

392-406 Bourke Street,
Melbourne

Expert Witness Statement to Panel
Amendment C271 to the Melbourne Planning Scheme

Bryce Raworth

Conservation Consultant and Architectural Historian

Prepared under instruction from Planning and Property Partners

18 July 2018

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1.0 Introduction

1. This statement was prepared under instructions from Planning and Property Partners on behalf of the owners of the subject site. I have been asked to comment on the heritage considerations associated with *Amendment C271* to the *Melbourne Planning Scheme* in relation to the subject site at 392-406 Bourke Street, Melbourne (also known 24-32 Hardware Lane).
2. By way of background, planning scheme *Amendment C271* was initiated by the City of Melbourne. The amendment seeks to implement the findings of the *Guildford and Hardware Lanes Heritage Study* (2017). In relation to the subject site, the amendment seeks its partial inclusion in a new heritage precinct, a revised grading for the site, and its inclusion in a revised schedule to the heritage overlay at Clause 43.02 and in the relevant heritage overlay map of the area.
3. This statement has been prepared with assistance from Guy Murphy of my office. The views expressed are my own.

2.0 Sources of Information

4. The analysis below draws upon multiple inspections of the site and its surrounds and reference to the following documents.
 - *Clause 22.04* Heritage Places within the Capital City Zone and *Clause 43.01* Heritage Overlay of the *Melbourne Planning Scheme*.
 - Exhibited *Amendment C271* documentation including the *Guildford & Hardware Laneways Heritage Study* prepared by Lovell Chen (May 2017).
 - *i-Heritage Database*
 - *Victorian Heritage Database*
 - MCC Building Permit Application Index.
 - MCC Building Permit application file, VPRS 11201, Unit 417, Item 32706.
 - Encyclopedia of Melbourne, <http://www.emelbourne.net.au>
 - Mahlstedt Fire Insurance Plans, (State Library of Victoria, accessed via <https://www.slv.vic.gov.au>).
 - *Age*, *Argus*, *Kalgoolie Miner* newspapers (accessed via Trove Online <https://trove.nla.gov.au>).

3.0 Author Qualifications

5. A statement of my qualifications and experience with respect to urban conservation issues is appended to this report. Note that I have provided expert witness evidence on similar matters before the VCAT, Heritage Council, Planning Panels Victoria and the Building Appeals Board on numerous occasions in the past, and have been retained in such matters variously by municipal councils, developers and objectors to planning proposals.

4.0 Declaration

6. I declare that I have made all the inquiries that I believe are desirable and appropriate, and that no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



BRYCE RAWORTH

5.0 History and Description

7. By the late nineteenth century, the area between Bourke Street, Little Bourke Street, Elizabeth Street and what is now Hardware Lane was notable for a concentration of large horse bazaars and hotels. The 1895 MMBW plan shows Kirks Horse Bazaar as occupying a large area of land set back behind shop frontages between Bourke and Little Bourke Streets, with the smaller Victoria Horse Bazaar presenting a building frontages to Bourke Street, with adjacent open yards fronting the western side of the end of Warburton Lane to the east. The New York Hotel, the Farmers Club Hotel and the Victoria Hotel stood in competition along the north side of Bourke Street. Hardware Lane had not yet been created at this time. The west side of the end of Warburton Lane was bordered by open yards.

