



Proposed Partial Demolition, Conservation and Securing Works  
West Block Southern Extension and West Block (Part), Newport

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## Heritage Impact Statement

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# 1 INTRODUCTION

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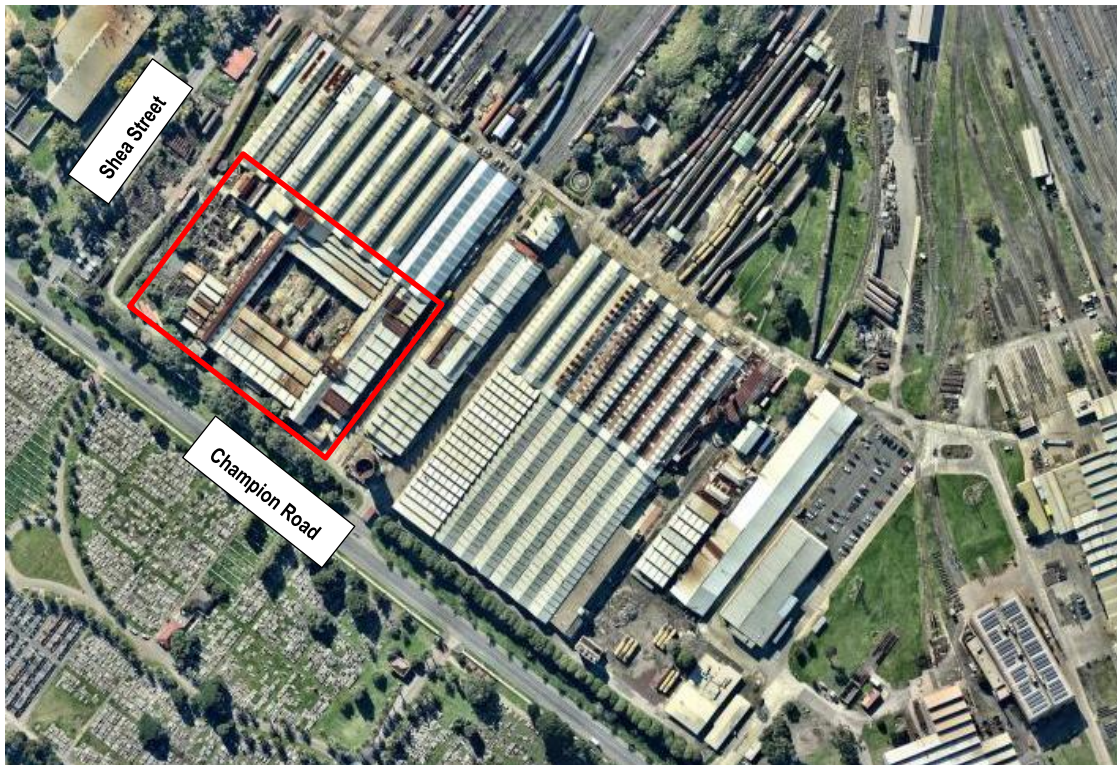
## 1.1 Purpose

This heritage impact statement accompanies a heritage permit application for proposed partial demolition, as well as conservation and security works to the West Block Southern Extension (Building 65) and part of West Block (Building 64), at the Former Newport Railway Workshops. The Former Newport Railway Workshops are included on the Victorian Heritage Register (H1000).

This document has been prepared by RBA Architects + Conservation Consultants on behalf of VicTrack and provides an assessment of the heritage impact of the proposal on the heritage values of the Former Newport Railway Workshops. It has been prepared in accordance with the Heritage Impact Statement Guidelines adopted by the Heritage Council of Victoria (June 2004), and provides a summary history and description of the site before reviewing the heritage impact of the proposal.

## 1.2 Location

The subject site (comprised of the West Block Southern Extension and south parts of West Block) is located at the east corner of the Champion Road and Shea Street intersection.



Aerial photograph showing part of the Former Newport Railway Workshops site, with the location of West Block Extension (building 65) and the affected south part of West Block (building 64) indicated.  
(Source: Nearmap, showing May 2017)

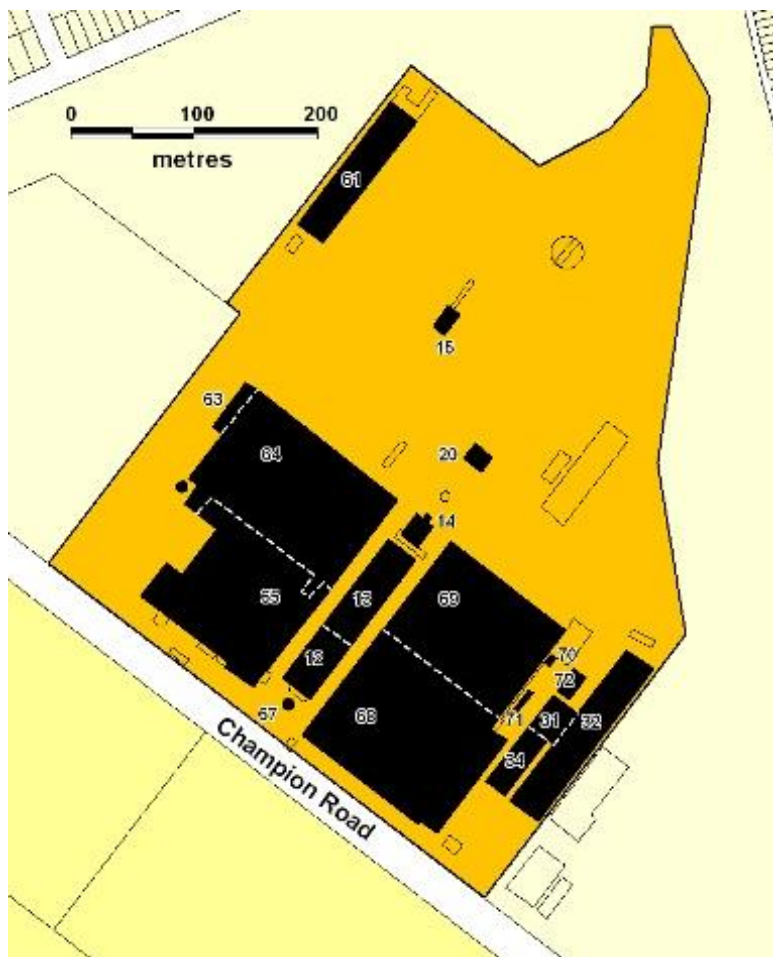
### 1.3 Heritage Status

The West Block Southern Extension is included as part of the Former Newport Railway Workshops on the following heritage lists/registers.

List/Register	Identification	Statutory/Non-Statutory
Victorian Heritage Register	'Former Newport Railway Workshops' H1000	Statutory (responsible authority)
Hobsons Bay Planning Scheme – Schedule to the Heritage Overlay	'Newport Railway Workshops (former)' HO65	Statutory
Register of the National Trust of Australia [Victoria]	'Former Newport Workshops' B4019 <sup>1</sup>	Non-Statutory

#### 1.3.1 Victorian Heritage Register

The following diagram shows the extent of registration associated with the VHR registration (H1000). The numbers indicate the various buildings under the registration. West Block Southern Extension is indicated as Building 65, and West Block as Building 64.



Extent of Registration Diagram  
(Source: Victorian Heritage Database)

<sup>1</sup> Refer Appendix A for Statement of Significance

## Statement of Significance

Reproduced below are extracts from the 'Why is it Significant' section of the Victorian Heritage Register's statement of significance for the Former Newport Railways Workshops that relate to the West Block Southern Extension (Building 65) and West Block (Building 64). Refer to Appendix A for the full Statement of Significance.

### **Building 65 West Block Southern Extension**

The whole of Building 65, except the Machine Shop Extension, is of historical, scientific and architectural significance to the state of Victoria. The Machine Shop Extension is of contributory significance.

The West Block Southern Extension is a collection of smaller buildings which grew incrementally and were enclosed as one structure from 1910 onwards. Because of the many changes in name and function, it is difficult to clearly date all the components. A 1913 list provides evidence that parts of the Williamstown Workshops were re-erected at Newport in 1897 within the West Block Southern Extension. The distinctive timber trusses of the Fitting Shop Extension and South of Fitting Shop Extension and the approximate areas involved mean that they may be these sections.

The Boiler Shop Extension, the Smithy Annexe and Fitting Shop Extension were already constructed by 1905. In c1908 the Hydraulic Riveter Shop was built and the Blacksmiths Extension was from the same year. The 1910 drawing of the roofing of the Truck Building Yard shows that the Air Compressor & Westinghouse Brake Shop was already in existence and was modified with the south wall removed and reinstated as part of the south wall of the Truck Building Yard at this time. The construction of the Machine Shop Extension is similar to the Truck Building Yard and it is believed to date from between 1915 and 1928. The likely evidence of earlier buildings is of archaeological potential although little may be learned which is not already understood from existing documentation.

The historical significance of the West Block Southern Extension is that, more than any other part of the Newport Workshops, it reflects the important change in role of the Workshops from the initial concept of maintenance of rolling stock to the manufacture of locomotives and the subsequent expansion this meant for the Workshops. This change, combined with the increasing use of metals in production, resulted in the need to expand West Block. The incremental growth of a number of small buildings between 1897 and 1928 is still demonstrated in the physical fabric. It was also the design limitations for expansion of West Block Southern Extension with Champion Road and the dead end track design which gave rise to the need for the construction of purpose built locomotive facilities in the late 1920s.

All of the components of West Block Southern Extension are of considerable age and the area was used continuously for the same Workshop function for 70-80 years; the Boiler Shop Extension c1905, the Smithy Annexe c1905, the Fitting Shop Extension c1905, the Hydraulic Riveter Shop c1908, the Blacksmiths Extension 1908, the Air Compressor & Westinghouse Brake Shop pre1910, the Truck Building Yard 1910 and the Machine Shop Extension between 1915 and 1928.

It is likely that the Fitting Shop Extension and South of Fitting Shop Extension were parts of the Williamstown Workshops re-erected at Newport in 1897. They provide an important physical link to the earlier Workshops. The distinctive trusses of these sections and the unusual pole construction of the Boiler Shop Extension are of architectural significance.

The West Block Southern Extension is a reasonably early example of sawtooth roof construction. The much taller gable roof sections are evidence of the use of hydraulic equipment, and especially a large gap riveter, in this area c1908. Remnant line shafting, bearings or motor mountings in the timber trusses provide evidence of past machinery layout.

### **Building 64 West Block & Building 63 Spring Shop Extension (including the attached East and West Engine Houses, and the West Engine House Chimney Base).**

Buildings 63 and 64 are of historical and architectural significance to the state of Victoria. The original West Block building was built by W Swanson C.1885-86 and the West Block chimneys and flues were erected by R Bodkin in 1888. In c1904, the Spring Shop Extension was added. The west tower was used for metalworking activities such as metal machining and turning, boilermaking, blacksmithing, and the construction and maintenance of locomotives. During the Second World War the West Block was used for the complete or partial manufacture of Bren Gun Carriers, and the Australian Standard Garratt.

The 1888 West Block with the c1904 Spring Shop Extension is a major element of the original and highly significant 1888 group of buildings and complements and balances the East Block visually and functionally. The northern facades of the 1888 group were the Workshop's frontage to Melbourne and feature wings of gabled bays flanking the central, three storey Italianate style clocktower. Decorative detailing to the brickwork includes corbelled pediments, and bi-chromatic highlights to the arcaded doorways and fanlight windows.

The West Block housed all the machining and heavy metalwork functions without which the workshops could not have carried out its main role of building and maintaining locomotives, carriages and wagons. The design and layout of the building, and the movement and handling of rolling stock through the building was highly functional.

The building is substantially intact and is an increasingly rare example of the use of cast iron columns. The gabled brick facades demonstrate a high standard of craftsmanship. The double columns, the twin rope driven cranes, and the underfloor flue systems demonstrate impressive skills in design and function.



The principle contractor was from a family prominent in the building industry in Melbourne for many years. The building was used continuously for the same basis function for over one hundred years.

West Block has important historical associations as the place of construction of some of the more famous locomotives built at Newport, including the first locomotive 'Polly' and the engines used on Puffing Billy.

The Spring Shop Extension is an early extension, with a long history of continuous use which demonstrates the important role of spring manufacture at Newport Workshops. It demonstrates the early overflow from the original 1888 buildings and the concern with maintaining the appearance of the northern face of the West Block, the front of the Workshops.

### 1.3.2 Hobsons Bay Planning Scheme

The following detail from the Heritage Overlay Map shows HO65.



Heritage Overlay Map 10HO and 11HO, showing HO65  
(Source: Hobsons Bay Planning Scheme)

### 1.3.3 Heritage Studies

#### **Heritage Study of Newport Workshops 1888-1988 (C & M J Doring, 1988)**

In the 1988 Heritage Study, the West Block Southern Extension was estimated as being of 'Moderate' significance.<sup>2</sup> The study noted that if substantially intact components of the c.1858 Williamstown Workshops could be identified, then those parts would have 'high' significance. West Block was estimated as being of 'Very High' significance.

#### **The Former Newport Railway Workshops: Conservation Analysis and Management Plan (Helen Lardner, 2000)**

In the 2000 Conservation Analysis and Management Plan, levels of significance (Primary, Contributory and Not Significant) were attributed to the various buildings and elements at the workshops site.

#### **Primary Significance**

Building 64 West Block including:

- East Engine and Boiler House
- West Engine and Boiler House
- Chimney Base

<sup>2</sup>

On a four tiered scale of Very High, High, Moderate, and Low/Nil

Parts of Building 65 West Block (Southern Extension), including:

- Boiler Shop Extension
- Fitting Shop Extension
- South of Fitting Shop Extension
- Hydraulic Riveter Shop
- South of Hydraulic Riveter Shop
- Smithy Annexe
- Westinghouse Brake Shop
- Truck Building Yard
- Blacksmiths Extension

**Contributory Significance**

Parts of Building 65 West Block (Southern Extension), including:

- Machine Shop Extension

**Not Significant**

- Small sheds attached to the south of the West Block South Extension

The definitions for the levels of significance are as follows:

**Primary Significance** for buildings of State significance. These buildings are substantially intact in form and building fabric and contribute in a fundamental way to an understanding of the operation and functioning of the Workshops. They demonstrate one or more of the historic themes identified in Section 2.2.

**Contributory Significance** for buildings which are of a supporting nature to the primary functions and historic themes of the Workshops, retain little evidence of significant work practices and are not individually important and/or may be substantially altered.

**Not Significant** for buildings which do not contribute to the understanding of the significance of the Workshops as a whole.


## 2 SITE DETAILS

### 2.1 Summary History

Refer to Appendices B and C for historic plans and photographs.

