

HERITAGE IMPACT STATEMENT

PROPOSED REDEVELOPMENT OF NO. 2 GOODS
SHED

708-710 Collins Street, 731-733 Bourke
Street, 2-42 Village Street and 68-82
Village Street, Docklands

Prepared for

Equiset Grollo Group

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LOVELL CHEN

ARCHITECTS & HERITAGE CONSULTANTS

LEVEL 5, 176 WELLINGTON PARADE
EAST MELBOURNE 3002 AUSTRALIA
TEL +61 (0)3 9667 0800
FAX +61 (0)3 9416 1818
www.lovellchen.com.au
enquiry@lovellchen.com.au

1.0 Introduction

This heritage impact statement has been prepared on behalf of Equiset Grollo Group in support of a permit application for the redevelopment of part of the No. 2 Goods Shed north at 708-710 Collins Street, Melbourne. The proposed works involve the part demolition of the existing Goods Shed north, demolition of 708-710 Collins Street and construction of a multi-storey mixed-use building.

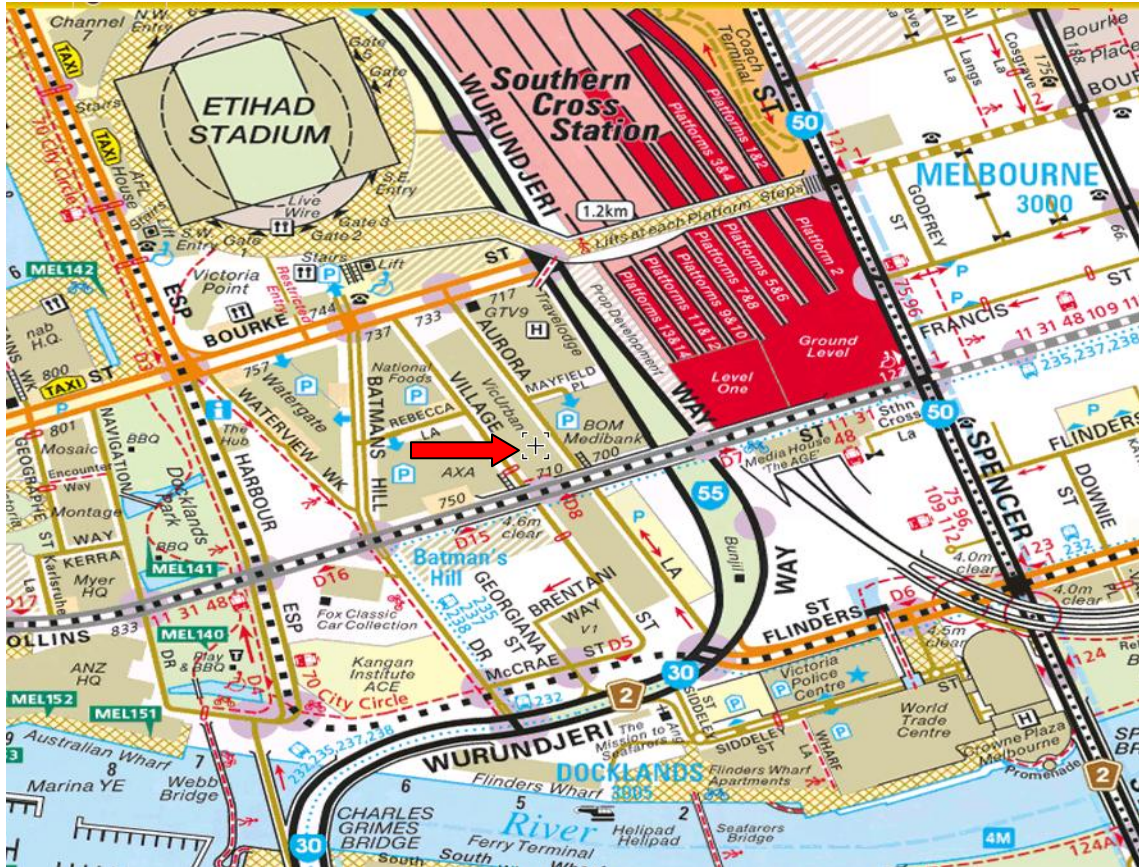


Figure 1 Location plan of the subject property (site of proposed works indicated).

Source: www.street-directory.com.au

1.1 Supporting Documentation

Documents cited in preparation of this report include:

- Allom Lovell & Associates, *No. 2 Goods Shed, Docklands Conservation Management Plan*, 2003.
- Urbis, *710 Collins Street, Docklands - Market Research*, March 2014.
- MacroPlanDimasi, *710 Collins Street - High Level Economic & Expenditure Analysis*, 10 April 2014.
- Planning permit application prepared for Goods Shed Docklands Pty Ltd, 1 December 2013.
- Architectural drawings prepared by Hassell, dated 29 November 2013 and numbered:
 - DA0050-DA0054, DA0060-DA0064, DA0101-DA0104, DA0111, DA0130, DA0150-DA0153, DA0200.

1.2 Previous Permits

The following table documents a selection of heritage permits previously issued by Heritage Victoria for the No. 2 Goods Shed.

DATE	PERMIT NO.	APPROVED WORKS
10 May 2013	P19782	No. 2 Goods Shed south Land to be used as a childcare centre and associated works
18 January 2013	P18199	No. 2 Good Shed south Construction of two pavilions on the west elevation of the southern portion of the No.2 Goods Shed
5 August 2011	P17248	No. 2 Goods Shed south Proposed construction of a new eight storey lantern building abutting Collins Street, at the northern end of the southern half of No. 2 Goods Shed
21 December 2010	P16415	No. 2 Goods Shed south Proposed Stage 3 redevelopment works, including construction of a new building abutting Collins Street, conversion of the existing building into office space and conservation works to the significant heritage fabric
20 September 2010	P16050	No. 2 Goods Shed south Stage 2 works including remediation, excavation, hazardous materials removal, underpinning and structural stabilisation
13 April 2006	P10398	No. 2 Goods Shed north Construction of a three level glazed pavilion and basement car park to the northern end, and single storey pavilion structure to the southern end of No. 2 Goods Shed; installation of mezzanine floor to east and west sides of shed with connecting walkways, together with staircases and lift access; external and internal conservation works
14 October 2003	P7801	Construction of access roads to the east and west sides of No. 2 Goods Shed
23 June 2003	P7302	No. 2 Goods Shed south Temporary works to the south section of the shed, demolition of remnant concrete conveyor belt footings and the like, repair and maintenance to the roof, roof drainage and glazing
10 October 2002	P6288	No. 2 Goods Shed north and south Development and demolition works including construction of new staircases and elevators to the