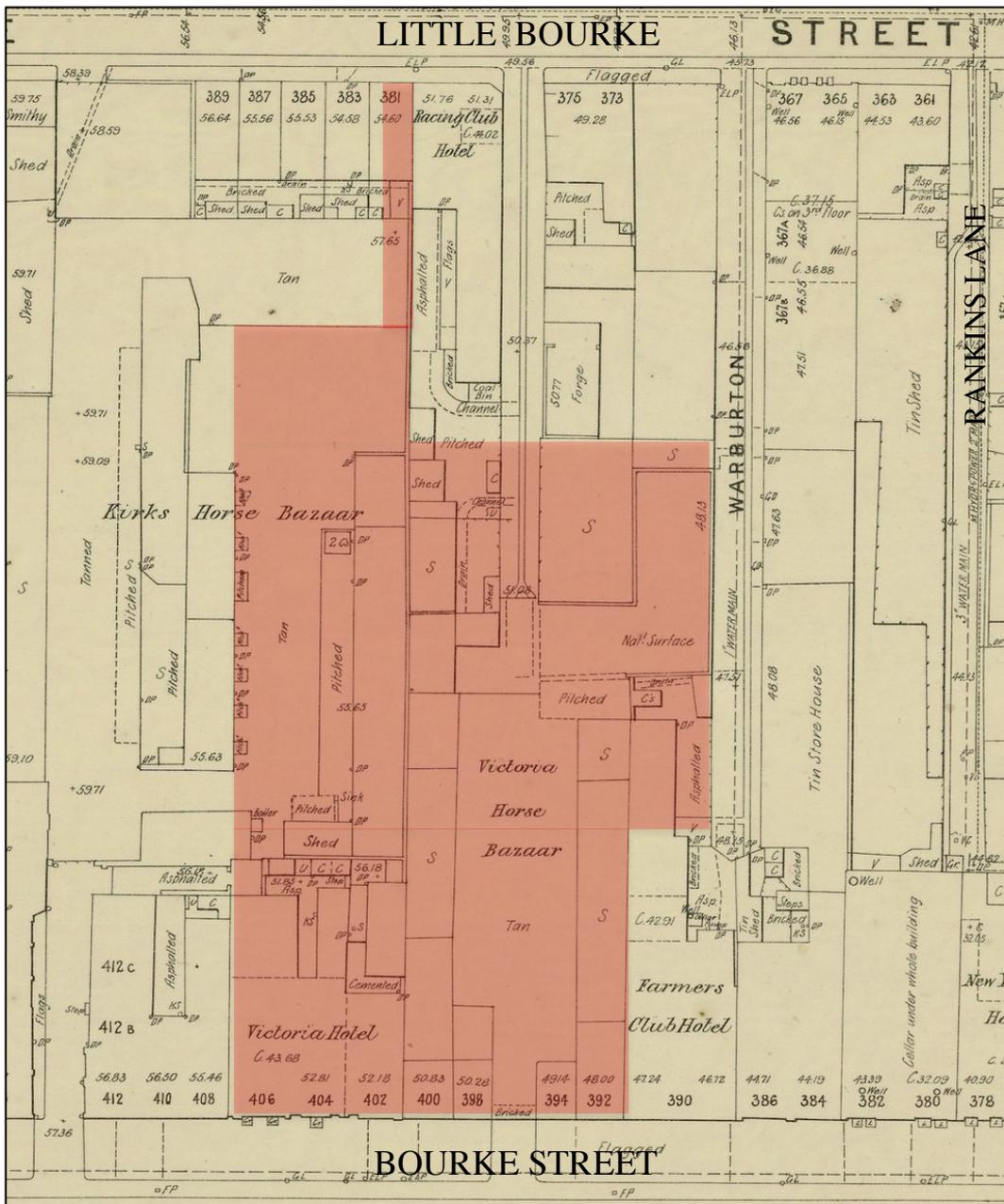


Figure 1 c.1895 MMBW Plan extract, showing the block east of between what is now Hardware Lane and Rankins Lane to the west between Bourke and Little Bourke Streets. The approximate extent of the subject site at 392-406 Bourke Street is shaded red. Source: State Library of Victoria.



Figure 2 c.1900 Photograph of the Bourke Street frontage of the Victoria Horse Bazaar.
Source: State Library of Victoria.

8. Hardware Lane South was formed in 1925 as an extension of Wright's Lane (now Hardware Lane North), which intersects with Little Bourke Street from the adjacent block to the north. It intersects land formerly occupied by Kirks Bazaar, the land title boundaries along its eastern side presumably revised at this time. Wrights Lane was renamed Hardware Lane in 1927 in reference to nearby Hardware House.¹
9. The traditional presence of the horse trade on this city block came to an end during the 1930s, reflecting both the emergence of the cars as a new form of transport and also the more intensive development of the inner city. The *Argus* in 1935 noted the closure of the firm of William Cross Yuille, proprietor of Kirk's Bazaar.