#### 2.1.1 Newport Workshops

The Newport Railway Workshops were the main railway workshops for Victoria from 1889 with up to 5000 employees on site building and maintaining steam locomotives and other rolling stock. The workshops also manufactured many of its own machine tools, as well as basic supplies for railway use such as nuts and bolts, dog-spikes, pick handles and tarpaulins.<sup>3</sup>

Year	Event
1854	Australia's first railway line opens between Melbourne and Port Melbourne
1856	Creation of Victorian Railways.
c.1857	First railway workshops established at Port Gellibrand, Williamstown.  <p>The Williamstown Railway Workshops, undated. (Source: PROV, VPRS, 12800-P1-000191-330)</p>
1860	New workshops site chosen at Newport, then abandoned. <sup>4</sup>
1882	The Newport Carriage Workshops, were opened at a site on Melbourne Road, Newport.
1884	Decision made to erect a new workshop facility in an area of land between the Geelong Railway and the Williamstown Railway at Newport. The original intent was that the workshops would be involved in maintenance and repair of existing rolling stock, and that the established practice of ordering rolling stock from outside manufacturers would continue. <sup>5</sup>
1886-88	Construction of the Newport Railway Workshops begins, composing three main blocks (East, West and Central). The design was reputedly based on that of British railway workshops, and extensively modified by the Victorian engineers, Brereton and Lewis. <sup>6</sup>
1887	Tarpaulin Shed constructed in the northern section of the site to manufacture and repair tarpaulins used to cover perishable loads on goods wagons.

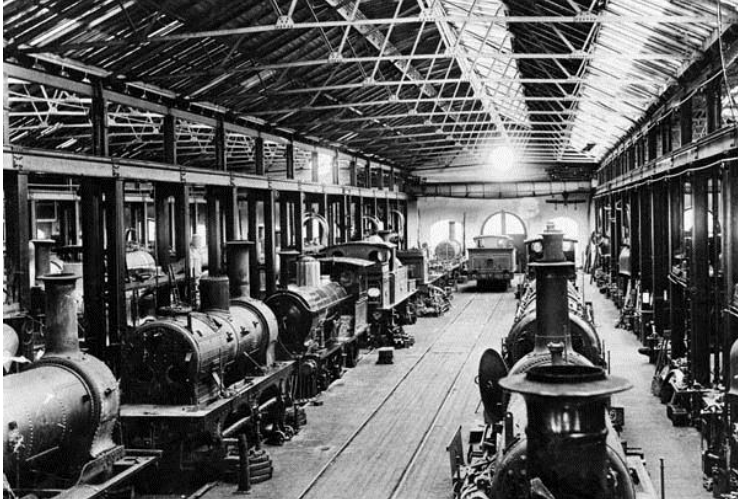

<sup>3</sup> C & M J Doring, *Heritage Study of Newport Workshops 1888-1988*, p1

<sup>4</sup> Helen Lardner, *Conservation Analysis and Management Plan: The Former Newport Railway Workshops*, 2000, p. 34

<sup>5</sup> Helen Lardner, *Conservation Analysis and Management Plan: The Former Newport Railway Workshops*, 2000, p. 17

<sup>6</sup> VHR Statement of Significance



Year	Event
1889	Newport Railway Workshops operational, with staff moved from Williamstown to Newport.
1890	Tarpaulin shed doubled in size with a virtually identical extension.
1893	<p>Manufacture of locomotives commenced at the Newport Workshops, greatly expanding the operations of the workshops.</p>  <p>Newport workshops interior c.1890s O D E And M class steam locomotives in workshop (Source: PROV, VPRS 12800/P1, item H 1166)</p>
1895	Carriage Workshops transferred to the main Newport Railway Workshops.
1902 - 1915	The period saw a major expansion of the Newport Workshops, as the Victorian Railways began modernisation of its operations. <sup>7</sup>
1930s	Severe financial constraints due to the Great Depression resulted in a reduced workload.
WWII	<p>Construction of military equipment, including Bren Gun Carriers, and parts for RAAF's Bristol Beaufort light bomber and the Beaufighter. Many women involved in heavy engineering during this time.<sup>8</sup></p>  <p>Bren Gun Carriers under construction at the Workshops, c.1940 (Edward Cranstone) (Source: Australian War Memorial, accession no. 001345)</p>
Early 1950s	End of manufacture of locomotives at the Workshops. Role reverted back to original being mainly maintenance of rolling stock. <sup>9</sup>

<sup>7</sup> VHR Statement of Significance

<sup>8</sup> Helen Lardner, *Conservation Analysis and Management Plan: The Former Newport Railway Workshops*, 2000, p. 36

Year	Event
1980s	The older parts of the workshops reached the end of their usefulness. Limited potential to redevelop into a modern facility - by the late 1980s large areas of the Workshops were no longer in use. <sup>10</sup>
1992	Workshop use of original 1888 buildings ceased.

## 2.1.2 West Block Southern Extension

The manufacture of locomotives at the Newport Workshops from 1893, as well as the increasing use of metals in production, greatly expanded the operations of the workshops resulting in a need to expand West Block. Extensions began to be added to the south side of West Block from 1897.

The dates provided below are based on approximate dates provided in the CMP (H Lardner). Due to the many changes in name and functions over time it is difficult to clearly date all the components.

Year	Event
1897	Possible construction of Fitting Shop Extension (may have been former Williamstown Workshops).
1899	Construction of Boiler Shop Extension.
<1910	Construction of Hydraulic Riveter Shop, South of Hydraulic Riveter Shop, Smithy Annexe, Westinghouse Brake Shop, South of Fitting Shop Extension, and Blacksmiths Extension.
c.1910	Construction of the Truck Building Yard. The various extensions are enclosed as one structure at this time.
Between 1915 and 1928	Construction of Machine Shop Extension (constructed occurred in at least 2 stages, second stage may have been post-1928)
Late 1920s	The limitations of West Block Extension for further expansion and the dead end track design led to the construction of new purpose built locomotive facilities between the Newport Railway Workshops and the Williamstown line.
Post-1950s	Removal of substantial amount of the Blacksmiths Extension.
Late 20 <sup>th</sup> century	The West Block Extension is used to house railway equipment, vehicles, machinery and paraphernalia for various volunteer restoration groups.
2015	Two saw tooth bays in the south east corner with asbestos sheet roofing collapsed and were removed.
2015	A deliberately lit fire in the Truck Building Yards, damaged/destroyed historic rolling stock and resulted in the removal of a large area of roof (five saw tooth bays).

## 2.2 Description

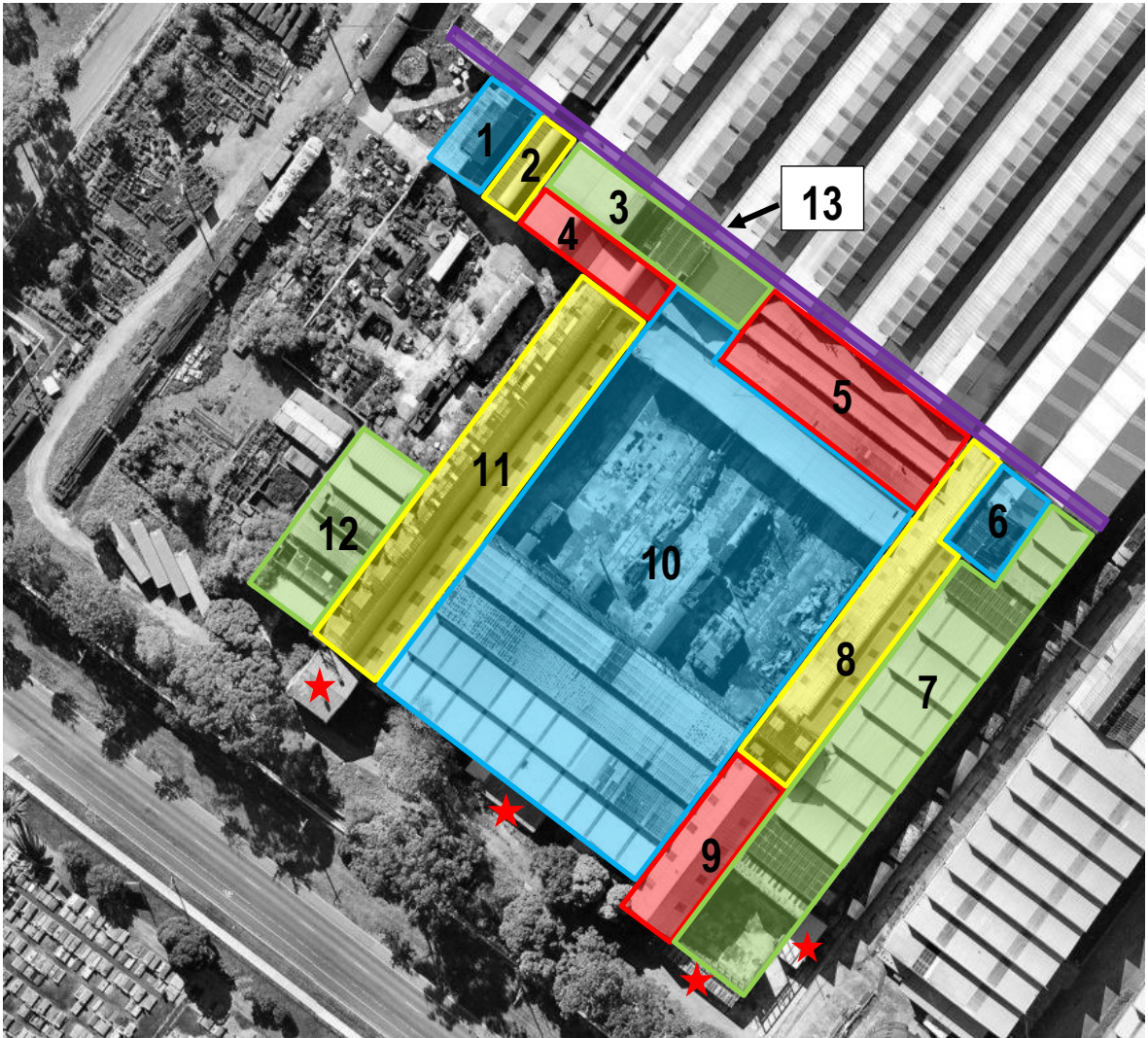
### 2.2.1 Main Components

The proposed works would affect the West Block Extension (Building 65), as well as parts of West Block (Building 64) including the southern brick wall and the east and west engine houses.

The West Block Southern Extension (largely constructed between 1897 and 1928) is comprised of an accumulation of ad hoc timber framed additions to the southern side of West Block (constructed 1888) which were merged (c.1910) to become one structure. The extension is clad in corrugated sheet metal (roofs and parts of walls, and the floor is concrete.

<sup>9</sup> Helen Lardner, *Conservation Analysis and Management Plan: The Former Newport Railway Workshops*, 2000, p. 29

<sup>10</sup> Helen Lardner, *Conservation Analysis and Management Plan: The Former Newport Railway Workshops*, 2000, p. 30



Aerial photograph, showing various components of the West Block Southern Extension and affected parts of West Block.

1: West Engine House, 2: Smithy Annexe, 3: Hydraulic Riveter Shop, 4: South of Hydraulic Riveter Shop, 5: Westinghouse Brake Shop, 6: East Engine House, 7: Machine Shop Extension and Garage, 8: Fitting Shop Extension, 9: South of Fitting Shop Extension, 10: Truck Building Yard, 11: Boiler Shop Extension, 12: Blacksmiths Extension, 13: South Wall of West Block, Red Stars: Various small sheds.

(Source: Nearmap)

### 1. West Engine House (part of West Block, 1888)

The West Engine House is one of two former engine houses attached to the south side of West Block. Although these engine houses were not shown on the original drawings (refer appendix for one of these drawings), they appear to have been built at the same time as West Block (1888), though probably as afterthoughts.<sup>11</sup> Originally the West Engine House was exposed on all sides, however with the construction of the West Block Extension the east and south walls became internalised (although the south wall has now become external again with the removal of much of the Blacksmiths Extension).

Like West Block, the West Engine House has bi-chrome brick walls (brown brick with red brick detailing) in English Bond, with a basalt plinth. The brickwork has been painted where walls have been (currently and previously) internalised by the extension, while the exterior of the west wall, and the gable end/parapet of the south wall remain unpainted. Some of the arched openings have been partially/fully bricked-up or sheeted over. The cast iron framing remains to some window openings, although the glazing has been removed. The semi-circular window to the gable end has been bricked up, though the cast iron framing remains behind.

<sup>11</sup> C Doring, *Heritage Study of Newport Workshops 1888-1988*, 1988, p.55



The gable roof is clad in corrugated sheet metal and there is a broad ventilating ridge lantern supported by metal trusses. The ceiling is timber framed and timber lined.



West Engine House, south elevation



West Engine House, west elevation



Interior of West Engine House

## 2. Smithy Annexe (<1910)

The Smithy Annexe has a gable roof structure with a curved ventilating ridge lantern. The roof structure has simple timber trusses supported on metal stanchions. The south elevation of the Smithy Annexe is now exposed (with the removal of much of the Blacksmiths Extension) – it is largely open and has double mesh gates and corrugated metal sheeting to the gable end.



Interior, looking north



South elevation

### 3 + 4. Hydraulic Riveter Shop + South of Hydraulic Riveter Shop (<1910)

The Hydraulic Riveter Shop is comprised of two distinctive tall gabled sections, which once accommodated a tall hydraulic accumulator (used to power hydraulic presses, hoists and riveters) and a deep-throated hydraulic gap riveter (for mechanically riveting cylindrical boilers).<sup>12</sup>

The South of Hydraulic Riveter Shop is also comprised of two gabled sections, although these are not as tall as the Hydraulic Riveter Shop. The south elevation of the South of Hydraulic Riveter Shop is clad in corrugated sheet metal, with a band of (probably) metal framed windows beneath the gable end on the west section.

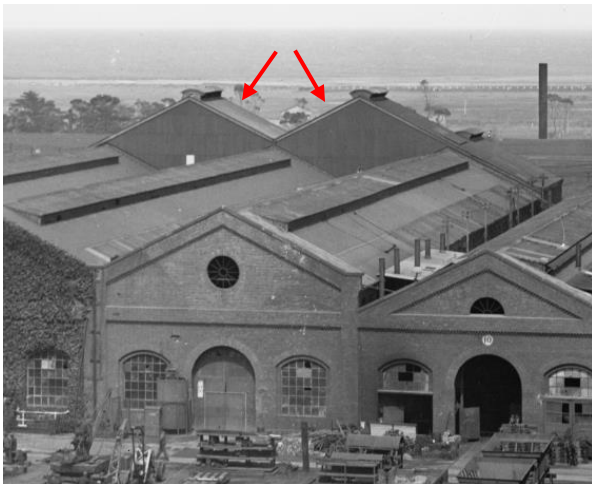
There are curved ventilating ridge lanterns to each gable section. Timber trusses are supported on round, double timber post construction (not found elsewhere in the West Block Extension).



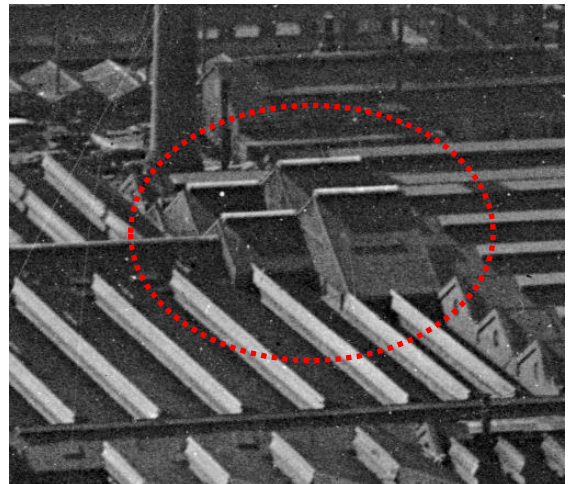
Looking northward



The roof structure



Detail from c.1920s-30s view of West Block from the north. Roof forms of Hydraulic Riveter Shop indicated. (Source: PROV, VPRS 12800, P4, item RS 0316)



Detail from c.1920s-30s aerial view. Roof forms of Hydraulic Riveter Shop and South of Hydraulic Riveter Shop indicated. (Source: PROV, VPRS 12903/P1 item 055/01)



View of Hydraulic Riveter Shop + South of Hydraulic Riveter Shop roof forms from west

<sup>12</sup> C Doring, *Heritage Study of Newport Workshops 1888-1988*, 1988, p.72



### 5. Westinghouse Brake Shop (<1910)

The Westinghouse Brake Shop is comprised of three saw tooth roof bays with timber roof framing supported by metal poles. The roof of the Westinghouse Brake Shop merges with that of the Truck Building Yard.



