Victorian	Single storey with some original parapet decoration (cornice and projecting sections) however parapet greatly extended in height.
Shop	478 Elizabeth Street, Melbourne	D2		c.1920	2 storey, brick & stuccoed, façade divided into bays by pilasters, altered windows, some distinctive detailing to stepped parapet, principally stupa-like detailing to either end with <i>Art Nouveau style</i> (?) foliage.
Former Stork Hotel	496 Elizabeth Street, Melbourne	D2	D3	Victorian	2 storey hotel with stuccoed façade, modified during the Interwar period and considerably obscured currently. Later single storey section at southern end, and site being developed.
Former Ampol House	792 Elizabeth Street and 257 Grattan Street, Carlton	-	C3 (HO55)	1958/ Post-war	Recently demolished. Permit issued at VCAT for multi-storey replacement building.
Former showrooms	97 Franklin Street, Melbourne	D3		c.1940	Former Bennie Teare premises (refer SLV, image no a18424). 2 storey, Moderne style; heavily altered, more so eastern part (cf. historic image).
Retail	108 Franklin Street, Melbourne	D3	E0	Victorian	2 storey, possibly truncated, altered windows, stuccoed and painted Fairly altered and indications of original context largely lost.
Office/warehouse	110-112 Franklin Street, Melbourne	D3	D0	Interwar	2 storey, brick, metal-framed windows Largely intact but a basic example of its type.
Hotel	114-124 Franklin Street, Melbourne	-	D3	c.2000	Two storey, Interwar period building demolished. Replaced with the unsympathetic multi-storey, Stargate Hotel.
Office	143 Franklin Street, Melbourne	D3		1957/ Post-war	Former Headquarters of Meat & Allied Trades Federation of Australia designed by Leith, Bartlett & Partners architects. Originally 4 storey, with canted ground floor windows, now 5 storey. Balconies have possibly been created and vertical louvres removed.
Till's Buildings (HO86)	'233 Pelham Street' (parent address is 690-694 Elizabeth Street), Melbourne	D3	D3	c1925/ Interwar	An unremarkable 1920s commercial building whose windows are much altered. A demolition permit has been approved and a citation has not been prepared. This site can be removed from the Schedule.
Office/warehouse	373 Queen Street, Melbourne	D2		1930/ Interwar	Commissioner's Carlyon House 2 storey, brick & rendered, metal-framed windows to 1 <sup>st</sup> floor, however altered to ground floor and brickwork painted.





Name	Address	Proposed Grading	Previous Grading	Year/Period	Notes
Office/showroom	277-283 Queensberry Street, Melbourne	D2	-	1919/ Interwar	Single storey initially and first floor added in 1953. 2 storey, red brick, stucco band, metal-framed windows to 1 <sup>st</sup> floor and large modern to ground floor. Although alterations are fairly sympathetic, overall it is a heavily modified building.





**GENERAL NOTE**  
Other existing heritage overlays for which a citation wasn't required have been left as grey.

LEGEND	
<b>Sites</b>	
<b>Study area boundary</b>	
	Not recommended / Remove
	Remove, if building demolished

<b>PROJECT TITLE</b>	<b>FOR</b>	<b>DRAWING NUMBER</b>	<b>NORTH</b>	<b>REVISION</b>
<b>City North Heritage Review</b>	<b>Melbourne City Council</b>	<b>SK01</b>		<b>00</b>
<b>LOCATION</b>		<b>DRAWING TITLE</b>		<b>NOTES</b>
		<b>MELBOURNE - Sites Not Recommended for Heritage Protection</b>		

<b>JOB NUMBER</b>	<b>DATE</b>	<b>RBA ARCHITECTS + CONSERVATION CONSULTANTS PTY LTD</b>
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