Messrs. William C. Yuille and Company removed to the Victoria Horse Bazaar in 1936 and Messrs. Campbell and Sons took over Kirk's Bazaar, but several years ago it was demolished and modern city buildings were erected. The Victoria Horse Bazaar, keeping pace with the march of progress, became a motor garage.²

10. There is no evidence that new motor garage or warehouse buildings were erected on the part of the site formerly occupied by the Victoria Horse Bazaar at this time. Available evidence demonstrates that the motor garage occupied the existing former horse bazaar buildings and associated open land, which appear still to be in place in a 1945 aerial photograph of the area. Multi-storey car parks had not yet emerged in Melbourne as a building type during this period, with the first purpose-designed multi-storey car park in Melbourne being the Victoria Car Park constructed at 103-107 Russell Street and 181-191 Little Collins Street in 1938 to a design by noted architect Marcus Barlow.³

¹ *Encyclopedia of Melbourne*, entries for Hardware Lane North and Hardware Lane South, accessed online at <http://www.emelbourne.net.au>

² *Argus*, 7 June 1935, p. 11.

³ *Victorian Heritage Database*, citation for Victoria Car Park HO2001.

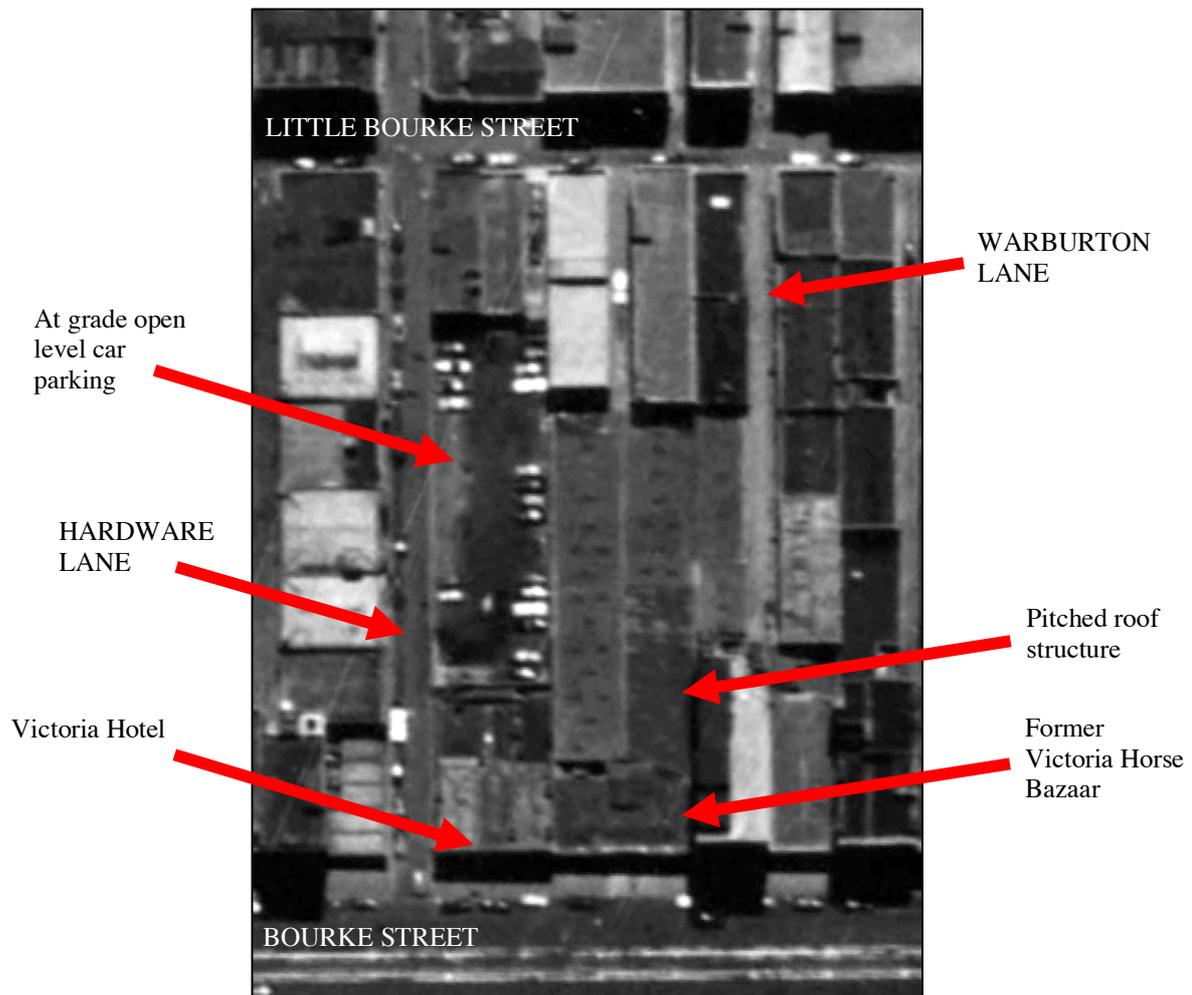


Figure 3 1945 aerial photograph extract reproduced from the Guildford & Hardware Laneways Heritage.

11. A 1945 aerial image (Figure 3) shows built form located on the subject site at that time. Along the Bourke Street frontage it appears to show the Victoria Hotel at the corner with Hardware Lane (Figure 5), with what appears to be at ground car parking in open space to the north along the remainder of the Hardware Lane frontage. Further east along Bourke Street is what appears to be the Victoria Horse Bazaar building (Figure 2). North of this is very large pitched roof form extending the full remaining depth of the site. This is believed to be the roof of a large shed structure from the Victoria Horse Bazaar, repurposed by this time for use as a motor garage. Shadow lines