Looking west



Looking north towards the south brick wall of West Block

### 6. East Engine House (part of West Block, 1888)

The East Engine House is one of two former engine houses attached to the south side of West Block. Although these engine houses were not shown on the original drawings (refer appendix for one of these drawings), they appear to have been built at the same time as West Block (1888), though probably as afterthoughts.<sup>13</sup> Originally the East Engine House was exposed on all sides, however with the construction of the West Block Extension it has become completely internalised.

Like West Block, the East Engine House has bi-chrome brick walls (brown brick with red brick detailing) in English Bond, with a basalt plinth. The brickwork has been painted. Some of the arched openings have been partially/fully bricked-up. Cast iron framed windows remain to some window openings. The gable roof is clad in corrugated sheet metal and there is a broad ventilating ridge lantern (which has been truncated on the north side) and metal trusses.

Internally, the space has been divided in two with a wall (access to the south part was not available). There is no timber lining to the ceiling of the north part, however it appears it may survive to the south part.



East Engine House, south and east elevations

### 7. Machine Shop Extension (between 1915 and 1928) and Garage

The Machine Shop Extension was apparently constructed in stages – a photograph from the 1920s/30s shows only the north half of the building completed with other lower buildings to the south. The saw tooth roof has timber framing, supported by timber posts and bracing (some are affected by termite damage). There is a timber framed stud wall to the east, with structural support bracing on the outside.

<sup>13</sup>

C Doring, *Heritage Study of Newport Workshops 1888-1988*, 1988, p.55

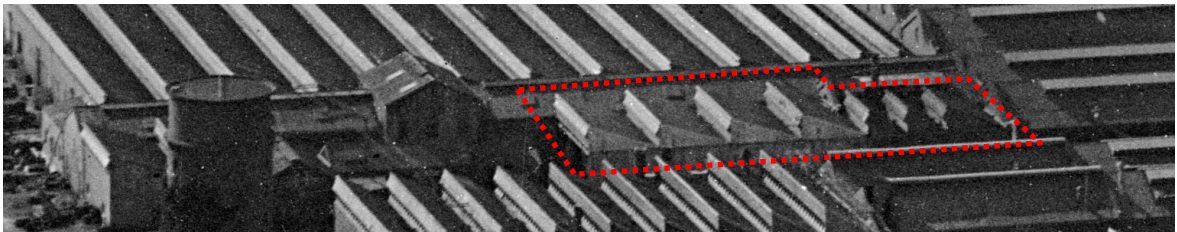




Interior, looking north



East external elevation



Circa 1920s-30s aerial, showing the Machine Shop Extension about half the length it currently is.  
(Source: PROV, VPRS 12903/P1 item 055/01)

At the south end is the Garage. The asbestos roof of the Garage collapsed in 2015 and was removed, so that only the corrugated clad stud walls remain.



Garage interior, looking south

### 8. Fitting Shop Extension (possibly 1897)

It is noted in the Statement of Significance that the Fitting Shop Extension is likely to have been part of the earlier Williamstown Workshops re-erected at Newport in 1897 (a list dated 1913 provides evidence for the re-erection of parts of the Williamstown Workshops within the West Block Extension).<sup>14</sup> The timber roof trusses are distinctive with large timber members and double bracing (presumably to support heavy equipment) and supported by squared timber posts. There is a curved ventilating ridge lantern. The taller gable roof component retains a remnant line shaft belt and pulley system.

<sup>14</sup>

Helen Lardner, *Conservation Analysis and Management Plan: The Former Newport Railway Workshops*, 2000, p. 100



Interior, showing roof trusses



View of west side (from within former Truck Building Yard)

### 9. South of Fitting Shop Extension (<1910)

Although this section is identified in the Statement of Significance, along with the Fitting Shop Extension (above), as likely to also be part of the Williamstown workshops re-erected at Newport in 1897, this may not be the case as it is not shown on the 1905 plan in the CMP (H Lardner, 2000 – refer Appendix B) and is different in appearance from the Fitting Shop Extension to the north. The roof trusses, while a similar construction, are less complex with smaller timber members than those of the Fitting Shop Extension. Unlike the northern section of the Fitting Shop Extension, it does not have a ventilating ridge lantern.



Interior

### 10. Truck Building Yard (c.1910)

The Truck Building Yard is the largest part of the West Block Southern Extension and occupies the central area. Until recently it was comprised of ten saw tooth roof bays (with an additional shorter bay at the north-east corner), however due to fire damage in 2015, five bays have been removed leaving one saw tooth bay to the north and four bays to the south.

The timber roof framing, supported on timber posts with bracing, is failing generally due to water ingress and rusting metal cladding. There is evidence of termite damage to wall framing at south end.





Southern part



Looking northward

### 11. Boiler Shop Extension (1899)

The Boiler Shop Extension is a long gable roofed building. The statement of significance notes the unusual pole construction of this section – undressed tree trunks with bark. The roof has a curved ridge lantern and metal framed skylights to the west side. The timber trusses have some metal bracing. Metal brackets support a large timber rail to the upper part of the wall.



Looking south



East side

### 12. Blacksmiths Extension (<1910)

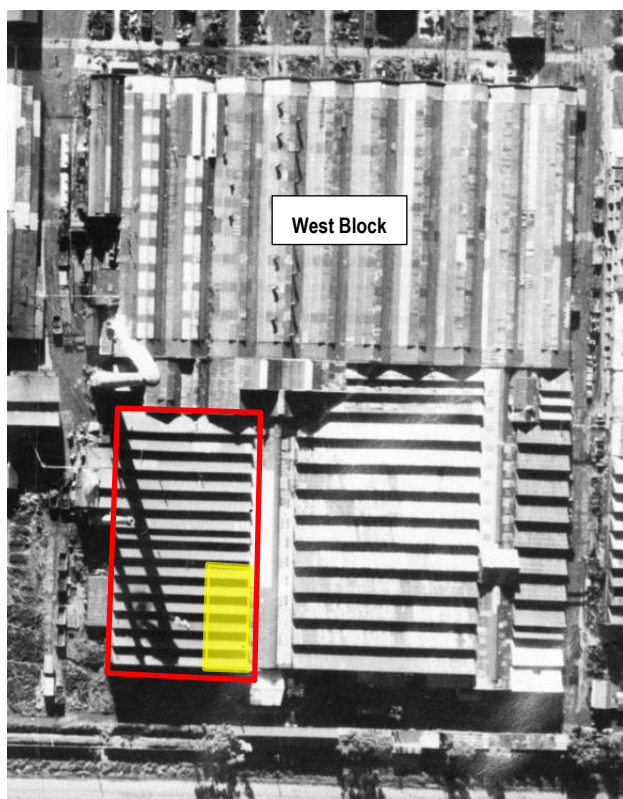
The Blacksmiths Extension is a remnant of what was a much larger structure, of which less than one sixth remains. The timber roof framing to the sawtooth roof is supported on squared timber posts. On the west side is a more recent stud wall, while the north side is open.



Interior



View from north



Detail from 1951 aerial. Red line: original extent of Blacksmiths Extension, Yellow shading: approximate area of remaining section. (Source: PROV, VPRS 12903, P1, item 676/03)

### 13. West Block South Wall (part of West Block, 1888)

The design of the south wall is identical to the north wall (with the exception of the two Engine House annexes). Originally an external wall, the majority of the wall has now been internalised by the West Block Extension.

The southern elevation of West Block is comprised of 10 gabled bays - 6 taller central bays with two sets of shorter bays on either side. The central bays were built taller to accommodate overhead travelling cranes.<sup>15</sup>

Originally, each bay had a large central arched door opening designed to allow locomotives to pass through, with paired timber doors and multi-paned cast-iron highlights. Either side of each doorway were arched window openings with multi-paned cast iron framed windows with hoppers. Many of the arched doorways and windows are now bricked up or sheeted over, although two sets of the paired timber doors with multi-paned highlights survive. The surviving windows are typically damaged and some have been altered. One window opening has been converted to a door opening (although now sheeted over) and one has been replaced with a larger opening.

The walls are brown brick in English Bond (alternating rows of headers and stretchers), with contrasting red brick detailing (e.g. around openings and dogtooth coursing) and a basalt plinth. The parts of the south wall which are internalised have been painted in a light colour.

The taller bays have circular windows in the gable ends, while the shorter bays have semi-circular windows, each with cast iron framing in a segmental pattern. The openings generally survive, although some have been removed/sheeted over or are damaged (e.g. broken glazing).

While the full height of the south elevation can be seen from within the Hydraulic Riveter Shop, the upper parts of the remaining sections of internalised wall are obscured by lower roofs.

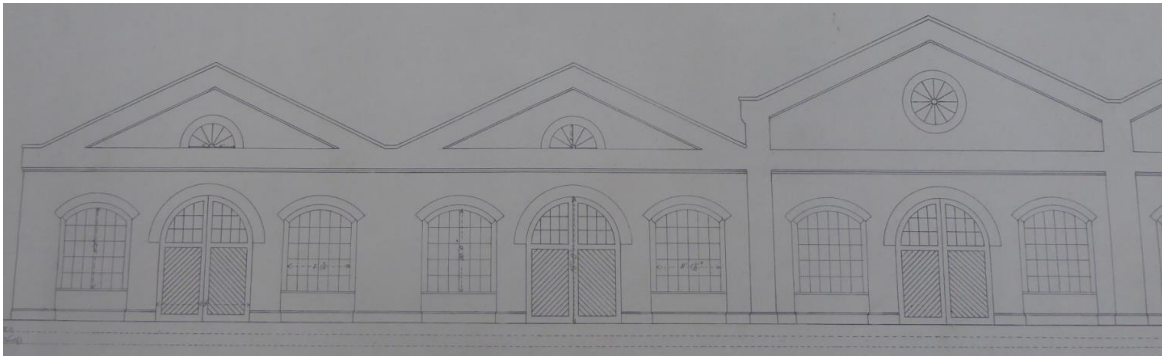
<sup>15</sup>

C Doring, *Heritage Study of Newport Workshops 1888-1988*, 1988, p.52





Section of the West Block South Wall, view from within the Hydraulic Riveters Shop.



Detail from original drawing showing western three bays.  
(Source: PROV, VPRS 16286, P1, unit 1361)



Section of the north wall (identical design to south wall), c.1920s-30s. Some modifications and damage are evident.  
(Source: PROV, VPRS 12800, P4, item RS 0316)

## 2.2.2 Additional Elements

### Chimney Base (1888)

The remnant octagonal basalt base of a former chimney is located close to the West Engine House. The brick chimney, at 175 feet/53 metres, was reputedly the tallest in Victoria at the time it was constructed. The underground flue system may survive (the flue system was said to survive in 1988).<sup>16</sup>



Remnant basalt base of chimney

### Sheds (20<sup>th</sup> century)

There are several smaller sheds/shelters on the south side, both freestanding and attached.



Gable roofed shed



Skillion roof shed



Flat roofed shelter

### Machinery/Equipment

The vast majority of the machinery and equipment stored within the West Block Extension belongs to volunteer restoration groups. Most machinery/equipment associated with the former Railway Workshops appears to have been removed, the main exception being the line shaft belt and pulley system in the Fitting Shop Extension.

<sup>16</sup>

C Doring, *Heritage Study of Newport Workshops 1888-1988*, 1988, p.55





Line shaft belt and pulley system in Fitting Shop Extension



Crane - one of many pieces of machinery of unknown provenance.

### Concrete Floor and Tracks

The floor of the West Block Southern Extension is concrete. Areas of concrete survive where sections of building have been demolished, with the exception of an area to the west formerly occupied by the Blacksmith's Extension which is gravel/grass.

There are multiple sets of tracks in the concrete which appear to extend the full extent of the West Block Southern Extension.



Concrete floor and tracks in the Truck Building Yard



Area of concrete to the west



Gravel/grass area to west, and tracks.

### 2.2.3 Condition

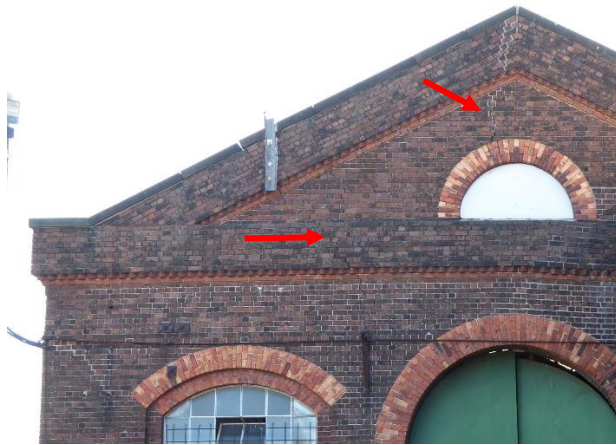
The West Block Southern Extension is in a generally deteriorated state. General examples of defects include:

- Rusted corrugated metal cladding to roofs and walls, also missing or loose sheets
- Areas of termite damage
- Damaged or missing rainwater goods etc.
- Cracking to brickwork
- Broken/missing glass panes and rusted metal window frames
- Sagging roof timbers
- Missing doors
- Mortar loss
- Rising damp (probable)
- Structural issues - the building is propped/braced in several locations for varying reasons.

In 2015, two purposely lit fires within the building caused considerable damage to the central part of the West Block Southern Extension. As a consequence, building fabric was removed (mainly to the Truck Building Yard – where five bays were removed). Bracing was installed to the Fitting Shop Extension to make the structure safe.

Due to the quantity of vehicles and equipment stored at the site, it was difficult to ascertain the condition of the slab.

There are redundant services throughout the buildings.



Cracking to brickwork at west end of West Block South Wall



Propping, Truck Building Yard



Bracing, east side of Machine Shop Extension

## 3 HERITAGE IMPACT

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### 3.1 Introduction

This section provides an assessment of the proposal's impact upon the heritage values of the Former Newport Railway Workshops (H1000).

### 3.2 Heritage Considerations

#### 3.2.1 Heritage Act

As the building is included on the VHR, Heritage Victoria is the responsible authority. The following provisions from Section 73 of the Heritage Act (1995) are relevant in relation to determining applications:

- (1) In determining an application for a permit, the Executive Director must consider—
  - (a) the extent to which the application, if approved, would affect the cultural heritage significance of the registered place or registered object;
  - (b) the extent to which the application, if refused, would affect the reasonable or economic use of the registered place or object, or cause undue financial hardship to the owner in relation to the place;
  - (f) any matters relating to the protection and conservation of the place or object that the Executive Director considers relevant.
- (1A) In determining an application for a permit, the Executive Director may consider—
  - (a) the extent to which the application, if approved, would affect the cultural heritage significance of any adjacent or neighbouring property that is—
    - (i) subject to a heritage requirement or control in the relevant planning scheme; or
    - (ii) included in the Heritage Register; and
  - (b) any other relevant matter.