		north and south sides of the Collins Street Bridge and demolition of four nine metre sections of side aisles
10 July 2002	P6233	No. 2 Goods Shed south Construction of a sales and marketing suite within the southern end of the Goods Shed and the erection of a temporary sign at the southern exterior of the Goods Shed
24 September 2001	P5718	No. 2 Goods Shed south Selected internal demolitions and temporary works to the south end and offices to accommodate a temporary entertainment area including lavatories, balconies and food preparation area
20 March 2001	P5204	Demolition of seven bays of the Goods Shed, construction of Collins Street extension bridge and associated stairs and elevator
17 April 1998	3673	Demolish part of the No. 2 Goods Shed in order to allow the construction of the 'Grollo Tower' as per Melbourne Planning Scheme Amendment L-296

2.0 Heritage Listings

The No. 2 Goods Shed is an historic building and is identified in a number of heritage listings. The property 708-710 Collins Street is a modern building with no heritage classification. However, it does fall within the extent of registration of the No.2 Goods Shed as defined on the Victorian Heritage Register (H0933), which has not been updated since the Collins Street Extension and construction of 708-710 Collins Street.

2.1 Victorian Heritage Register

The No. 2 Goods Shed is included in the Victorian Heritage Register, identified as H0933, to the extent of 'the building known as former No. 3 or 'A' Goods Shed, now known as No. 2 Goods Shed, Flinders Street Extension, Spencer Street Railway Yards, marked B1 and the land marked L1...' (refer Figure 2).

The statement of significance for the Goods Shed is as follows:

What is significant?

The No.2 Goods Shed, formerly known as No.3 or 'A' Goods Shed, was built in 1889-90 to replace earlier, inadequate facilities. The contractor was AP Tozer. It comprises a goods shed and platform and an associated administration block. The offices were extended in 1907. The shed consists of three parallel gable roofs over the tracks and platform. It is constructed with cast iron columns at 9 metre centres and wrought iron trussed roofs. The roofs are timber lined and clad in slate with lanterns capping the full length of the ridges. The total length of the shed is 385 metres, with twenty six doors on the east side and twenty eight on the west side. Both sides have a shallow verandah. The doors to the goods shed illustrate the operation of the shed, with each door being allocated to a particular destination. The two storey administration building is constructed of brick with bluestone sills and a slate tiled gable roof. Terra

cotta lumber was inserted in the upper floor as a fire prevention measure. A tower with clock faces, pediments and mansard roof sits at the southern gable end. Brick machicolations are prominent on all gable ends.

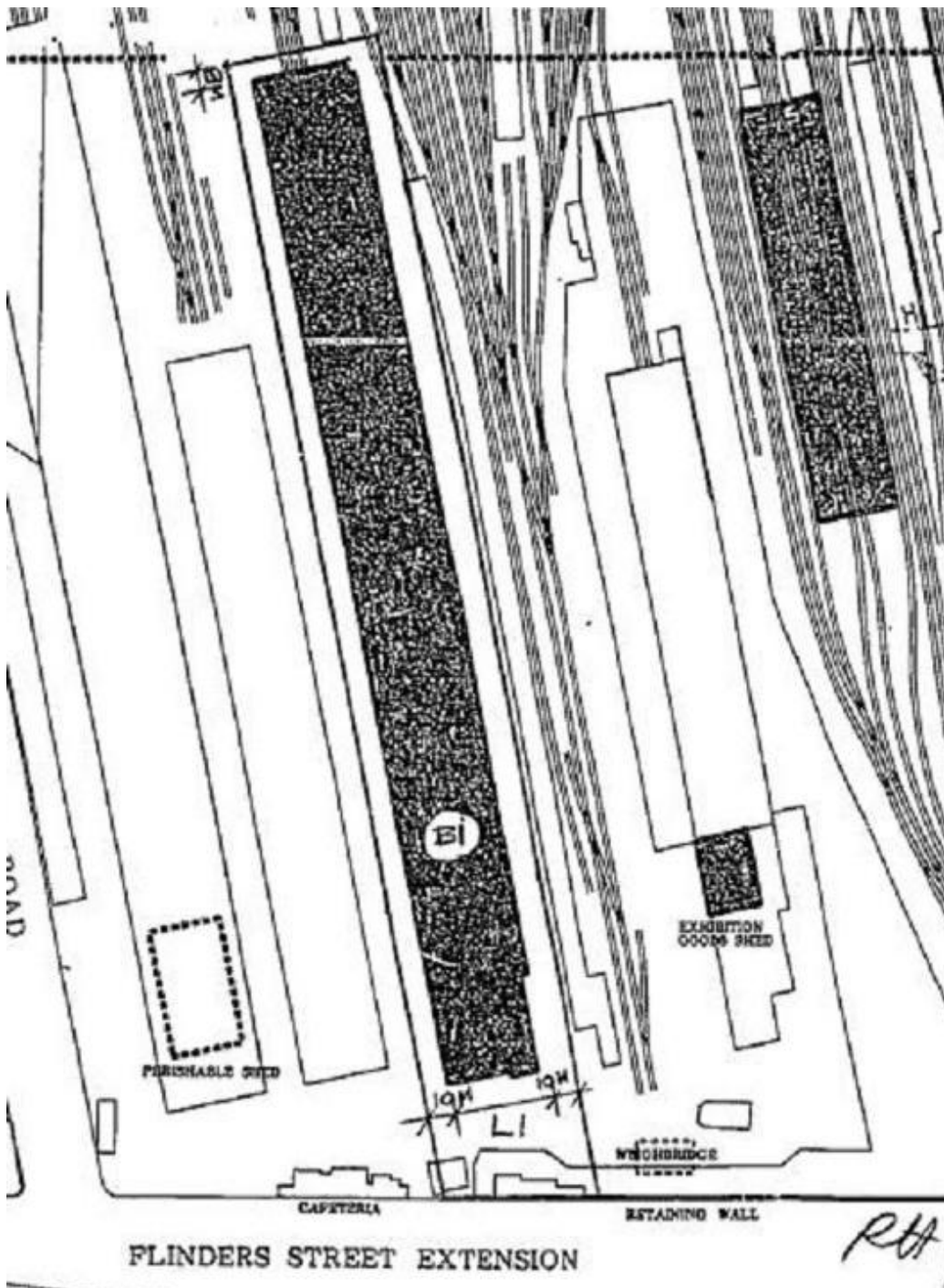


Figure 2 Victorian Heritage Register extent of registration plan for No. 2 Goods Shed.
Source: Heritage Victoria.