from the adjacent multi-storey buildings to the north strongly suggest this structure was low scale, most likely single storey. The adjacent narrow portion of land east of this addressing Warburton Lane appears to show either open ground or a skillion roofed side bay to the adjacent shed structure (most likely a combination of both). This element does not have the same visual character as other adjacent multi-storey brick buildings. There is no evidence of the existing car park stairwell at the north end of the existing laneway elevation.
12. Further clarity is provided relating to development on the site between c.1925 and 1948 by the 1925 Mahlstedt Plan. This confirms the above interpretation of the 1945 aerial image, showing a single storey structure occupying the balance of the site directly north of the Victoria Horse Bazaar building. This extends east along

the northern part of the Warburton Lane frontage of the subject site, with a small open space and single storey structure at the southern end. The land north of the Victoria Hotel is confirmed as comprising open space. Mahlstedt plans show the physical layout and construction of buildings in the surveyed area for fire insurance purposes and were updated after their publication by pasting small pieces of paper over the original plan showing the outlines of any new buildings. The base plans were then republished every few decades to incorporate the information on previous plans, including any pastings. The absence of any pastings on the 1925 Mahlstedt plan indicates no further development occurred on the subject site between 1925 and 1948, and confirms the character of the built form on the site at the latter date. The information shown on this plan would have been incorporated in the base plan of the next issue of Mahlstedt Fire Insurance Plans for this area, which occurred in 1948 and is shown in *Figure 6*. Note that a substantial portion of what is now the car park wall to Warburton Place was at that time developed with a door and a series of windows to the stables beyond.