As outlined in the statement of significance, the 1888 group of buildings forming the original Newport Railway Workshops 'have historical significance as one of the best surviving 19th century railway workshops in the world, and one of Australia's most outstanding items of industrial heritage'. Specifically, the historical significance of the West Block Southern Extension is that, 'more than any other part of the Newport Workshops, it reflects the important change in role of the Workshops from the initial concept of maintenance of rolling stock to the manufacture of locomotives and the subsequent expansion this meant for the Workshops'. In addition, the Fitting Shop Extension and South of Fitting Shop Extension are of 'architectural significance because they are likely to have been sections of the Williamstown Workshops re-erected at Newport in 1897. They provide an important physical link to the earlier Workshops. The distinctive trusses of these sections and the unusual pole construction of the Boiler Shop Extension are of architectural significance'.

#### 3.2.2 Permit Exemptions and Permit Exemption Policy

There are Permit Exemptions applicable to the Former Newport Railway Workshop, as follows:

General Conditions:

1. All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.
2. Should it become apparent during further inspection or the carrying out of alterations that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such alteration shall cease and the Executive Director shall be notified as soon as possible.
3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it.
4. Nothing in this declaration prevents the Executive Director from amending or rescinding all or any of the permit exemptions.
5. Nothing in this declaration exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authority where applicable.

- Maintenance, and repair works in accordance with the Conservation Policies, Section 5.0 of the Conservation Analysis and Management Plan for the Former Newport Railway Workshops completed by Helen Lardner Conservation and Design in October 2000.

- Conservation works as identified in Section 6.0 of the Conservation Analysis and Management Plan for the Former Newport Railway Workshops completed by Helen Lardner Conservation and Design in October 2000.
- Internal works to the buildings listed in Policy Recommendation B in Section 5.5 of the Conservation Analysis and Management Plan for the Former Newport Railway Workshops completed by Helen Lardner Conservation and Design in October 2000, which do not involve alterations to existing structure, external walls fabric or external appearance.
- Works required for making the buildings safe and protecting them against weather and vandalism, including temporary fencing and closing up of openings.
- The installation of fire detection and alarm systems, emergency lighting and hazard signs.
- Replacement of asbestos -cement sheeting with corrugated iron, and removal of asbestos based lagging and insulation.
- Painting of previously painted surfaces provided that preparation or painting does not remove evidence of the original paint.
- The process of gardening, including mowing, hedge clipping, bedding displays, removal of dead plants and replanting the same species or cultivar, disease and weed control, and maintenance to care for existing plants and planting themes
- Management of trees in accordance with Australian Standard; Pruning of amenity trees AS 4373

There is a draft<sup>17</sup> Permit Exemption Policy relating to the Former Newport Railways Workshops is as follows:

- Proposals for new buildings on the site should be in accordance with the conservation policies contained in the Conservation Analysis and Management Plan for the Former Newport Railway Workshops completed by Helen Lardner Conservation and Design in October 2000 but will be subject to the permit process.
- Works other than maintenance or repair works to the buildings listed in Policy Recommendation A in Section 5.5 of the Conservation Analysis and Management Plan for the Former Newport Railway Workshops completed by Helen Lardner Conservation and Design will be subject to the permit process
- Internal works to the buildings listed in Policy Recommendation B in Section 5.5 of the Conservation Analysis and Management Plan for the Former Newport Railway Workshops completed by Helen Lardner Conservation and Design in October 2000 which do not involve alterations to existing structure or external walls should be permit exempt.

### 3.2.3 Victorian Government Cultural Heritage Asset Management Principles

Places or objects included on the Victorian Heritage Register which are owned or managed by the Victorian Government should comply with the *Victorian Government Cultural Heritage Asset Management Principles*. These Principles were prepared by Heritage Victoria on behalf of the Heritage Council of Victoria and were adopted by the Economic and Sustainable Development Committee of Cabinet on 15 December 2009. The document outlines 18 principles for the management of heritage assets. The most relevant principles in this instance are as follows:

#### **Alterations to places**

Alterations should be planned and executed to minimise negative impacts on heritage significance (including curtilage and setting), and appropriate mitigating measures should be identified.

#### **Management of Redundant Heritage Assets**

Management of redundant heritage assets (orphan assets) surplus to the State agency's needs (but still in the ownership of the agency or under its control) should be planned and executed so as to conserve their heritage significance into the future.

### 3.2.4 Hobsons Bay Planning Scheme

The subject site is also affected by a heritage overlay (HO65) in the *Hobson's Bay Planning Scheme*. The heritage provisions are principally outlined at Clause 22.01 (Heritage Policy) and Clause 43.01 (Heritage Overlay). There are also heritage provisions at Clause 15 (Built Environment and Heritage) and at Clause 21.06 (Municipal Strategic Statement).

<sup>17</sup>

Not yet confirmed by Heritage Council

### 3.3 Proposal

The proposed scheme is outlined on a set of drawings prepared by RBA Architects + Conservation Consultants and dated 28 September 2017. The impetus for the proposed works, which includes partial demolition, has been the practicality of securing the site and rendering it safe and manageable following the 2015 fire damage. Key parts of the West Block Extension, as well as adjoining parts of West Block, would be retained and conserved.

In summary, the proposal would involve:

- Partial demolition of the West Block Southern Extension (Building 65)
- Conservation works to the retained sections of West Block Southern Extension (Building 65), and parts of West Block (Building 64)
- Works to secure the retained sections of the West Block Southern Extension (Building 65), and parts of West Block (Building 64).

### 3.4 Demolition

The sections of the West Block Extension (Building 65) proposed to be demolished are:

- Machine Shop Extension and Garage
- Truck Building Yard
- Westinghouse Brake Shop
- Smithy Annexe
- Blacksmiths Extension
- Small Sheds

#### **Machine Shop Extension and Garage**

The Machine Shop Extension was the last of the main sections of the West Block Extension to be built c.1915-1928 (although the southern half may be later still). The Machine Shop is singled out in the Statement of Significance as being of 'contributory significance' only (i.e. of lesser significance), as compared with the rest of the West Block Extension which is identified as being significant at a state level.

The whole of Building 65, except the Machine Shop Extension, is of historical, scientific and architectural significance to the state of Victoria. The Machine Shop Extension is of contributory significance.<sup>18</sup>

The Machine Shop Extension is experiencing structural issues (it is being braced on the east side) and is affected by termites. Furthermore, in 2015, the asbestos roof of the Garage, comprising two sawtooth bays, at the south end was removed following its collapse, leaving the sheet metal clad walls only to this section.

Currently the roof of the Machine Shop Extension conceals a large section of the upper part of the East Engine House (parapet wall and roof). The removal of the Machine Shop Extension would return the east and (part) south walls of the East Engine House to being external walls and allow full views of them.

The removal of the Machine Shop Extension and Garage would have minimal negative heritage impact.

<sup>18</sup> Statement of Significance, VHD, (Former Newport Railway Workshops, H1000)





East Engine House, showing interface with the roof of Machine Shop Extension

### **Truck Building Yard**

Originally occupying a large central area of the West Block Southern Extension, the Truck Building Yard has been reduced to half of its original size following the destructive 2015 fires in the centre of the building. The remaining parts of the Truck Building Yard, comprising one bay to the north and four to the south, have been separated, and the four southern bays are now (to some extent) isolated.

The remaining parts of the Truck Building Yard are experiencing structural issues with the timber roof framing, and is currently being propped.

Whilst its removal would not be ideal from a heritage impact perspective, it would not have an unacceptably negative heritage impact.

### **Westinghouse Brake Shop**

When the Truck Building Yard was constructed (c.1910), the roof form was merged with the Westinghouse Brake Shop, and presumably the south wall of the Westinghouse Brake Shop was removed. It is understood that the removal of the Truck Building Yard would have structural implications for the Westinghouse Brake Shop.

Whilst not ideal from a heritage impact perspective, its removal would not have an unacceptably negative heritage impact, and would have the positive benefit of returning the South Wall of West Block to being an external wall which would allow views of the full height of the wall.

### **Smithy Annexe**

The Smithy Annexe is a relatively small and simple structure. It does not contain any features which are particularly distinctive or that are not found elsewhere in the West Block Southern Extension. The removal of the Smithy Annexe would return the West Engine House to being a fully external building, and allow views of the east side roof.

The removal of the Smithy Annexe would have limited negative heritage impact.

### **Blacksmiths Extension**

The extant portion of the Blacksmiths Extension is a much reduced remnant of its original extent (less than one sixth remains). Formerly the Blacksmiths Extension comprised about a third of the total area of the West Block Southern Extension. The current reduced form of the building does not adequately allow for an understanding of the original substantial size of the building.

The removal of the remaining portion of the Blacksmiths Extension would have limited negative heritage impact.



### Small Sheds

The various small sheds at the south of the West Block Southern Extension are later ancillary additions. They have not been identified in the Statement of Significance, and were attributed as 'not significant' in the *Conservation Analysis and Management Plan* (Helen Lardner, 2000). The removal of the sheds would have minimal, if any, negative heritage impact.

## 3.5 Conservation and Securing Works

It is proposed to undertake conservation works to the parts of the building which would be retained. Conservation works would include repair works, replacement of deteriorated fabric, and reinstatement/reconstruction of earlier features/presentation where the details are known. Works are also proposed to secure the buildings to prevent vandalism.

### 3.5.1 West Block South Wall and East + West Engine Houses

The southern elevation to West Block (1888) and the East + West Engine Houses (1888) were originally external elements. With the gradual addition of the West Block Extension however, they became internalised and underwent numerous alterations particularly to the openings, although their general form remains intact. Parts of the West Block Extension (e.g. the Westinghouse Brake Shop) block views to the upper parts of the walls and roofs. They are currently in a neglected state and poorly presented.

#### Conservation Works

The key conservation works proposed to the West Block South Wall include:

- Replacement of rusted sections of corrugated sheet metal cladding to roofs and ridge ventilators with heritage profile sheeting.
- Replacement of damaged stormwater goods and replacement of quad box gutters with an appropriate profile (probably ogee).
- Assessment of structural issues causing cracking and distortion by Structural Engineer, and recommendation of repairs.
- Removal of paint finish.
- Application of cocoon poultice to brick walls to remove salts as required and installation of damp proof course (injection method).
- Repointing of joints where mortar is missing to brickwork and basalt plinths.
- Replacement of modern brickwork with second hand bricks.
- Reconstruction of a section of the South Wall at the east end.
- Removal of sheeting to reveal surviving cast iron windows behind.
- Repairs to surviving cast iron window frames (e.g. de-rusting, repainting, replacement of broken glazing). Reconstruction and reinstatement of windows to match original type where missing.
- Repairs to surviving glazed timber double doors to the South Wall. Reconstruction and reinstatement of doors to match original type where missing.

#### Security Works

Security of the West Block South Wall and East + West Engine Houses would be achieved through the repair and reinstatement of doors and windows (refer above).



East side of West Engine House, showing paint finish and missing window frames



West Engine House, base of brick wall showing eroded mortar

### 3.5.2 Fitting Shop Extension + South of Fitting Shop Extension, Boiler Shop Extension, Hydraulic Riveter Shop + South of Riveter Shop

The Fitting Shop Extension may have been the earliest section of the West Block Extension to have been constructed (c.1897) and may have previously been part of the Williamstown Workshops. The Statement of Significance notes their distinctive timber trusses. Prior to the enclosure of the West Block Southern Extension in c.1910, the Fitting Shop Extension was freestanding to three sides. This section also retains one of the only known remaining pieces of equipment (a line shaft belt and pulley system) associated with the former workshop use.

The Boiler Shop Extension is one of the earliest surviving parts (c.1899) of the West Block Extension. The Statement of Significance notes its unusual pole construction. Prior to the enclosure of the West Block Southern Extension in c.1910, the Boiler Shop Extension was freestanding to three sides.

The Hydraulic Riveter Shop + South of Riveter Shop, with their tall pitched roofs (built to house large machinery) and double column construction, are among the most distinctive components of the West Block Extension. Their height allows for the full extent of the West Block South Wall to be seen from inside.

#### Conservation Works

The key conservation works proposed include:

- Replacement of rusted sections of corrugated sheet metal cladding to roofs, ridge ventilators and walls with heritage profile sheeting.
- Replace damaged and missing roof flashing.
- Repair (and replace missing) metal skylight units to west side of Boiler Shop Extension.
- Repair/reinstate radial timber cladding to ridge ventilator ends.
- Removal of sheeting covering sides of ridge ventilators and repair/reinstatement of timber slats (with mesh installed on the inside to prevent vermin).
- Installation of new stormwater goods after demolition of adjacent buildings. All rainwater to egress to viable stormwater system.
- Replace timber fascias to match original.
- Assessment of structural issues by Structural Engineer, and recommendation of repairs.
- Repair/reinstate timber rail and timber panelling/cladding to east side of Fitting Shop Extension.
- Paint timberwork.

## Security Works

The measures to secure the remaining sections of building would be in keeping with, and based upon, the existing simple arrangements currently partially in place (i.e. corrugated sheet metal to the lower parts of walls).

The key security works proposed include:

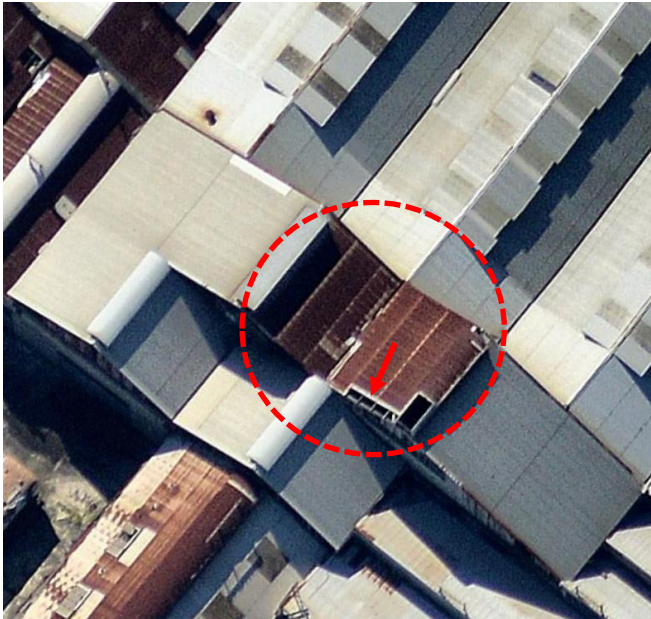
- Installation of new corrugated sheet metal cladding to lower parts of walls, with wire mesh to the upper parts walls. In the case of the Fitting Shop Extension, the existing damaged timber panelling/cladding would be repaired/reinstated.
- Installation of new wire mesh access gates.



South End of Boiler Shop Extension, showing loose timber board at end of ridge ventilator, and rusted corrugated metal wall cladding.