How is it significant?

The No.2 Goods Shed, formerly known as No.3 or 'A' Goods Shed is of historical and architectural significance to the State of Victoria.

Why is it significant?

The No.2 Goods Shed, formerly known as No.3 or 'A' Goods Shed, is architecturally significant as the largest and most architecturally elaborate nineteenth century railway goods building in Victoria. Its high degree of intactness clearly demonstrates traditional late nineteenth century goods handling facilities.

The No.2 Goods Shed, formerly known as No.3 or 'A' Goods Shed, is historically significant as evidence of the role played by Victoria's railways in the economic development of Victoria, and particularly to the 1880s boom. The huge scale and grand style of the building graphically illustrates the population and economic growth in Victoria during the 1870s and 1880s and the consequent increase in goods traffic.

The statement of significance also includes the following note:

NOTE: in 2001 a permit was granted to demolish 9 bays of the shed and erect a new bridge as an extension to Collins Street. The shed is now effectively cut into northern and southern sections.¹

2.2 Melbourne Planning Scheme

The No. 2 Goods Shed is individually identified as HO914 in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme (Figure 3). This overlay reflects the extent of the Victorian Heritage Register entry. No permits are required pursuant to the Heritage Overlay provisions for places included in the VHR.

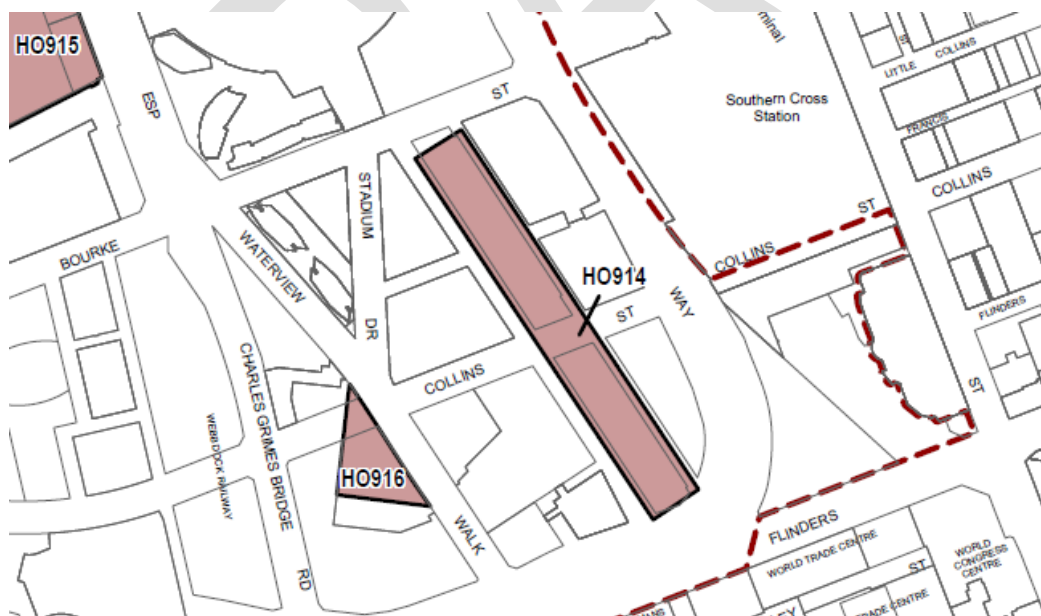


Figure 3 No. 2 Goods Shed, identified as HO914 in the Heritage Overlay to the Melbourne Planning Scheme.

Source: Melbourne Planning Scheme.

¹ Victorian Heritage Register documentation, extent of registration, accessed online on 31 July 2013: http://vhd.heritage.vic.gov.au/vhd/heritagevic#detail_places;754

2.3 National Trust of Australia (Victoria)

The Former 'A' Goods Shed is classified as a building of National significance by the National Trust of Australia (Victoria) (File No. B6435). There are no statutory requirements as a consequence of this classification.

2.4 Register of the National Estate

The Goods Shed No. 2 is identified in the Register of the National Estate (Identifier 15772). There are no statutory requirements as a consequence of this classification. The Register of the National Estate includes the following statement of significance for the Goods Shed No. 2:

This nineteenth century Goods Shed is significant partly for its position at the terminus of what was, last century, a growing Colonial Railway System. The Building's siting adjacent to Melbourne's docks and close to the city's business heart reflects the structure's pivotal location prior to advances in road transport, while its scale and style illustrates the predominant position occupied by railways in the late 1800s (Criterion A.4). The building is important structurally for its enormous size. Further, its design, with central tracks and goods storage and loading areas to either side, all within one building, is significant for Victoria. The only other such train hall designs were at Geelong and Ballarat and were passenger terminals. The incorporation of the towered office section in the south-west corner gives the design added interest (Criteria F.1, B.2).²

2.5 Docklands Heritage Study 1991

The No. 2 Goods Shed has also been identified by Andrew Ward & Associates in the *Docklands Heritage Study* (1991). This document is not a reference document to the Melbourne Planning Scheme. The following statement of significance is presented:

The former No. 3 goods shed is important at the State level as the only surviving intact Goods shed built prior to the 1890's Depression and recalling the Goods Yard's growth sustained at that time and consolidated during the first fifty years of this century. It dramatically demonstrates by its size and flamboyant architectural style the importance of the Railways to the Colony as well as past methods of goods handling and the nature of the work place, populated by tally checkers, stowers, sorters and goods foremen.³

2.6 Melbourne Docklands Heritage Review 1997

The No. 2 Goods Shed was subsequently identified by McDougall & Vines in *Melbourne Docklands Heritage Review* (1997). This document is not a reference document to the Melbourne Planning Scheme. The following statement of significance is presented:

The cultural significance of this building within the Docklands derives from:

- The scale and design of the former No.3 Goods Shed, with its prominent mansard roofed clock tower to the office block section, elaborately detailed brickwork, and long slate-roofed goods shed

² Register of the National Estate

³ Andrew C Ward & Associates, *Docklands Heritage Study 1991*.

behind reflects the importance of rail operations to the historical development of Victoria. The total length of the shed is 1,263 feet (385 metres).