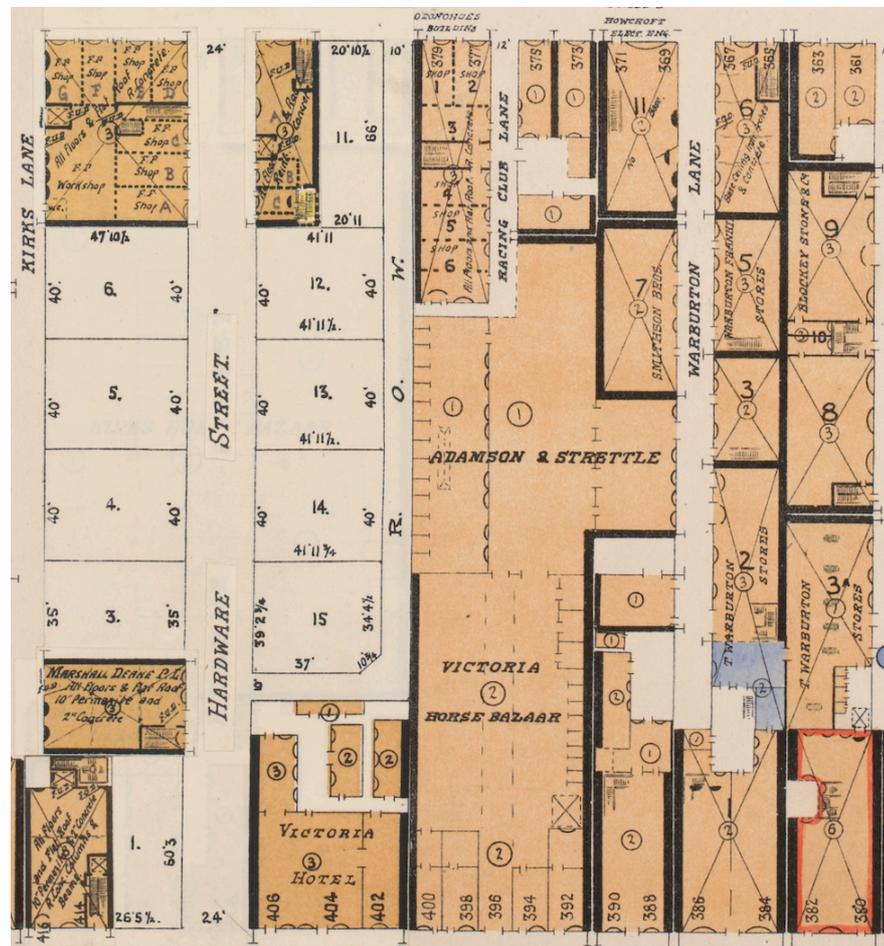


Figure 4 c.1925 Mahlstedt Fire Insurance Plan extract showing the absence of multi-storey development along the Warburton Lane frontage of the subject site during the 1925-1948 period. Source: State Library of Victoria.

13. In 1947 land fronting the north side of Bourke Street measuring 66 feet wide with a depth of between 90-210 feet was sold to G. J. Coles for about £70,000. It was noted that:

*For many years the rear position of the property was used as a horse bazaar. There are shops, with offices above, on the Bourke Street frontage.*⁴

14. By the 1950s, with the widespread mass adoption of motor cars in the early postwar era, the lack of car parking in central Melbourne was becoming a critical issue. A report prepared by the City Development Association in 1955 identified a need for parking for 46,000 cars in the central city area, noting there was only off-street provision for less than 1000 cars at this time. The report identified a need for at least 4,500 off street car spaces and recommended one multi-storey car park be built in each of the nine city blocks between Queen, Lonsdale, Russell and Flinders Streets.⁵
15. In 1956 it was proposed by visiting American traffic engineer Ralph Dorsey to construct a £1 million 800 car park at the site of the former Kirk's Horse Bazaar. A newspaper report included an illustration of the then existing three-storey building on the site at the corner with Hardware Lane.⁶



Figure 5 1956 view of the three-storey Victoria Hotel formerly located on the subject site at the corner with Hardware Lane. Source: Argus.

16. A permit application for the construction of a 'New parking station' at what is now known as 392-406 Bourke Street was submitted to the City of Melbourne on 15 September 1958 in works valued at £200,000. The architects were Bernard Evans & Associates and the builder was E. S. Clementson Pty Ltd. Bernard Evans had previously designed the Golden Square Car Park for Myer at 217-219 Lonsdale Street in 1953.⁷ The building was described in correspondence on the permit files

⁴ *Kalgoolie Miner*, 20 May 1947, p. 1.