Boiler Shop Extension, east side, showing high sections of corrugated metal sheeting to walls



Rusted roof sheeting (circle) and missing roof sheeting (arrow)  
(Source: Nearmap, August 2017)

### 3.5.3 Concrete and Tracks

The extant concrete floor and the tracks would be retained, including to the areas where partial demolition of the building is proposed (refer above). The retention of the concrete flooring and tracks would indicate the earlier extent of the building footprint and allow for the interpretation of its heritage values. In particular, as noted in the Statement of Significance, it would help to demonstrate the 'design limitations' for further expansion of West Block Southern Extension (due to the location of Champion Road) and the 'dead end track design which gave rise to the need for the construction of purpose built locomotive facilities in the late 1920s'.



### 3.6 Conclusion

Overall, the proposed scheme, including partial demolition and works to conserve and secure the West Block Southern Extension and parts of West Block at the Former Newport Railway Workshops (H1000), provides a balanced response to heritage and practical imperatives (i.e. securing the site and rendering it safe and manageable).

Whilst the extent of demolition proposed (approximately just over half the remaining built form of West Block Southern Extension) is not ideal from a heritage perspective, it would not have an unacceptably negative impact on the heritage values of the Former Newport Railway Workshops. The parts of the West Block Southern Extension proposed to be removed are typically either less distinctive than other parts (to be retained), are of lesser heritage value, or have been substantially reduced in size. A notable positive outcome of the removal of these parts would be that the West Block South Wall and the two Engine Houses would largely be returned to being external elements (as was originally the case), and the layout generally would be reminiscent of the pre-1910 situation (i.e. prior to the enclosure of the West Block Southern Extension) where individual extensions, notably the Boiler Shop Extension and the Fitting Shop Extension, were largely freestanding.

Key parts of the West Block Extension (i.e. Boiler Shop Extension, Hydraulic Riveter Shop + South of Hydraulic Riveter Shop, Fitting Shop + South of Fitting Shop Extension), as well as the adjoining parts of West Block (i.e. Engine Houses and South Wall), would be retained, conserved, and made secure. The comprehensive scope of conservation works proposed, which includes repair works, replacement of deteriorated fabric, and reinstatement/reconstruction of earlier features/presentation, would have a positive heritage impact by improving the presentation and physical condition of the building. The scope would logically be subject to refinement, and this might be reflected in a permit condition.

End of Report

## APPENDIX A – Statements of Significance

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### VHR Statement of Significance – Former Newport Railway Workshops

#### What is Significant?

In 1884 the decision was made to erect a new workshop facility in an area of land between the Geelong Railway and the Williamstown Railway at Newport (the current Workshops site). Although the original intent was that the workshop would undertake all maintenance of rolling stock, leaving private enterprise with the role of constructing rolling stock, it was undermined from the start with the construction of rolling stock (mainly passenger carriages).

Reputedly based on the design of British railway workshops, the design for the Workshop was extensively modified by the Victorian engineers, Breretin and Lewis. The new complex was constructed and equipped in 1886 - 88. The main elements of the 1888 group comprises a Central Block of offices with clock tower, a large water tower at the rear of the site fronting Champion Road, a Central Block housing stores, patterns and certain brass and copper fittings, the East Block for repair and maintenance of wooden passenger carriages and goods wagons, and the West Block for the heavy engineering activities of the repair and maintenance of locomotives, boilers and metal components of goods wagons. The layout was typical of a pre-production line facility where parts were fabricated and then moved to a central area where the item was assembled. The major problem of the lack of run-around tracks is evident in the design with both East and West Blocks having dead ends and only Central Block having a proper shunting neck.

In the northern section of the site was the Tarpaulin Shed, constructed in 1887 and doubled in size with a virtually identical extension in 1890, to manufacture and repair tarpaulins used to cover perishable loads on goods wagons.

The period of 1902 - 1915 saw a major expansion of the Newport Workshops, with corrugated iron extensions being added to some of the 1888 brick buildings to double the area of enclosed workshops. The Victorian Railways began a program of continual modernisation of its operations from the turn of the century and these involved the Newport Workshops in construction of new rolling stock; conversion of passenger carriages to electric motors and trailers and the replacement of buffers with auto couplers. As well, most of the locomotives acquired at that time were produced at Newport Workshops (including the first electric locomotives).

The Railways' move towards the manufacture of locomotives, combined with the increasing use of metals in production, resulted in the need to expand West Block. After 1915, the lack of space at West Block became a major issue. Consequently, in the late 1920s, the construction of purpose built locomotive production facilities was undertaken between the Newport Railway Workshops and the Williamstown line with the resultant staff increases making this one of the largest workshops in Victoria.

The Depression and the Second World War was a period of limited expenditure on the Railways with a highlight being construction of the Spirit of Progress. Newport Workshops was an important centre of wartime production. Apart from contributing through construction of new locomotives and rolling stock to improve the efficiency of land transportation, the Workshops were a centre for the production for the Australian Standard Garratt, Bren Gun Carriers and for the Beaufort/Beaufighter program. Labour shortages resulted in the workforce being comprised of some 35% women, probably the largest number of women that ever worked at Newport.

In the post-war period, Operation Phoenix was launched to rehabilitate the railways and Newport was no longer involved in locomotive construction. The introduction of low maintenance, diesel locomotives and metal-bodied carriages, the purchase of more rail vehicles and supplies from commercial manufacturers, and the trend away from rail to road traffic brought a decline in workshop activities and staff. Railway workshop functions have recently been concentrated in a group of c.1927 and newer buildings on the eastern part of the site. The original 1888 group of buildings continued in workshop use until 1992.

#### How is it Significant?

The former Newport Railway Workshops are of historical, scientific and architectural significance to the state of Victoria.

#### Why is it Significant?

The 1888 group of buildings forming the original Newport Railway Workshops have historical significance as one of the best surviving 19th century railway workshops in the world, and one of Australia's most outstanding items of industrial heritage. The Newport workshops were the Victorian Railway's main workshops for just over a century. The later buildings reflecting growth, particularly during 1902-1928 in the period of modernisation, expansion and the production of locomotives, demonstrate this subsequent important period of development. For many of those years the Workshops were one of the Victoria's largest and best equipped engineering establishments, with up to 5,000 employees on site, building and maintaining steam locomotives and other rolling stock, and also making tarpaulins and other basic stores for railway use. Newport Workshops even made many of its own

machine tools, a task which required a high level of technical expertise. Newport Workshops was also an important centre of World War Two production.

The 1888 group of buildings at Newport Railway Workshops have architectural significance for their large scale and the high quality of their design and construction. These qualities of the Workshops reflect the transition from ad hoc management of the railways to the establishment of a railways system. They demonstrate the determination of the Victorian Railways management to have the best possible workshop facilities, which in turn reflects the prevailing spirit of confidence and optimism in a period of great wealth and growth in the Victorian Railways and in Victoria generally. The northern facades of the 1888 group were the Workshop's frontage to Melbourne and feature wings of gabled bays flanking the central, three storey Italianate style clocktower. Decorative detailing to the brickwork includes corbelled pediments, and bi-chromatic highlights to the arcaded doorways and fanlight windows.

The 1887 and 1890 sections of the Tarpaulin Shop were similarly detailed, though the 1912 northern extension has enclosed this facade. The vast interior of the Tarpaulin Shop, with a roof supported by massive timber trusses and columns, is of architectural significance. This unusual and impressive space was determined by the need for hanging space.

Part of the West Block Southern Extension, known as the Fitting Shop Extension and South of Fitting Shop Extension are of architectural significance because they are likely to have been sections of the Williamstown Workshops re-erected at Newport in 1897. They provide an important physical link to the earlier Workshops. The distinctive trusses of these sections and the unusual pole construction of the Boiler Shop Extension are of architectural significance.

The form of the Timber Store building is of architectural significance. It is not known why two decorative clerestory lanterns are incorporated in the roof but one theory is that it is a rare surviving shed from the 1880 International Exhibition in Melbourne. Further work is required to substantiate this potentially very important link.

The buildings reflecting the period of expansion up until 1928 are also of architectural significance for their contrast with the earlier vision. They include early examples of modern industrial construction, including large span trusses enabling expansive working space, and south-facing saw tooth roofs providing light spaces. With repetitive construction units and ease of erection, these buildings demonstrate an industrial functionality in contrast to the architectural pretension of the earlier group.

The Newport Railway Workshops are of scientific significance for their research potential with regard to the technology demonstrated in the remaining machinery and evidence of work practices.

#### Building 12 Central Block Extensions

Building 12 is of historical and architectural significance to the state of Victoria. Built in 1909 as a substantially intact, large addition to the iron foundry, it demonstrates the important historical theme of the great expansion of the Newport Workshops, between 1902 and 1928. Its modern industrial construction is in contrast to the architectural style of the 1888 Central Block Stores.

#### Building 13 Central Block Stores

Building 13 is of historical and architectural significance to the state of Victoria. The original brick Central Block was constructed in 1888, followed in 1890 by the corrugated iron clad brass foundry extensions. The Building originally contained stores, pattern shop, tinsmith's and coppersmith's shop and a brass foundry. The Block was later used as a general store, stores office and plant repair shop.

The 1888 Central Block is a major element of the original 1888 group of buildings which complements and links the East and West Blocks visually and functionally (particularly in its stores function, which allowed easy distribution of stores the full width of the East and West Blocks via cross trolleys).

The 1890 foundry, constructed very soon after the 1888 buildings, was probably built in response to an important and early change of plans for the function of the main West Block. It reflects a very early change from lavish to economical building styles.

The building is virtually intact and is an increasingly rare example of the use of cast-iron columns. There is considerable evidence of past line-shafting and other signs of its former uses.

#### Building 14 Central Block (Offices)

Building 14 is of historical and architectural significance to the state of Victoria. This building was constructed 1886 - 88 as offices for the engineer, store keeper, accountant and their respective staff.

The 1888 Central Block offices and three storey Italianate style clock tower is the visual and operational focal point of the original and highly significant, 1888 group of buildings. It was constructed as prestige offices of high architectural quality and is virtually intact.

The northern facades of the 1888 group of buildings were the Workshop's frontage to Melbourne and the central, three storey Italianate style clocktower is the key architectural pivot in the design, flanked by wings of gabled bays.



The clock tower, near the centre of the site, is characteristic of 19th century factories and workshops, where working hours were strict and when few employees wore watches. The mechanical, wind-up mechanism of the clock appears to be original.

#### Building 15 Engine Balancing Tables

Building 15 is of historical significance to the state of Victoria. The engine balancing tables are located under the open-sided shed, Building 15. The engine balancing tables were built in 1912 by Henry Pooley & Son Ltd, Birmingham and comprise a series of 7 mechanical weighing scales set in line in a pit with each scale supporting a short length of train track. Each weighing unit has a cast iron box alongside, containing counterweights and levers, and a curved scale calibrated to 12 tons. A locomotive or carriage was positioned on the rails above the scales to be weighed. The engine balancing tables were designed to measure the load on each wheel of a steam locomotive simultaneously so that adjustments could be made to give the correct weight distribution on each axle.

In 1918, the Victorian Railways owned three balancing tables. The Newport example is the only known surviving example of engine balancing tables in Victoria.

#### Building 31 Timber Store

Building 31 is of historical and architectural significance to the state of Victoria. Constructed and altered between 1898 and 1913, this building was believed to be a timber bending and drying shop, where timbers used in carriage construction were formed until about the mid 1900s when it changed to a timber store.

The form of the building is of architectural significance. It is not known why two decorative clerestory lanterns are incorporated in the roof but one theory is that it is a rare surviving shed from the 1880 International Exhibition in Melbourne. Further work is required to substantiate this potentially very important link.

The Timber Store is of historical significance as a building dating from 1898, with alterations until 1913, which performed a vital function as part of the Workshop for approximately 80 years.

#### Building 32 Timber Shed

Building 32 is of historical and architectural significance to the state of Victoria. This building was part of the Carriage Workshops established prior to this Newport site, on the north side of the Melbourne - Williamstown line. It was then known as the Stacking Shed, built c1883, and was demolished and re-erected for use as a Timber Shed in its present location in c1905.

The Timber Shed is of historical significance as the only discrete building to survive from the original Carriage Workshops of 1882/83, which predated the more permanent and more extensive c1888 Newport Workshops development.

The timber frame is the oldest known discrete structure at Newport Workshops. Despite the renewal of the iron cladding, the basic structure, form and function of the Timber Shed have survived relatively unaltered after more than 100 years.

It reflects the importance of a large timber drying and seasoning area on site at a time when much high quality timber was used in carriage making. It has functioned as a timber shed in its present location for more than 80 years.

#### \* Building 34 The Plating Shop

Building 34 is of historical, scientific and architectural significance to the state of Victoria. Built in 1912, this building houses the original 1888 cesspit which drains the water from underneath East Block. The function of this building varied over time from Steam Bending of timber for carriage bodywork in the northern section (c1928), to Electroplating (including Nickel Plating) in the southern section (1912), Locksmiths Shop (c1928), and Car Fitting Shop (c1979). The electroplating process involves application of a protective or decorative electroplating to metal components made at Newport Workshops.

The Plating Shop was part of the period of expansion of the Newport Workshops, 1902-1915. Its changing function indicates the declining role of timber bending, and the long standing and growing role of electroplating at Newport Workshops. It has been used as an electroplating shop, throughout its life of more than 75 years, and retains evidence of work practices. Further work is required to establish its research potential.

#### Building 61 Tarpaulin Shop

Building 61 is of historical and architectural significance to the state of Victoria. The original Tarpaulin Shop was built by H Maxwell in 1887 and the south extension, virtually identical with the original, was constructed in 1890. In 1912 the building was again doubled in size.

The 1887 portion is, and the 1890 portion can be considered as, part of the original high-quality c.1888 group of permanent buildings. Like other buildings in the group, it includes decorative brickwork detailing to the north wall, the front of the Workshops which is now enclosed in the 1912 northern extension. The need for hanging space has determined the unusual proportions of the Tarpaulin Shop. Its vast interior is supported by massive timber trusses and columns creating an impressive space.

The size and specialised design of the building demonstrates the importance of tarpaulin manufacture and repair. The building is substantially intact and the sequence of expansion can be clearly understood.

The building is of historical significance as the earliest part of the building was used as a tarpaulin shop for about ninety years, from 1888 to c.1980. The 1912 northern addition was part of the major period of expansion of the Workshops 1902-1915, and typifies the emphasis on low-cost construction in comparison to the more lavish c1888 building program.

The addition had an early form of sawtooth roof, oddly concealed behind false gables. The addition demonstrates the continuing

and growing workload of tarpaulin manufacture and repair at that time.  
The addition continued to be used as a Tarpaulin Shop for about 65-70 years.

Building 64 West Block & Building 63 Spring Shop Extension (including the attached East and West Engine Houses, and the West Engine House Chimney Base).

Buildings 63 and 64 are of historical and architectural significance to the state of Victoria. The original West Block building was built by W Swanson C.1885-86 and the West Block chimneys and flues were erected by R Bodkin in 1888. In c1904, the Spring Shop Extension was added. The west tower was used for metalworking activities such as metal machining and turning, boilermaking, blacksmithing, and the construction and maintenance of locomotives. During the Second World War the West Block was used for the complete or partial manufacture of Bren Gun Carriers, and the Australian Standard Garratt.

The 1888 West Block with the c1904 Spring Shop Extension is a major element of the original and highly significant 1888 group of buildings and complements and balances the East Block visually and functionally. The northern facades of the 1888 group were the Workshop's frontage to Melbourne and feature wings of gabled bays flanking the central, three storey Italianate style clocktower. Decorative detailing to the brickwork includes corbelled pediments, and bi-chromatic highlights to the arcaded doorways and fanlight windows.