- Goods Shed No. 2 is historically important because it retains all the elements for demonstrating traditional goods handling facilities. In particular, the doors to the long goods shed, with 26 on the east side and 28 on the west side, illustrate the operation of the shed with each door being allocated to a particular group of destinations. The building dramatically recalls the “pre-container” era when individual items were separately handled, crated and stowed. The length of the shed allowed an entire goods train to be accommodated under cover.
- The office block incorporates details of technical interest, such as the use of terracotta lumber partitions in the upper floor toilet walls and tower staircase. This is the oldest surviving example of this type of partitioning identified in Australia.
- Goods Shed No. 2 is an important element in a group of industrial sites and buildings within the docklands area, including river wharves, bond and cool stores, weigh bridges, signal boxes and locomotive sheds
- The two elements of this structure, the office section at the southern end and the main goods shed reflects the two elements of the functioning of the railways system, administrative and working areas.⁴

3.0 Brief history

The No. 2 Goods Shed (also known as ‘A’ and No. 3 Goods Shed) is a substantial goods loading shed which was constructed by the Victorian Railway Department in 1889 to accommodate increased demands for rail transport in the Melbourne Goods & Passenger Yard at the western end of the city. Established in the 1860s, the goods yard had developed through the 1860s and 1870s, when a number of substantial sheds were constructed on the site. The largest of these was the No. 1 Goods Shed, constructed in 1870, although when the No. 2 Goods Shed was constructed in 1889-90, it was significantly larger than any of the earlier sheds.

Prior to the recent works to divide the shed into two sections, the No. 2 Goods Shed was approximately 385 metres in length, comprised of a central gabled section with a continuous glazed lantern roof and smaller flanking gabled sections, each with a continuous lantern roof. The building is supported by cast iron columns and wrought iron roof trusses. The central structure originally accommodated the rail running lines and platform edges while the flanking sections were designed as loading areas. Loading was via doors on the east and west elevations (26 on the east and 28 on the west); these doors are sheltered by a shallow awning supported on brackets.

There have been a number of significant alterations to the No. 2 Goods Shed over the last 10-12 years, including the demolition of a several bays of the goods shed in 2001 to accommodate the Collins Street extension, which divided the remaining structure into two sections. Additional demolition works have since been

⁴ McDougall & Vines, *Melbourne Docklands Heritage Review June 1997*, p. 19.

undertaken to the northern and southern sections of the No. 2 Goods Shed to construct new buildings abutting Collins Street. Those buildings are The Lantern building, at 708-710 Collins Street and the new headquarters building for Pearson on the opposite side of the bridge. Substantial conservation works have also been carried out including underpinning, structural stabilisation and roof repair.

4.0 Site Description

4.1 708-710 Collins Street

708-710 Collins Street is located on the northern side of Collins Street between Aurora Lane and Village Street (Figure 5). It is a rectangular modern flat roofed building, four storeys in elevation. The building directly abuts No. 2 Goods Shed north. Clad with matching brickwork beneath the height of the roof of the Goods Shed and opaque glass above, the building won awards for adaptive reuse after its completion in 2010. The principal tenant in the building is Places Victoria. Whilst the building addresses Collins Street, public access is limited to the reception desk at the front of the building. Secondary occupant only access to the building is available at its lower levels along Village Street and Aurora Lane.



Figure 4 708-710 Collins Street indicated.
Source: www.nearmap.com.au



Figure 5 708-710 Collins Street. View from Collins Street looking north-west.



Figure 6 Interface of 708-710 Collins Street with No. 2 Goods Shed. Image looking north from Collins Street bridge.

4.2 No. 2 Goods Shed

The space occupied by the No. 2 Goods Shed has been split into a north and south segment by the extension of Collins Street, which is elevated above Village Street and Aurora Lane. Although the Goods Shed has been divided into two segments, views which retain the relationship and structural continuity between the north and south sections of the Goods Shed remain, principally from Aurora Lane and Village Street. Although views of the No. 2 Goods Shed remain from the Collins Street overpass, much of this vista has been disrupted by 708-710 Collins Street and the Pearson building. The north and south ends of the shed are observed at this level as independent structures.

4.2.1 No. 2 Goods Shed (north)

No. 2 Goods Shed north (Figure 7) is located north of 708-710 Collins Street bound by Village Street, Aurora Lane and Bourke Street. The Goods Shed is a two storey elongate rectangular brick building with a slate clad gable roof with lantern projecting along the roof's central axis. The northern end of the shed, which was damaged in a train collision in the 1980s, incorporates contemporary additions including a restaurant (Platform 28) and the entrance to the Building Control Commission (BCC) (Figure 8). Public access to the shed is limited to the restaurant and the reception area of the BCC.

A corrugated sheet metal skillion verandah runs down either side of the building, above an elevated footpath. The façade of the building along Village Street and Aurora lane is broken up into bays which are delineated by brick pilasters. Two glazed pavilions have been constructed along the Village Street elevation of the shed (Figure 9). Where the Goods Shed intersects with 708-710 Collins Street an attempt has been made to interpret the vertical rhythm of the shed by the provision of three new brick bays and skillion verandah to the lower levels of the new building (Figure 10). The Aurora Lane elevation (Figure 11) exhibits less intervention with the exception of the construction of the building 708-710 Collins Street at its northern end (Figure 12).



Figure 7 No. 2 Goods Shed north indicated.
Source: www.nearmap.com.au



Figure 8 No. 2 Goods Shed (north). View from Bourke Street looking south.



Figure 9 Village Street elevation of Goods Shed north looking south east with new glazed pavilions visible at left and right.



Figure 10 Village Street elevation of the southern end of Goods Shed north looking south east with 708-710 Collins Street visible at right.



Figure 11 Aurora Lane elevation of Goods Shed north looking south west.



Figure 12 Aurora Lane elevation of Goods Shed north looking south west with 708-710 Collins Street visible at left.

4.2.2 No. 2 Goods Shed (south)

No. 2 Goods Shed south is that half of the goods shed located to the south of Collins Street, bounded by Village Street, Aurora Lane and Flinders Street. Similar to Goods Shed north, Goods Shed south is a two storey elongate rectangular brick building with a slate clad gable roof with lantern projecting along the roof's central axis. The southern end of the shed is asymmetric expressing the two elements of the building, the goods shed and the office block including two storey clock tower (Figure 13). Construction associated with the use of the southern end of the Goods Shed for a child care centre appears to be near completion.