⁵ *Argus*, 21 April 1955, p. 9.

⁶ *Argus*, 21 April 1956, p. 5.

⁷ *I-Heritage Database* citation for 217-231 Lonsdale Street, Melbourne.

as being of steel framed reinforced concrete construction, with brick and concrete outer walls.⁸

17. It was suggested in the *Guildford & Hardware Laneways Heritage Study* that the car park incorporated brick walls to Warburton Lane dating from the pre-WW2 era, however there is no documentary evidence that demonstrates this to be the case. A Mahlstedt Fire insurance plan shows the outline of the ground floor level of the 1958 car park, which was pasted onto the original 1948 base plan after the car park's construction. This shows an open floor plan behind the Warburton Lane frontage, with a stairwell at its northern end. Had a portion of an earlier building on the site been retained to form the new frontage, it would seem likely that corner returns and some of the building volume behind the facade would also be retained, though this appear to not be the case. There is also no physical evidence that indicates this is a retained earlier frontage, with the brickwork around the top projecting levels of the stairwell matching that of the facade. The car park appears to have incorporated land shown as occupied by the southern portion of an adjacent warehouse to the north in the 1925 Mahlstedt Plan. This was evidently partially demolished, the remnant northern portion of that building being located outside the subject site (visible at right in *Figure 12*).

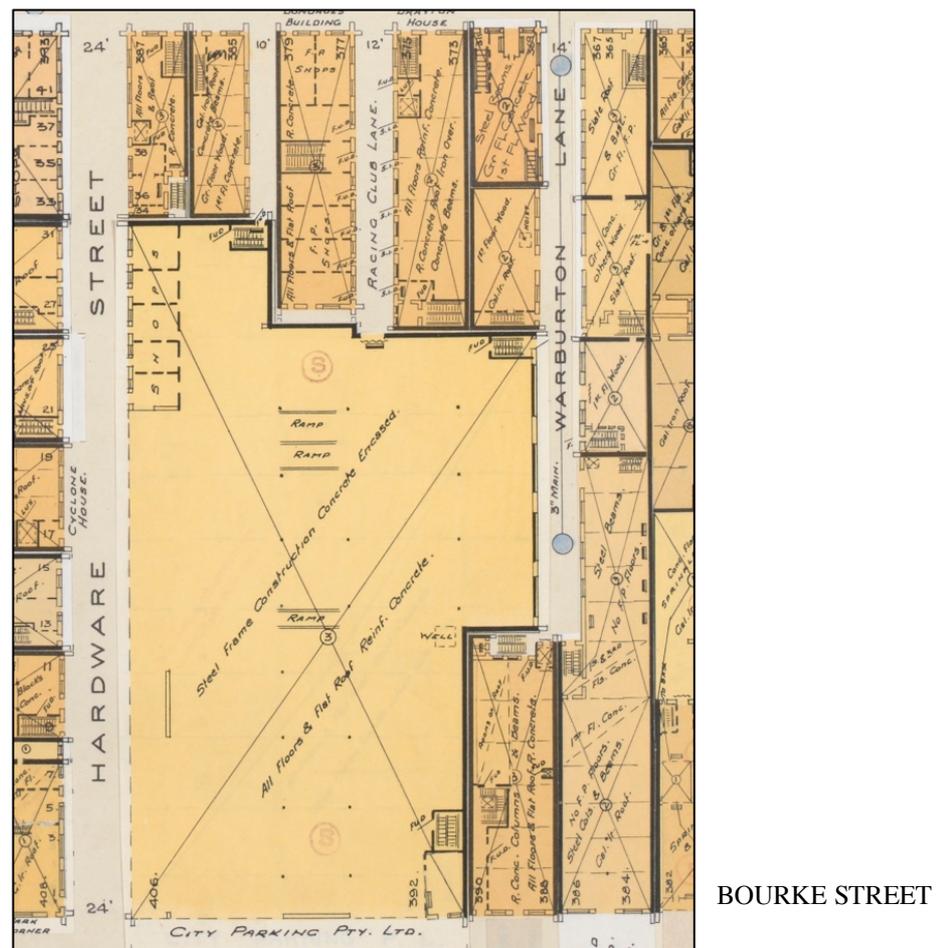


Figure 6 c.1948 Mahlstedt Fire Insurance Plan extract showing the ground floor plan of the 1958 car park at the subject site. Source: State Library of Victoria.