The West Block housed all the machining and heavy metalwork functions without which the workshops could not have carried out its main role of building and maintaining locomotives, carriages and wagons. The design and layout of the building, and the movement and handling of rolling stock through the building was highly functional.

The building is substantially intact and is an increasingly rare example of the use of cast iron columns. The gabled brick facades demonstrate a high standard of craftsmanship. The double columns, the twin rope driven cranes, and the underfloor flue systems demonstrate impressive skills in design and function.

The principle contractor was from a family prominent in the building industry in Melbourne for many years.

The building was used continuously for the same basic function for over one hundred years.

West Block has important historical associations as the place of construction of some of the more famous locomotives built at Newport, including the first locomotive 'Polly' and the engines used on Puffing Billy.

The Spring Shop Extension is an early extension, with a long history of continuous use which demonstrates the important role of spring manufacture at Newport Workshops. It demonstrates the early overflow from the original 1888 buildings and the concern with maintaining the appearance of the northern face of the West Block, the front of the Workshops.

#### \* Building 65 West Block Southern Extension

The whole of Building 65, except the Machine Shop Extension, is of historical, scientific and architectural significance to the state of Victoria. The Machine Shop Extension is of contributory significance.

The West Block Southern Extension is a collection of smaller buildings which grew incrementally and were enclosed as one structure from 1910 onwards. Because of the many changes in name and function, it is difficult to clearly date all the components. A 1913 list provides evidence that parts of the Williamstown Workshops were re-erected at Newport in 1897 within the West Block Southern Extension. The distinctive timber trusses of the Fitting Shop Extension and South of Fitting Shop Extension and the approximate areas involved mean that they may be these sections.

The Boiler Shop Extension, the Smithy Annexe and Fitting Shop Extension were already constructed by 1905. In c1908 the Hydraulic Riveter Shop was built and the Blacksmiths Extension was from the same year. The 1910 drawing of the roofing of the Truck Building Yard shows that the Air Compressor & Westinghouse Brake Shop was already in existence and was modified with the south wall removed and reinstated as part of the south wall of the Truck Building Yard at this time. The construction of the Machine Shop Extension is similar to the Truck Building Yard and it is believed to date from between 1915 and 1928. The likely evidence of earlier buildings is of archaeological potential although little may be learned which is not already understood from existing documentation.

The historical significance of the West Block Southern Extension is that, more than any other part of the Newport Workshops, it reflects the important change in role of the Workshops from the initial concept of maintenance of rolling stock to the manufacture of locomotives and the subsequent expansion this meant for the Workshops. This change, combined with the increasing use of metals in production, resulted in the need to expand West Block. The incremental growth of a number of small buildings between 1897 and 1928 is still demonstrated in the physical fabric. It was also the design limitations for expansion of West Block Southern Extension with Champion Road and the dead end track design which gave rise to the need for the construction of purpose built locomotive facilities in the late 1920s.

All of the components of West Block Southern Extension are of considerable age and the area was used continuously for the same Workshop function for 70-80 years; the Boiler Shop Extension c1905, the Smithy Annexe c1905, the Fitting Shop Extension c1905, the Hydraulic Riveter Shop c1908, the Blacksmiths Extension 1908, the Air Compressor & Westinghouse Brake Shop pre1910, the Truck Building Yard 1910 and the Machine Shop Extension between 1915 and 1928.

It is likely that the Fitting Shop Extension and South of Fitting Shop Extension were parts of the Williamstown Workshops re-erected at Newport in 1897. They provide an important physical link to the earlier Workshops. The distinctive trusses of these sections and the unusual pole construction of the Boiler Shop Extension are of architectural significance.

The West Block Southern Extension is a reasonably early example of sawtooth roof construction. The much taller gable roof

sections are evidence of the use of hydraulic equipment, and especially a large gap riveter, in this area c1908. Remnant line shafting, bearings or motor mountings in the timber trusses provide evidence of past machinery layout.

\* Building 67 Water Tower

Building 67 is of historical and architectural significance to the state of Victoria. Built in 1888, it stored 100,000 gallons of water at high head, initially to supply fire fighting hydrants, and later the fire sprinkler system.

The Water Tower is a prominent component of the original 1888 group of buildings, complementing and balancing the Central Block Offices and Clock Tower. It demonstrates the high architectural and structural quality maintained in design and construction during the optimistic 'boom' atmosphere of 1888. The tower is classified as a typical 'Type E' for the Victorian Railways.' With the demolition of the main workshops' chimney, the intact Water Tower has become the most prominent and easily identifiable feature of the workshops and is a major local landmark.

\* Building 68 East Block (Southern Extension)

Building 68, except for the Laboratory, is of historical and architectural significance to the state of Victoria. The Laboratory contained historically important functions but no significant evidence remains in the building fabric so this section is of contributory significance only. The East Block (Southern Extension) represents the second, 1902-1928, period of expansion at Newport Workshops. The 1914 Paint Shop Extension is a fairly early example of sawtooth roof construction, however, the 1909 Carriage Shop Extension is a traditional gable roofed structure and is not of architectural significance. It was used for essentially the same functions for more than 75 years. The East Block (Southern Extension), including the c1920s Laboratory, was an important part of the Second World War effort.

\* Building 69 East Block & Basement

Building 69 is of historical and architectural significance to the state of Victoria. The basement of East Block is of scientific significance because it contains machinery bases. Built in 1888 by R Bodkin, the East Block has always been used for light-duty activities such as woodworking, painting and construction and maintenance of railway carriages. Aircraft were built in part of the East Block during the Second World War.

The 1888 East Block is a major element of the original 1888 group of buildings as it complements and balances the West Block visually and functionally. The northern facades of the 1888 group were the Workshop's frontage to Melbourne and feature wings of gabled bays flanking the central, three storey Italianate style clocktower. Decorative detailing to the brickwork includes corbelled pediments, and bi-chromatic highlights to the arcaded doorways and fanlight windows.

The East Block housed painting, woodworking and carriage building functions which were very important in the earlier days when many carriages were built at the workshops, and when the bodies were largely wooden.

The design and layout of the building, and the provision for movement of rolling stock through the building, was highly functional.

The building has a high standard of craftsmanship, and is an increasingly rare example of the use of cast iron columns.

The building has a high degree of integrity and has been used continuously for the same function for over one hundred years.

Building 70 East Block Engine, Boiler House and Chimney

Building 70 is of historical, scientific and architectural significance to the state of Victoria. The East Block engine and boiler house, built by R Bodkin, was part of the original 1888 group of buildings and housed the steam engines which powered the important sawmill machinery from 1888 until electric power took over, an estimated forty to fifty years later.

The building was closely associated with the sophisticated 1888 sub-floor power transmission system serving the sawmill and was also part of the original system for collecting sawdust and wood shavings for use as boiler fuel. It may still hold part of the original 1888 steam engine and/or boiler.

Building 71 East Block Lavatory

Building 71 is of historical, scientific and architectural significance to the state of Victoria. The East Block lavatory, built by R Bodkin, is an integral part of the original 1888 East Block group. It demonstrates that a good standard of lavatory accommodation was provided for staff by the Victorian Railways in the 1880s, compared with the poor facilities often seen in other industrial establishments of the period. The East Block and Central Block lavatories are the only surviving physical evidence of original staff amenities provided at the workshops in the 1880s.

Building 72 Transport Office

Building 72 is of historical and architectural significance at a contributory level. The Transport Office was constructed either c1888 or 1897 as a Timber Drying Shed and later used as an office for one of the managers or foreman.

The quality and style of the building echoes the other 1888 buildings. However, this building has undergone substantial changes which detract from its significance, including installation of additional and larger windows, a new ceiling, internal walls and a concrete floor.

It is of potential archaeological significance because it is likely that the remains of the kiln may be found in the ceiling and under the floor.



## National Trust Statement of Significance – Former Newport Workshops (B4019)

Built in 1884-88 at the height of the long boom, the Newport Railway Workshops were the largest industrial concern in the colony of Victoria, then the industrial centre of Australia. They are one of only two operating nineteenth-century work-shops in Australia retaining original structures and equipment on a large scale.

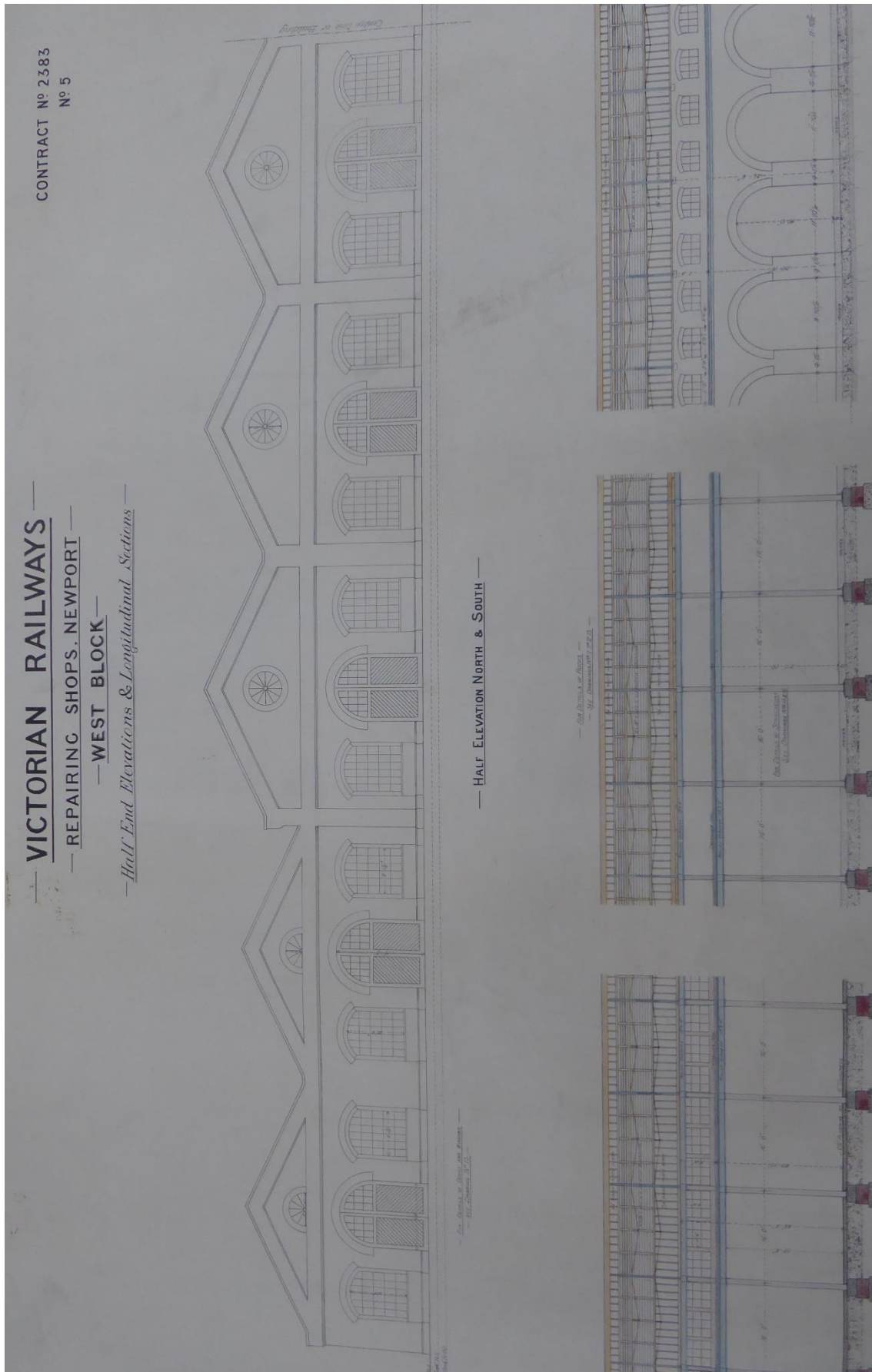
The magnitude and variety of industrial processes, trade skills practised at this site and the extensive collection of working machinery qualifies the Newport Railway Workshops to be of prime national importance. The workshops are two single storey brick arcaded buildings with gables decorated by bichrome work and lunettes set within the gables to echo the gable form while the sides of these blocks are scarcely less impressive ranges of repeated segmental arch windows. The east block was devoted to the repair and manufacture of wooden passenger carriages and goods wagons, while the west block provided for iron and steel units; locomotives, boilers and goods wagons. These blocks flanked a two storey office and clock tower which was distinguished by stucco dressings instead of the red brick of the blocks. The whole complex is on a vast scale and although the main views are still discernible their usual impact has been somewhat diminished by the clutter of more recent years.

The bulk of the buildings behind the main facades were corrugated iron and were notable for their size, early use of saw tooth roof construction and the range of activities undertaken. This diversity of occupations in one huge workplace was an important impetus in the transformation of craft unions to mass industrial unions. Built at the time of extensive railway expansion the Newport Workshops are a symbol of the importance of railways as an employer in the late 19th and 20th centuries. The site also contains historically significant pieces of machinery, including a 1960 steam hammer and a rope-driven crane of the late 1880's.