The Village Street elevation of goods shed south incorporates a new pavilion building and perforated metal fencing constructed in association with the new childcare centre (Figure 13). At the northern end of goods shed south the building intersects with the new office building, a recently constructed 9 level structure occupied by Penguin and Pearson (Figure 14). The Aurora Lane elevation of the building is generally intact with the exception of the insertion of the new office tower at the northern end (Figure 15).



Figure 13 Southern elevation of Goods Shed south including clock tower looking north west with new childcare centre visible at front.



Figure 14 Village Street elevation of Goods Shed south looking north-east. The childcare centre is visible at right and Pearson building visible on the left.



Figure 15 Aurora Lane elevation of Goods Shed south looking north with lantern building visible at right.

4.3 Surrounding Area

The properties immediately surrounding the No. 2 Goods Shed north and 708-710 Collins Street are predominantly comprised of modern flat roofed multi-storey office and residential towers with glass clad facades. Examples of such buildings include 717 Bourke Street and 720 Collins Street.



Figure 16 717 Bourke Street looking north with No. 2 Goods Shed north in the foreground.



Figure 17 720 Collins Street looking south west with childcare centre at ground level.

5.0 The Significance of the No 2 Goods Shed in 2014

The No 2 Goods Shed has over the past 15 years has been the subject of considerable change both in its form and setting. These changes are in large part a product of the redevelopment of Docklands and to some degree the inability of the Docklands plan to incorporate such an atypical structure. Further, while there has always been an acceptance of the heritage significance of the place, the ability to find a satisfactory use has been challenging. As a consequence there has been a level of intervention into shed which has been accommodated either as a consequence of the strength of the strategic planning imperative, as in the case of the extension of Collins Street, or as an action which has assisted in delivering and making affordable the extensive conservation works which, now in large part, have been completed.

The physical outcome has been one which externally has seen the single shed divided into two parts. These two parts – north and south – now stand as discrete buildings. They are however recognisable as belonging to one structure in views along Aurora Street and Village Lane, but less so when viewed from Collins Street. Additionally the ability to understand the operation of the shed remains strongly legible in the maintenance of the form, fabric and placement of perimeter openings and the remnants of the loading platform and protective skillion verandah.

Internally both ends of the shed have also been adapted and modified. The adaptation works have been directed at delivering a greater area of floor space by insertion of a mezzanine level, but in the process care has been taken to maintain the ability to understand the original space. Partitions have been kept below the truss line thereby maintaining the ability to observe the length and scale of the original internal form. Both ends have been

transformed in the process, but not such that the strength and industrial character of the building has been subsumed.

Around the shed, the changes have been equally dramatic. Once surrounded by smaller versions of itself, the shed now presents as almost diminutive in amongst the surrounding towers. On Collins Street it is observed in views on either side of the new glass pavilion forms which terminate the cut ends, still reading as a powerful long linear form. The slate roof, lantern and brickwork contrast strongly with the contemporary materiality of the new offices. While each end is observed discretely and one side at a time, there is ready ability to understand that these form part of what was once a single place.

As noted the ability to understand the single form is even clearer on the flanking streets where it is possible to look along the street and perceive the continuous nature of the facades albeit broken in the centre. The flanking buildings have significantly altered the pedestrian experience of the immediate area but the shed remains at a scale which is important in the original experience of this place.

Considering these changes and the assessed significance it is evident that historic and architectural significance of the shed has been maintained. Even as viewed in parts the shed remains as a place which evidences the role of the railways in the economic development of Victoria. It survives as the 'most architecturally elaborate nineteenth century railway goods shed building in Victoria' and is able to demonstrate the characteristics of nineteenth century goods handling facilities.

What is no longer the case is that it is a place which has a high degree of intactness. The loss of intactness is the product of managed change which has on occasions involved the balancing of issues of impacts on cultural heritage significance with those of the economic and reasonable use of the place. Reflecting on the scale of the shed and the government and commercial imperative to develop Docklands the changes are in some respects encouragingly restrained.

While it is clear that some revision of the Heritage Victoria statement of significance is warranted to reflect the changes of the past 15 years the core values which support the significance of the shed remain strongly in place.

6.0 Proposal

Equiset Grollo Group proposes to demolish the new building at 708-710 Collins Street and three and a half structural bays of the No. 2 Goods Shed (north), and to construct a new 34 level office tower. The main tower is to be elevated above Collins Street and the roof of the Goods Shed, as supported on freestanding columns. A lift and service core will be located on the east side of the structure and will rise from the ground level.

A key aspect of the development is the creation new public access to the Goods Shed from Collins Street via a wide staircase descending on the west side of the site. A laneway and public plaza is also proposed between the goods shed and new building providing pedestrian access between Village Street and Aurora Lane. This area will be activated by retailing on the ground and mezzanine floors in addition to the pedestrian traffic generated by the stair access from Collins Street. The balance of the ground floor of the proposal will comprise a lift core, loading dock, waste area, plant and car parking. The mezzanine level will provide direct access to the upper level of the goods shed via an open bridge with glazed balustrade. The level above addresses Collins Street with a large glazed foyer providing view lines through to the Goods Shed from Collins Street. The upper levels will provide open format office accommodation.

Vehicular access to the ground level car park will be via Village Street whereas access to the loading dock will be off Aurora Lane under the Collins Street bridge.

The fabric to be removed from the shed and the recommended action with regard to salvage and storage of principal members is as follows:

8 cast iron columns	to be stored as replacement columns should these be required;
4 main east-west trusses	to be disassembled and stored for replacement parts;
Roof lining timber	to be stored for repair work;
Central roof lantern fabric	to be stored for repair work;
New slate to roof	to be stripped and stored for repair purposes.

7.0 Heritage Assessment

The following assessment considers the heritage impacts of the proposed development against the provisions of the *Heritage Act* 1995 (Section 73) having regard to the Victorian Heritage Register Statement of Significance for No. 2 Goods Shed and the CMP for the property prepared in 2003.

Under the provisions of the *Heritage Act* 1995 (Section 73), in determining an application the Executive Director of Heritage Victoria is obliged to consider a number of matters of which the following is of most relevance in this case:

- The extent to which the application, if approved, would affect the cultural heritage significance of the registered place or registered object.
- The extent to which the application, if refused, would affect the reasonable or economic use of the registered place or registered object, or cause undue financial hardship to the owner in relation to that place or object.

7.1.1 VHR Statement of Significance

No. 2 Goods Shed is of significance to the State of Victoria. The principal aspects of its significance, as identified in the Heritage Victoria Statement of Significance, are summarised below.

- No. 2 Goods Shed is, '... architecturally significant as the largest and most architecturally elaborate nineteenth century railways goods building in Victoria';
- 'Its high degree of intactness clearly demonstrates traditional late nineteenth century goods handling facilities';
- No. 2 Goods Shed is, '... historically significant as evidence of the role played by Victoria's railways in the economic development of Victoria, and particularly to the 1880s boom; and
- Its, '... huge scale and grand style graphically illustrates the population and economic growth in Victoria during the 1870s and 1880s and the consequent increase in goods traffic'.

7.1.2 Conservation Management Plan (2003)

Allom Lovell and Associates (Now Lovell Chen) prepared a Conservation Management Plan (CMP) on behalf of the Docklands Authority Pty Ltd for the No. 2 Goods Shed in March 2003. Included here is a brief outline of the relevant clauses within the CMP regarding development of the No. 2 Goods Shed.

Section 5.2.2 Statement of Policy states:

Having regard to the assessed significance of No. 2 Goods Shed, and recognising that the fabric is of a high level of significance overall, the following policies are framed to:

- retain and conserve original fabric, including that of the facades, roofscape, and interior spaces;
- retain those features which distinguish the building as a former railway goods shed, specifically the platform, verandahs, operating doorways, and where possible remnant railway tracks;
- maintain or enhance the presentation and setting of the place, through removing accretions and other elements which detract from its appearance; and
- provide for adaptation and new works which are compatible with the above.⁵

The building fabric to be impacted by the proposed works is defined within the CMP as being predominantly of primary significance (Figure 18). Elements of primary significance are described in Clause 5.3.1 Elements and Areas of Primary Significance of the CMP as follows:

Elements and areas of primary significance are those which contribute in a fundamental way to an understanding of the cultural significance of the building. They may be predominantly intact in building form and fabric, and/or are particularly demonstrative of the original design or functional concept with regard to plan, form or fabric.⁶

Further to which the CMP requests that:

Elements and areas of primary significance should be retained and conserved, and if altered, should be done with minimal impact on the significant fabric.⁷

Clause 5.4.3 of the CMP relating to the Collins Street extension works states:

The ends of the shed which have been cut through to accommodate the Collins Street extension should be finished in a way which facilitates an understanding of the full extent and purpose of the building.⁸

Further to this the CMP notes:

Given one of the principal attributes is its immense uninterrupted length and view thereof in the extension works. Any infill should be clearly new and it is recommended that it be in the form of a glazed screen which will

5 Allom Lovell & Associates, *No. 2 Goods Shed Docklands Conservation Management Plan*, 2003, pp. 109-110.

6 Allom Lovell & Associates, *No. 2 Goods Shed Docklands Conservation Management Plan*, 2003, p. 115.

7 Allom Lovell & Associates, *No. 2 Goods Shed Docklands Conservation Management Plan*, 2003, p. 115.

8 Allom Lovell & Associates, *No. 2 Goods Shed Docklands Conservation Management Plan*, 2003, p. 119.

facilitate a view, and therefore an understanding and experiential appreciation of the immensely long interior of the building.⁹

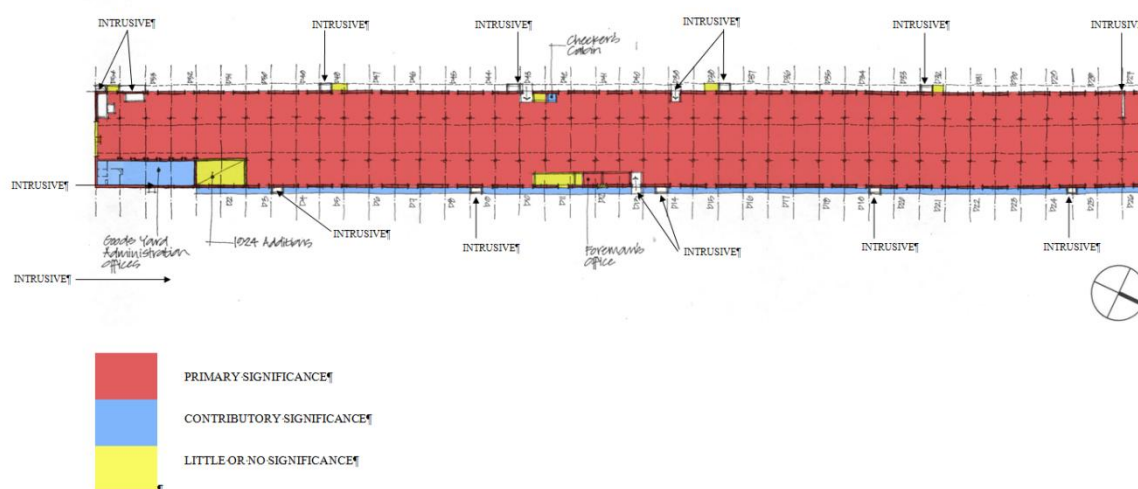


Figure 18 Hierarchy of significance within No. 2 Goods Shed, overall building plan.
Source: Allom Lovell & Associates, *No. 2 Goods Shed Docklands Conservation Management Plan*, 2003, p. 111.

With regard to new developments of the No. 2 Goods Shed, Clause 5.4.5 states that:

New development should not obscure the landmark elements of the Goods Shed.¹⁰

This specifically refers to the clock tower, façade of the office block, the external platforms, and retention of the original curtilage.

It is further noted that:

...to enable an appreciation of the building, no major development should occur within the historic curtilage.

The historic curtilage is defined in the CMP as an area of 10 metres on the east, west and south sides of the building and 8 metres to the north.

It goes on to state:

Suffice to say that any new building should not overwhelm the Goods Shed and should be set back far enough so as to enable the Goods Shed to maintain its own identity and to be seen more or less in the round.

Clause 5.4.6 Use and Adaptation of the CMP also suggests that:

Future use of the place should have regard for those factors which have been identified in the statement of significance as contributing to its

⁹ Allom Lovell & Associates, *No. 2 Goods Shed Docklands Conservation Management Plan*, 2003, p. 119.