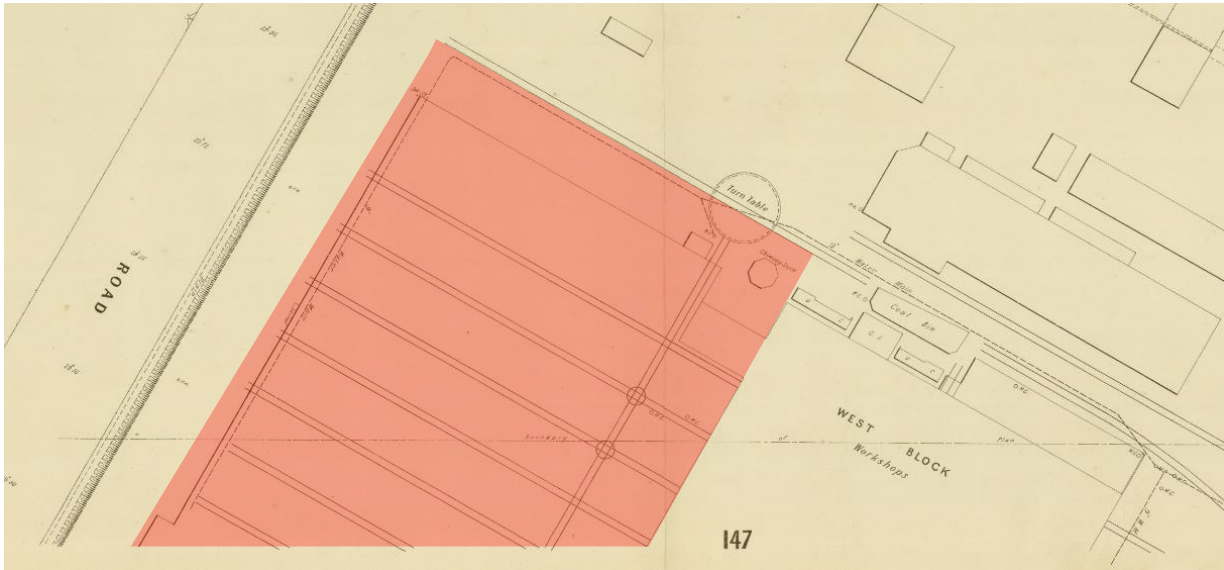
## APPENDIX B- Historical Plans and Drawings

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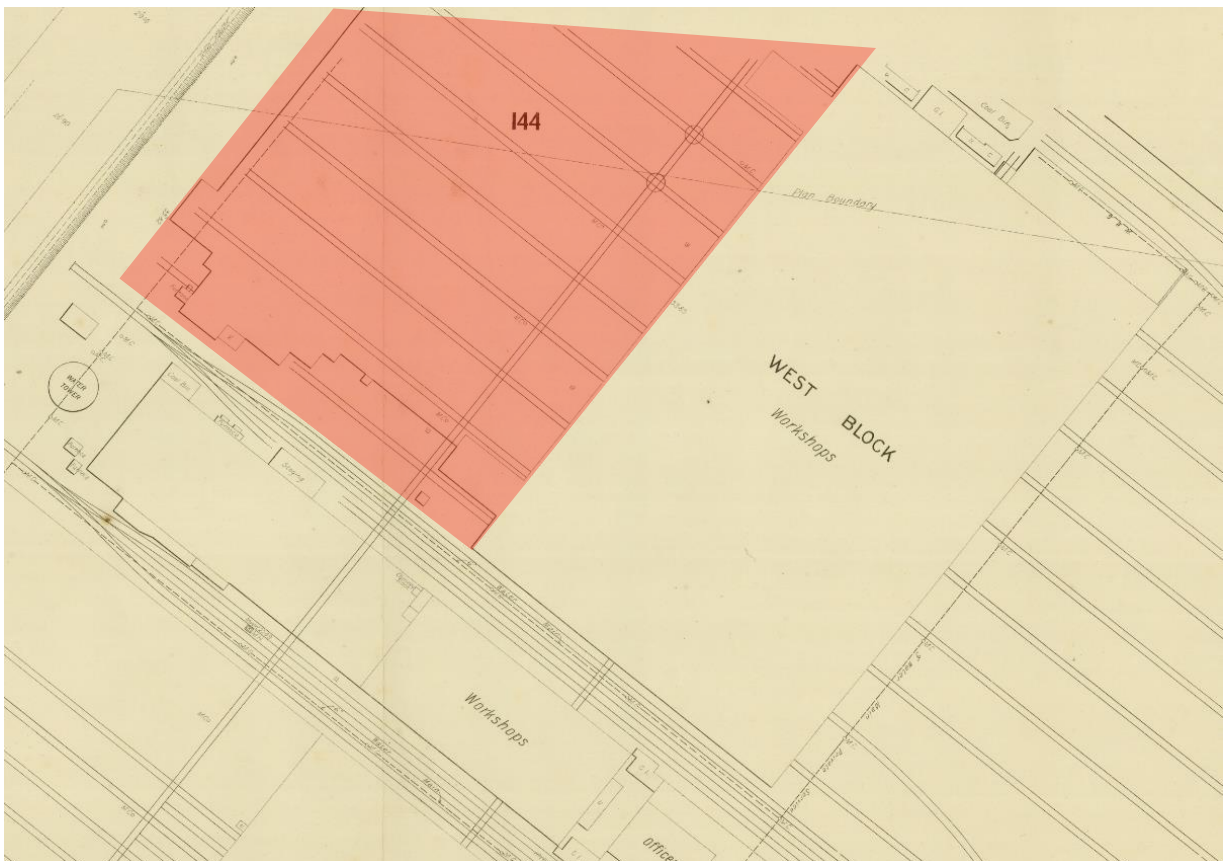
Title	Date	Source
Repairing Shops, Newport, West Block, Half End Elevations & Longitudinal Sections, contract no. 2383, no.5	1885	PROV, VPRS 16286, P1, unit 1361
MMBW Detail Plans	1911	State Library of Victoria
Buildings documented on 1905 General Plan	Depicting 1905 arrangement, Drawing created 2000	Helen Lardner, <i>Conservation Analysis and Management Plan: The Former Newport Railway Workshops</i> , 2000
Layout of Newport Workshops Drawing	1958	PROV, VPRS 16286, P1, unit 1552



West Block, Half End Elevations & Longitudinal Sections, 1885.  
(Source: PROV, VPRS 16286, P1, unit 1361)

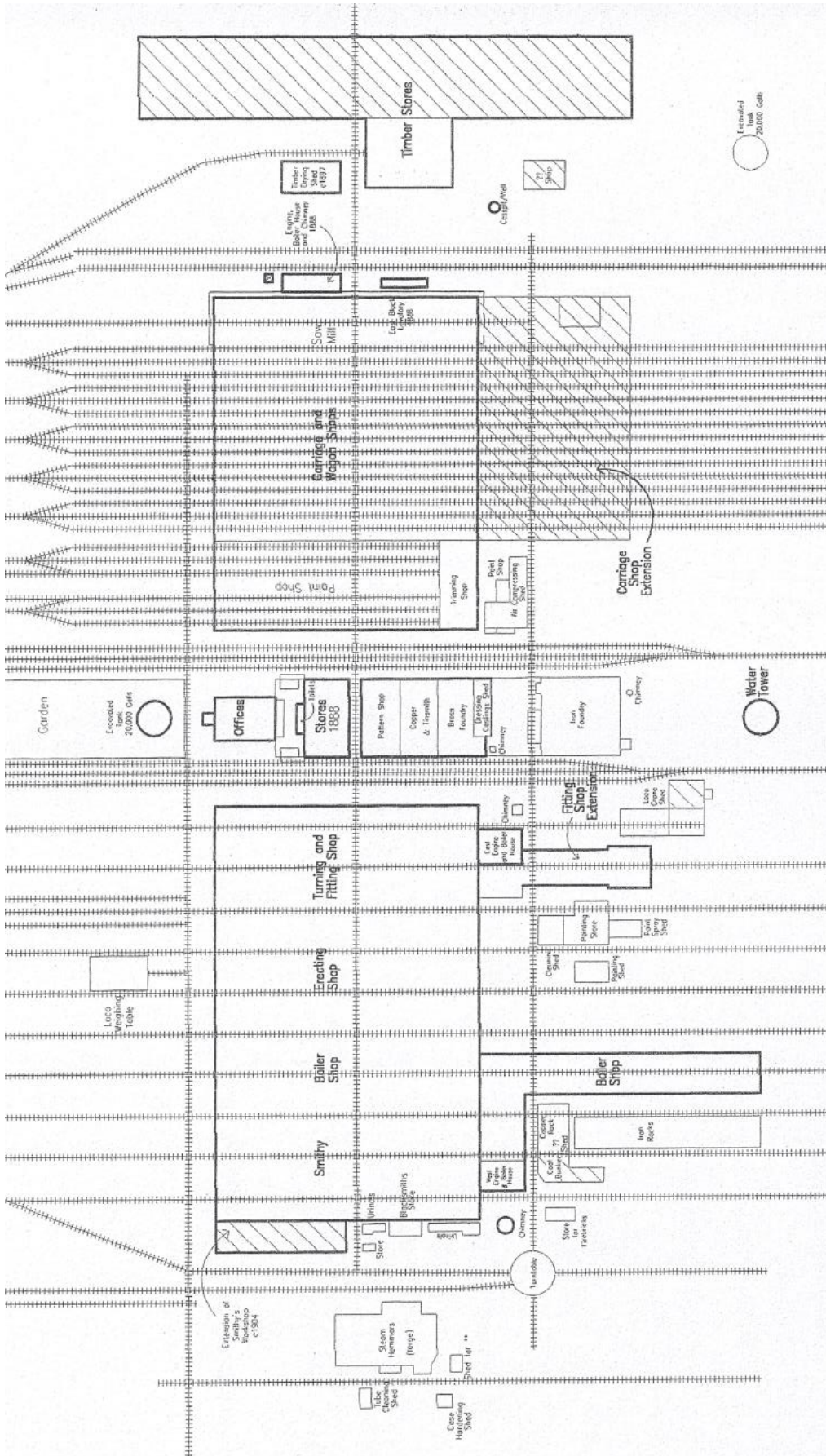


MMBW Detailed Plan No. 144, showing part of the West Block Extension, 1911.  
(Source: SLV)



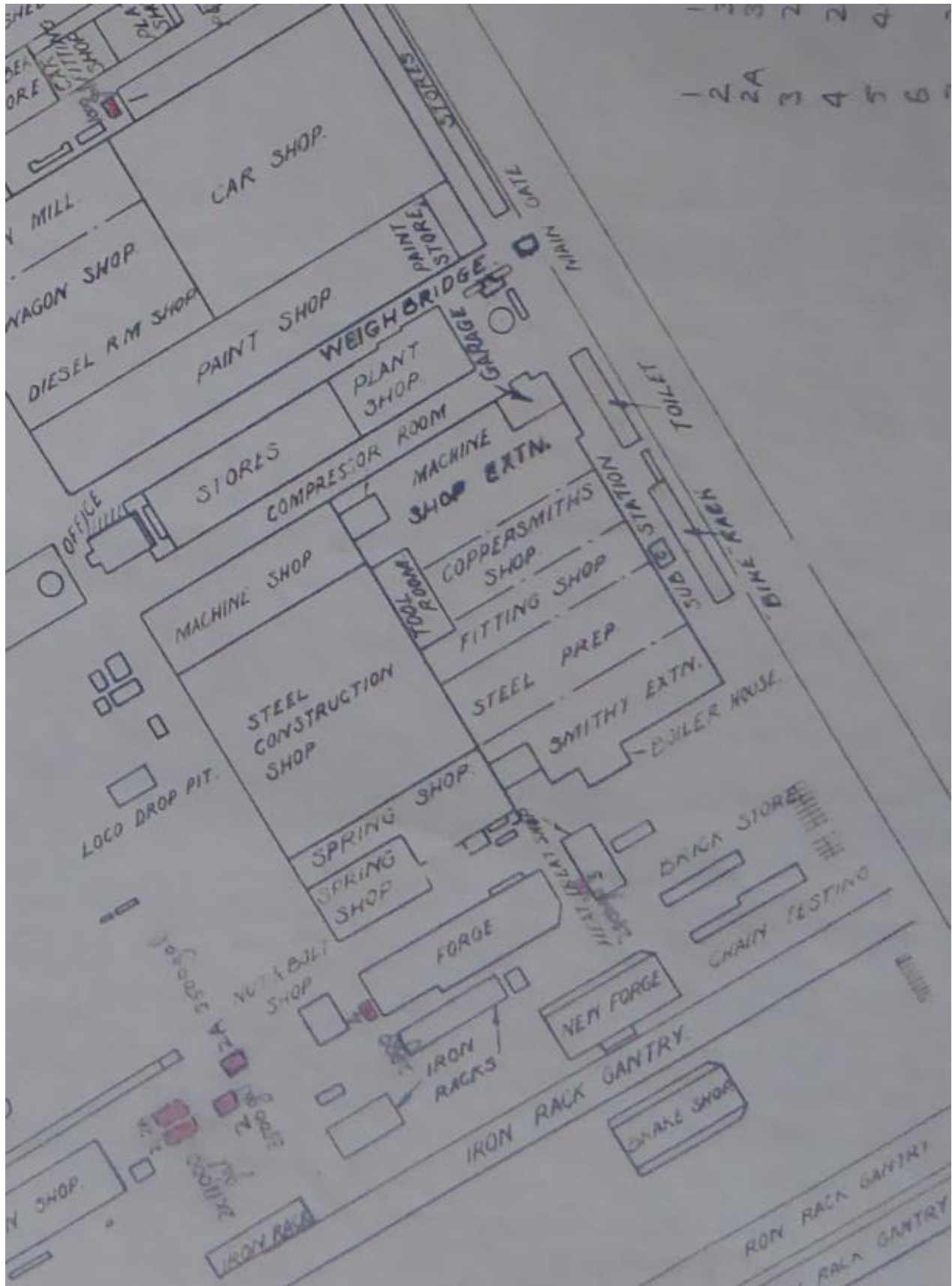
MMBW Detailed Plan No. 147, showing part of the West Block Extension, 1911.  
(Source: SLV)





Buildings Documented on 1905 General Plan (drawing created in 2000)

(Source: Helen Lardner, *Conservation Analysis and Management Plan: The Former Newport Railway Workshops*, 2000)



Detail from Layout of Newport Workshops Drawing, dated 1958  
(Source: PROV, VPRS 16286, P1, unit 1552)