¹⁰ Allom Lovell & Associates, *No. 2 Goods Shed Docklands Conservation Management Plan*, 2003, p. 120.

significance and should not detract from the identified cultural significance of the place.¹¹

Adaptation of No. 2 Goods Shed should be carried out within these conservation guidelines, and any adaptive reuse involving physical alteration should concentrate, where possible, on areas or elements of little or no significance.¹²

7.2 Assessment against Clause 73(1)(a)

Having regard to the identified significance of the No. 2 Goods Shed and the relevant provisions of the *Heritage Act 1995* and the CMP for the site the following principles are considered to be important in guiding redevelopment of the site:

- Retain sufficient original fabric to maintain the significance of the Goods Shed;
- Ensure the Goods Shed has a presence to Collins Street;
- Provide a physical separation between the retained sections of the Goods Shed and the new building;
- Maintain the visual continuity of the shed as it is read from Village Street and Aurora Lane.

7.2.1 Retain sufficient original fabric to maintain the significance of the Goods Shed

Three and a half structural bays of the Goods Shed No. 2 will be demolished to allow for the construction of the proposed development adding to the nine structural bays which have been removed for the Collins Street extension and associated works. In relation to the north end of the shed this will leave 14 complete bays intact with an additional partial bay at the north end and a half bay at the south.

Within the original 41 structural bay length of the shed the loss of three and a half structural bays will further reduce the intactness of the shed and as intactness is a factor in the assessed significance, impact on that significance. It is however an action which follows past interventions of a similar kind, which ultimately have been considered to be acceptable. The loss of additional original fabric in this context is one which needs to be considered having regard to the importance of that fabric in supporting the historical and architectural values.

While it is evident that the original fabric to be removed is intrinsic to the significance of the place, its further limited removal is not an action which will result in the significance of the Goods Shed being compromised. The shed as a whole, and the north end in particular, will retain sufficient fabric to ensure that the scale of the original building is still readily legible and that the connection between the two halves understood.

7.2.2 Ensure the Goods Shed has a presence to Collins Street

A key feature of the proposed development is its ability to provide a visual link from Collins Street to the Goods Shed. Currently the existing building at 708-710 Collins Street restricts views of the shed from Collins Street to those available either side of the building. By constructing a fully glazed public foyer with wide open public stair on the western side and locating the core of the building on the eastern side, the view line to the shed is substantially increased (Figure 19). This feature of the development gives the Goods Shed a readily appreciable presence to Collins Street as depicted in Figure 20. An appreciation of the

11 Allom Lovell & Associates, *No. 2 Goods Shed Docklands Conservation Management Plan*, 2003, p. 120.

12 Allom Lovell & Associates, *No. 2 Goods Shed Docklands Conservation Management Plan*, 2003, p. 120.

significance of the building will be further advanced as the shed is viewed on the approach through the public foyer and as it is seen from the public staircase.

Those policies within the CMP which sought to guide the Collins Street extension are met by finishing the cut to the southern end of the shed in glazing thereby allowing views into the shed such that its immense length may be appreciated. Additionally, such a treatment will promote an understanding of the complex roof structure of the shed.

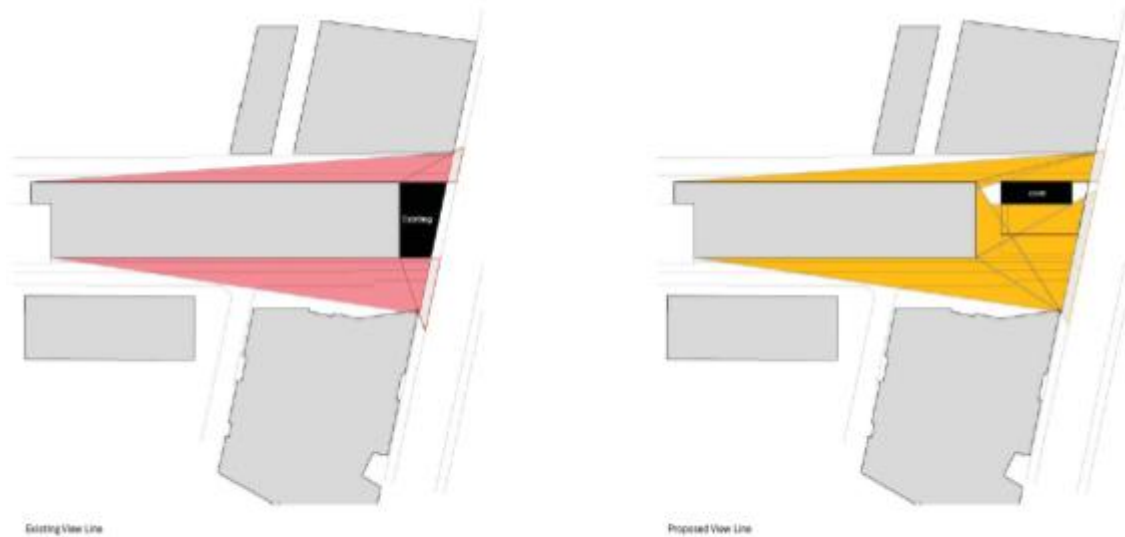


Figure 19 Diagram showing existing and proposed view lines
Source: Planning permit application document, Hassell, 1 December 2013



Figure 20 Artists impression of the proposed building showing views from Collins Street through to the Goods Shed.
Source: Planning permit application document, Hassell, 1 December 2013

With regard to the height of the development the proposed building at 34 levels will render it one of the highest buildings in docklands. From within Collins Street appreciation of the height and contrasting scale of the tower as compared to the shed will be limited. That appreciation will be more readily obtained when the shed is viewed looking south from the north end. In this location the new tower will be the dominant form but in practice little different from the towers which now surround the shed on three sides. The reality is that the context in which the shed is presented is much altered and the addition of a tall structure on the Collins Street end will not alter that condition. In effect the tower will be understood in these views to be a discrete structure. The northern half of the shed itself will still present strongly as a low level heritage structure within the new central city context.

7.2.3 Provide a physical separation between the retained sections of the Goods Shed and the new building

The provision of a gap between the goods shed and the proposed development will bring people into and around the shed heightening its contribution to a sense of place within the docklands in accordance with the objectives of the CMP. A high quality urban design outcome is sought as part of this development that draws on the significance of the Goods Shed to create an inviting public space and promote more effective pedestrian movement around the shed. The result will be the activation of the southern section of the Goods Shed north. Pedestrians will be encouraged to travel from Collins Street down the stairs and through the shed gaining an appreciation of the significance of the shed. Those traversing the site in an east west direction between Village Street and Aurora Lane will also have an opportunity to read and access the structure. Views from these vantage points are currently unavailable given the existing building at 708-710 Collins Street directly adjoins the Goods Shed. Physical separation of the new building to the retained portion of the Goods Shed ensures that it reads as a separate entity as it is viewed from all vantage points. In this way the development produces a positive outcome for the heritage significance of the Goods Shed.

In arriving at the proposed design approach extensive consideration was given to retention of the flanking walls to the removed bays and partial retention of the trusses beneath the new tower. While the potential for the existing fabric to bleed into the new structure was seen as a means by the connection between the two ends of the shed could be reinforced the design outcome was poor. Accordingly a decision was made to make a clean break between the end of the retained building and the tower. As described the new ground level space is anticipated to be a space which will provide scope for active pedestrian interface with the end of the shed.

7.2.4 Maintain the visual continuity of the shed as it is read from Village Street and Aurora Lane

The visual continuity of the shed as viewed along the flanking streets is dependant upon the maintenance of a single continuous treatment to the retained historic fabric and ensuring that where the continuity has been broken that no new structure extends beyond the boundaries of the site. As described the proposal is not one which intends to retain the flanking walls of the removed structural bays but on both ground and mezzanine levels replaces them in part with new walls built on the same alignment. In this regard the new walls will strongly reinforce the continuity of structure and ensure that the length of the original shed is legible in these streetscape views.

On Aurora Lane the wall forms the east side of the lift core and is largely solid other than for some limited door and window openings. At this stage the detail is not provided but in further development of the proposal it is anticipated that consideration will be given to

referencing in a contemporary manner the forms, rhythm and presentation of the brick wall to the north.

On the west side the presentation is more open but again the ground level wall, which encloses the public stair, could be composed in a manner which references the removed fabric and reinforces the connection between north and south ends. The treatment of both will strongly hold the linear form of the shed when viewed along both Aurora Lane and Village Street.

Conclusion

The proposed works the Goods Shed will impact on the cultural heritage significance of the place as a consequence of the removal of original fabric. The impact is essentially that the 'high degree of intactness' noted in the assessment of significance will be reduced. What will remain unchanged will be the history of the place as evidencing the importance of the railways in the economic growth of Victoria in the 1880s and the architecturally elaborate structure. Notwithstanding the truncation, it also will still be possible to understand the nineteenth century goods handling operations.

Balanced against the loss of fabric will be the reconnection of the shed with Collins Street and the introduction of a public plaza area at ground level. This change is an important one in reinforcing the presence of the historic building in the wider context. While able to be observed in full from the flanking streets at ground level, the opening up to Collins Street will strongly reinforce its presence within the City context.

7.3 Assessment against Clause 73(1)(b)

In pursuing this proposal the Equiset Grollo Group commissioned two reports to establish the nature of a new tower form which would be sustainable on the site and a broader study of the economic and community benefits which arise from the project (Appendices A and B). While these reports do not directly address the provisions of Clause 73(1)(b) they establish the rationale for the tower footprint and contemplate the area benefits which will accrue.

7.3.1 710 Collins Street Market Research, Urbis (Appendix A)

The report prepared by Urbis at Appendix A sets out the key design drivers for office development in Melbourne with specific reference to how the proposed development meets these requirements. Findings of the report are summarised as follows:

- The minimum average floor plate for development should be no less than 1500 square metres, which is met by the proposed development given it has an average floor plate of 1532 square metres
- Floor spaces need to be efficient including potential for in tenancy staircases and the proposed development has this capacity
- Side core arrangements are preferable as proposed under this development
- A density of at least 12.5 square metres per person must be achieved which is met by the proposed development

Urbis' report demonstrates the need for new office developments to provide large floor plates to be economically viable and their analysis has been a key consideration in determining the average floor plate size for the development.

7.3.2 710 Collins Street High Level Economic & Expenditure Analysis, MacroPlan Dimasi (Appendix B)

The MacroPlan report examines the broader economic and community impacts of the current under-utilisation of the site as compared to proposed development scenario. The context within which this is considered is the immediate precinct and Docklands as a whole. A key

factor in the assessment is the ability of the proposed tower to support the opening up and unlocking of the Goods Shed as a retail space, an outcome which is anticipated to occur at the conclusion of the current leases.

A focus of the report is the creation of the plaza space at ground level beneath the tower and the linking of this space to Collins Street via the new public stair. These actions are anticipated to enhance visitation to the area and in particular assist in the activation of Aurora Lane and Village Street.

8.0 Conclusion

The redevelopment of heritage places in central business district of Melbourne is a process which over the past decades has seen change in approach. Retention of facades with towers behind has become the norm rather than the exception. Such an approach is one which recognises the reality of the economic value and potential of such places and on occasions the need to realise that value in support of physical conservation works and the viability of the place as a heritage building. The approach is one which more often than not is associated with central city blocks, where the heritage place is most strongly evidenced in a facade, with or without a depth of internal fabric.

In the case of the Goods Shed the structure is one which is unique within the central city context. An exceedingly long structure, extending over almost two city blocks, its significance is very much related to its scale. When bisected as a consequence of the construction of the Collins Street extension the original thinking contemplated that the cut ends of the shed would be terminated by matching pavilions. These would mark the point of the cut, reinforcing the connectivity of the two ends. The reality is that this idea was not pursued and the cut ends are marked by contrasting buildings which belong to the Collins Street streetscape rather than the Goods Shed. Neither building provides for a strong visible connection from Collins Street to the shed below, albeit that this connection becomes clearer from within.

The proposal to remove one of these buildings and replace it with a structure which enhances the views to the shed is from a heritage perspective a positive one, as is the associated public stair. The works introduce a taller building than has been previously contemplated for this site, but not one which is inconsistent with the pattern of development for the area. As with other sites in the city the tallness *per se* is not an issue which gives rise to a particular heritage concern. As noted the key heritage issue is the loss of heritage fabric and the potential for this to diminish the ability to appreciate the scale of this place.

The loss of three and a half structural bays from the north end of the shed will in practice leave a substantial portion of the Goods Shed intact and sufficient fabric to ensure that its significance is maintained. It is an action which will affect the cultural significance of the registered place but not in such that the assessed significance of the place is compromised.

The subject building, along with its southern half, survives in a context that has been dramatically transformed. The proposed works will continue this transformation but in a manner which will improve the connectivity Goods Shed north with its surrounds. While there are no physical outcomes by way of active conservation of fabric the works will assist in sustaining the Goods Shed north in the longer term and the importantly the potential and the desire that it be further adapted as a central retail hub, a use which from a heritage perspective is to be preferred.