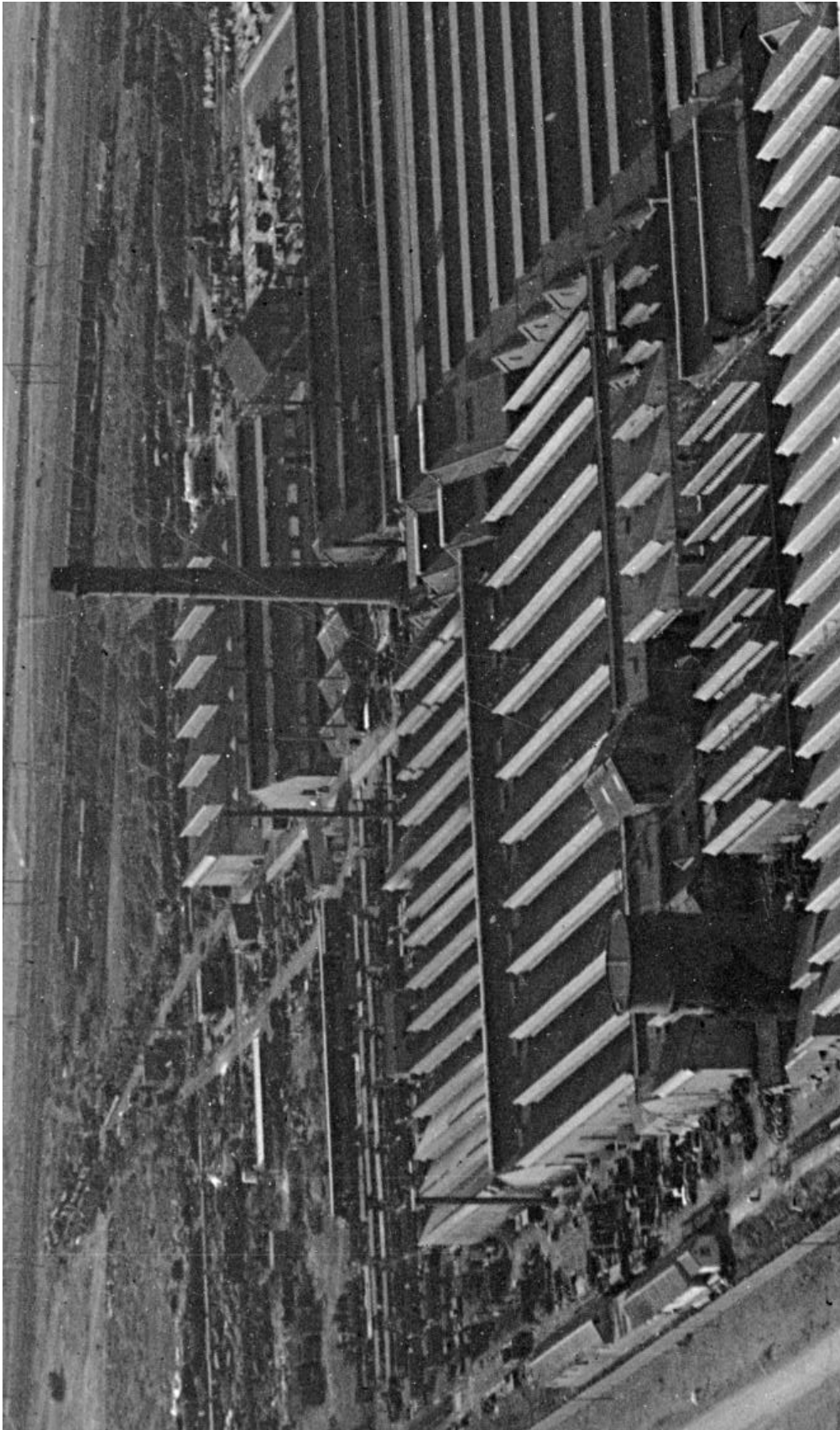


## APPENDIX C – Historical Photographs

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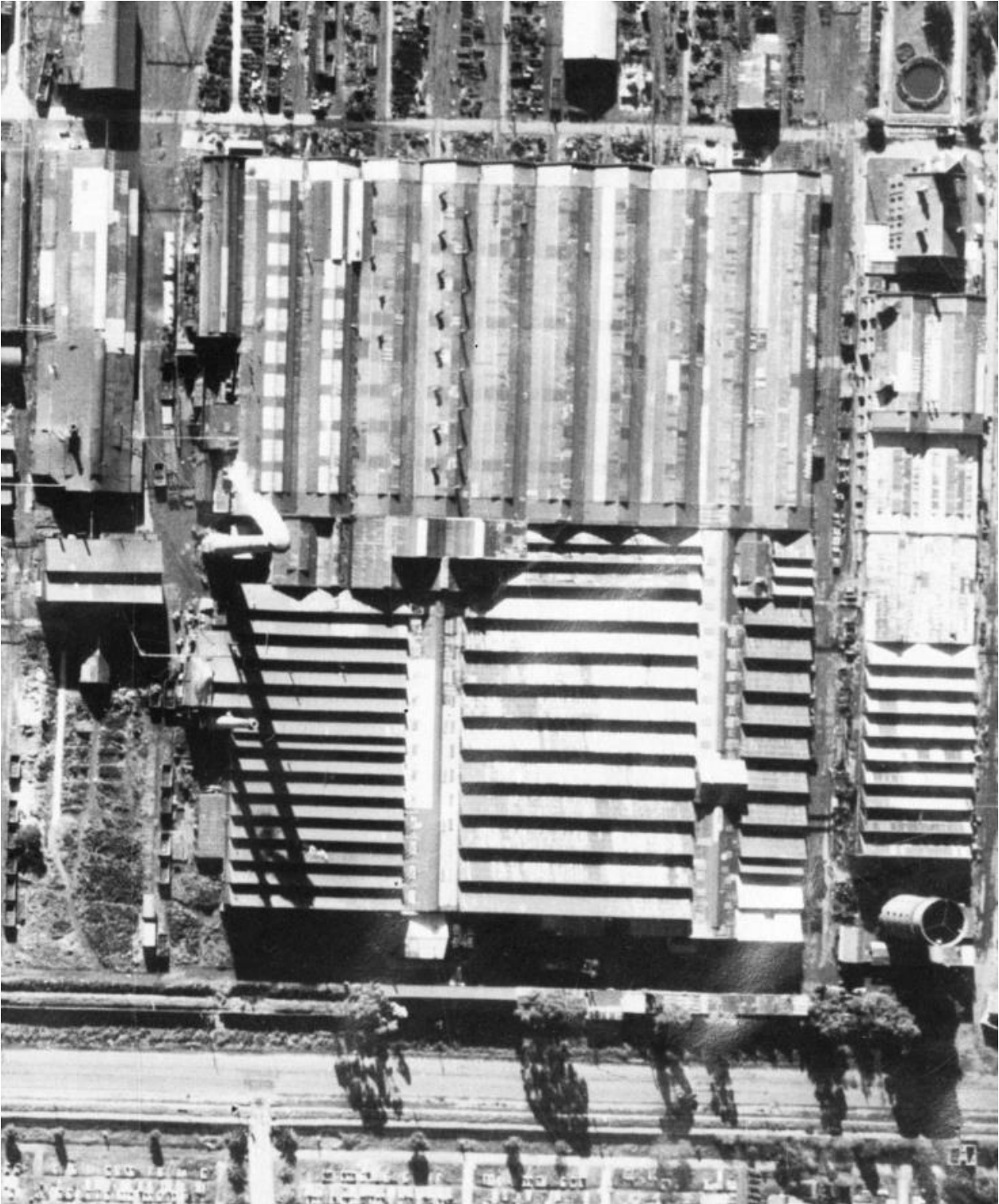


View from the north showing West Block, with parts of the West Block Extension visible behind. Circa 1920s-30s. (Source: PROV, VPRS 12800, P4, item RS 0316)

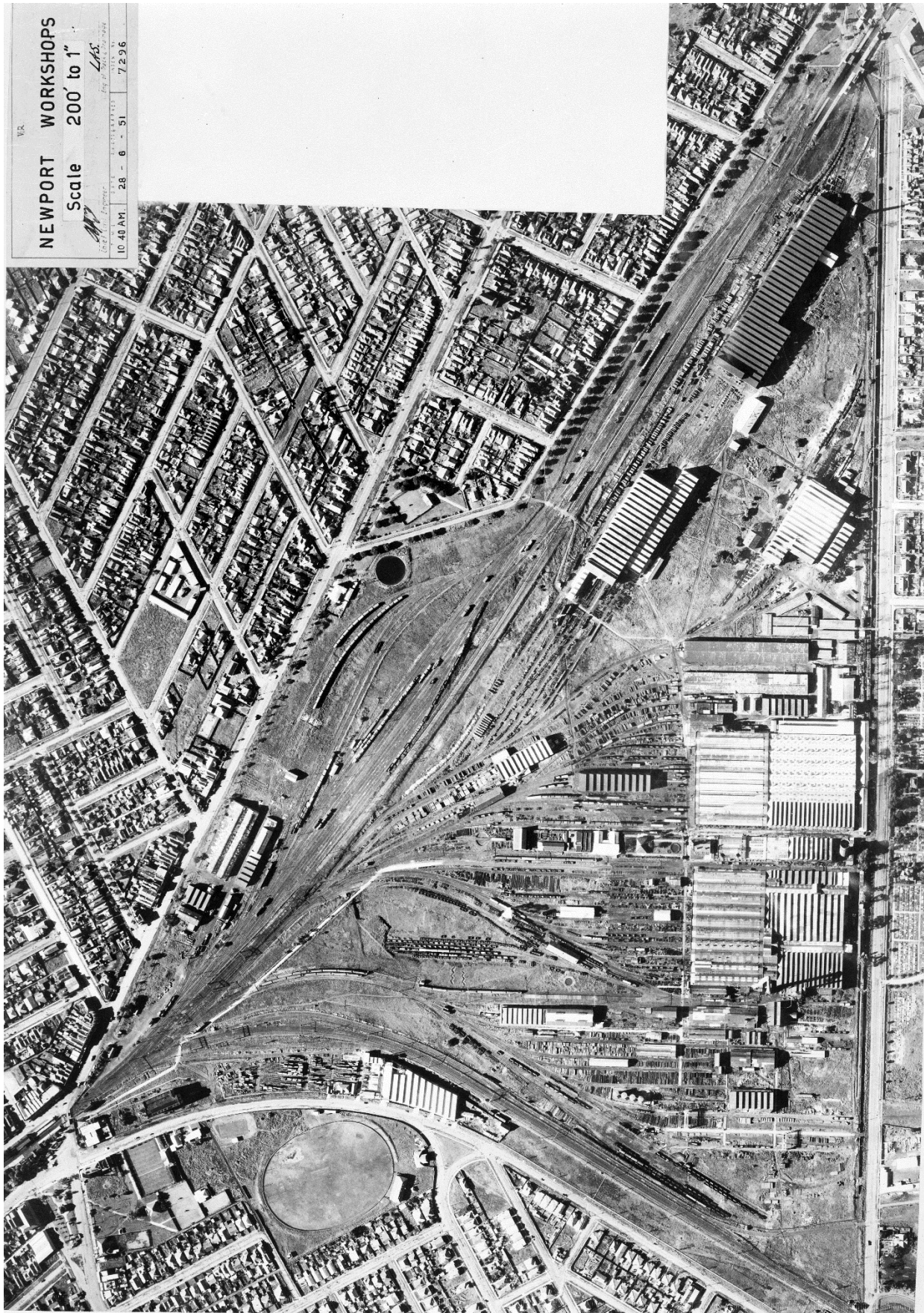


Newport Workshops Aerial View, c.1920s-30s.  
(Source: PROV, VPRS 12903/P1 item 055/01)





Detail of Aerial View of Newport Workshops, 1951.  
(Source: PROV, VPRS 12903, P1, item 676/03)



Aerial View of Newport Workshops, 1951, showing full extent of the Newport site.  
(Source: PROV, VPRS 12903 P1 item 676/03)

## APPENDIX D – Hobsons Bay Planning Scheme

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Relevant sections from clause 43.01 and 22.01 of the Hobsons Bay Planning Scheme are reproduced below.

### Clause 43.01 – Heritage Overlay

#### Purpose

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To conserve and enhance heritage places of natural or cultural significance.

To conserve and enhance those elements which contribute to the significance of heritage places.

To ensure that development does not adversely affect the significance of heritage places.

To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

#### Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies:
- The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.
- Any applicable statement of significance, heritage study and any applicable conservation policy.
- Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.
- Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.
- Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.
- Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.
- Whether the proposed subdivision will adversely affect the significance of the heritage place.
- Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.
- Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.
- Whether the lopping or development will adversely affect the health, appearance or significance of the tree.

### Clause 22.01 – Heritage Policy

#### General Heritage Policy

##### Objectives

To conserve characteristics that contribute to the individual identity of heritage places and precincts within Hobsons Bay and ensure that their cultural significance is not diminished by:

- The loss of any fabric which contributes to the significance of the heritage place or precinct;
- Inappropriate new development;

To conserve heritage places in accordance with the principles and procedures recommended by the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (Burra Charter).

To ensure new development is of a high quality design that creatively interprets and responds positively to the historic context provided by the heritage place or precinct.

To support the replacement of non-contributory buildings with new development that responds positively to the historic context provided by surrounding heritage places.

To ensure new development becomes a valued addition, which complements the aesthetic qualities of a heritage place or precinct.

To ensure new development does not distort historic evidence of heritage places by copying or reproducing historic styles or detailing.

To encourage the viable use of buildings as part of their conservation.

To ensure a consistent approach to the conservation of heritage places.

To conserve heritage places and precincts based on the statement of significance for the place or precinct.

To improve community awareness of the importance and value of heritage places and precincts.

To ensure new development responds positively to special features such as views, vistas, significant vegetation and landmarks.

To ensure landscaping enhances the historic cultural landscape character found in a street or precinct.

To ensure new development does not visually dominate a heritage place or precinct.

### **Policy**

#### *Exercising discretion*

It is policy to conserve heritage places and precincts by:

- Ensuring the maintenance and preservation of heritage places;
- Ensuring the restoration or reconstruction of fabric where opportunities arise.
- Discouraging the demolition of heritage places unless the demolition is only part of the heritage place and it can be demonstrated to the satisfaction of the Responsible Authority that, as appropriate:
  - Ensuring the fabric to be removed is not significant;
  - Ensure the fabric to be removed will not adversely affect the significance of the heritage place;
  - Ensuring development will assist in the long term conservation of the heritage place;
- In the case of an industrial heritage place, ensuring development will facilitate the historic use of the heritage place and will not result in the loss of fabric of primary significance;
- Discouraging the demolition of heritage places unless it can be demonstrated to the satisfaction of the Responsible Authority that the structural integrity of the heritage place has been lost;
- Generally not accepting the poor condition or low integrity of a heritage place as justification for its demolition, particularly if in the opinion of the Responsible Authority the condition of the heritage place has deliberately been allowed to deteriorate;
- Maintaining and enhancing the setting of heritage places and precincts by the removal of non-significant fabric and by ensuring that infill buildings or additions to existing buildings are visually recessive. This includes views and vistas to a heritage place from public places;
- Encourage the removal of alterations and additions except where they contribute to the significance of the heritage place;
- Ensure new infill buildings, alterations and additions to existing buildings are visually recessive and compatible in scale, siting, design, form and materials with the character of the heritage place or precinct;
- Ensure new infill buildings have regard to the Guidelines for Infill Development in Heritage Areas in Hobsons Bay 2006;
- Ensure alterations and additions to contributory dwellings have regard to the Guidelines for Alterations and Additions to Dwellings in Heritage Areas in Hobsons Bay 2006;
- Ensure alterations and additions to non-contributory dwellings have regard to the Guidelines for Alterations and Additions to Dwellings in Heritage Areas in Hobsons Bay 2006;
- Conserve early public realm infrastructure such as basalt gutters, unmade roadside verges, bluestone and concrete kerbs, channels, footpaths and laneways are conserved and reconstructed as appropriate;
- Discourage vehicle crossovers and off-street parking provision at the front of heritage places, unless it can be demonstrated to the satisfaction of the Responsible Authority that these features were historically found in the street where the property is located and that no suitable alternative exists;
- Significant street trees should not be removed unless they die or in the opinion of the Responsible Authority become a safety risk. If a significant street tree is removed, it should be replaced with a semi-advanced species to the satisfaction of the Responsible Authority;
- Original front fences and related features such as lynch gates and pergolas should be retained;
- If a front fence is not significant, low timber picket fencing or other styles that are historically appropriate for the stylistic period of the dwelling should be provided, unless historic evidence to the satisfaction of the Responsible Authority can be provided for an alternative design;
- Ensure subdivision is compatible with the original subdivision layout and character of the heritage place or precinct;
- Ensure advertising signs have regard to the Hobsons Bay Advertising Sign Guidelines 1999 and are traditional in form and location;
- Encourage historical research of heritage places and precincts and promote their physical link with history.

### **Decision Guidelines**

It is policy that before deciding on an application the Responsible Authority must consider, as appropriate:

- The significance of the heritage place or precinct as described in the Hobsons Bay Heritage Study Amended 2014 and whether the proposed buildings or works will adversely affect the cultural significance of the heritage place or precinct;
- Whether the application has responded appropriately to the relevant design guidelines in the Guidelines for Infill Development in Heritage Areas in Hobsons Bay 2006 or the Guidelines for Alterations and Additions to Dwellings in Heritage Areas in Hobsons Bay 2006.



Whether the proposed buildings or works will assist in the conservation of the place by:

- Maintaining, protecting, restoring, repairing or stabilising significant fabric;
- Supporting the continued original use of the building by enabling it to be upgraded to meet present day requirements and standards;
- Implementing works in accordance with a Conservation Management Plan that has been prepared to the satisfaction of the Responsible Authority;
- Allowing an alternative use (where this is permitted by the Planning Scheme) when the original use of the building is no longer viable, or in accordance with a Conservation Management Plan;
- Whether the proposed buildings or works will have an adverse effect on a significant tree identified by the Hobsons Bay Heritage Study Amended 2014, or any tree that contributes to the setting of a heritage place or precinct.