⁸ MCC Building Permit application file, VPRS 11201, Unit 417, Item 32706.

18. In 1979 works were undertaken for alterations to the ground floor at a cost of \$300,000 including a shop. This is most likely when the existing ground floor McDonalds tenancy addressing Bourke Street was created.⁹
19. The subject site known as 392-406 Bourke Street (and also 24-32 Hardware Lane) is a large irregular shaped portion of land with a primary southern street frontage onto Bourke Street, and secondary frontages onto Hardware Lane, Platypus Alley and Warburton Lane. It abuts adjacent properties to the north and east.
20. The site contains a large multi-storey car park. Its external character of the building essentially dates from its 1958 construction and the 1979 phase of works. The exterior is utilitarian in character, with a ground floor McDonalds tenancy located along Bourke Street at the corner with Hardware Lane, and an open reinforced concrete structure clearly visible at the levels above. The car park presents a brick and concrete secondary elevation to Warburton Lane, and similar narrow brick and concrete elevations to the southern ends of Platypus Alley and Racing Club Lane.
21. The eastern Warburton Lane elevation presents a blank, rendered elevation at street level, the only opening being a stairwell exit door. The upper levels are enclosed in red brick with a row of shallow windows along the top of each storey, allowing for limited natural light infiltration. These windows generally have metal frames, with concrete lintels. The edge of the concrete slab (or the concrete clad steel frame) forming the floor and ceiling to each level is expressed in the facade, extending across the full width of the elevation. This construction is commensurate with the 1958 building, and is not a remnant of an earlier period. Within Warburton Lane, the site is located at the south termination end, in a location that is not prominent or adjacent to pedestrian traffic. It is relatively isolated within that environment.
22. Bourke Street to the south is a relatively broad major central city thoroughfare, with a lane of traffic flanking each side of a central tramline, and on street parking. Each side includes broad footpaths surfaced with asphalt with plantings of mature deciduous street trees. The location of the subject site mid-way along a city block means distant views of the principal frontage are tangential, the building not acting as a focal or termination point for axial vistas. The Bourke Street environment is dominated by high rise office towers, with some nearby heritage buildings of a more modest multi-storey scale.
23. Hardware Lane to the west is a paved brick pedestrian laneway inset with plantings of street trees. The frontage opposite the subject site includes active shops fronts including café seating areas. Warburton Lane to the east is a narrower asphalted service lane with concrete gutters and kerbs and no footpaths. Built form along Hardware Lane and Warburton Lane is generally one to three storeys in scale, and contains a high proportion of heritage building stock. Apart from the subject site, Warburton Lane is fronted by two and three storey brick warehouses dating from the Victorian and Edwardian periods.

⁹ *MCC Building Permit Application Index*, Application No 50313.



Figure 7 The Bourke Street frontage of the subject site. The ground floor to the car park includes a McDonald's tenancy.



Figure 8 View of the intersection of the south end of Hardware Lane with Bourke Street, with the subject site at right.



Figure 9 View north along Hardware Lane, with the subject site at right.



Figure 10 The interface between the north side of the Hardware Lane elevation of the car park and the adjacent site to the north at 36 Hardware Lane (also known as 387 Little Bourke Street).



Figure 11 388 Bourke Street, the adjacent site to the east contains a multi-storey interwar commercial building.



Figure 12 View south along Warburton Lane with the subject site at right (denoted by the red arrow). Note the concrete expressed externally to each level, which returns along the north side of the building, with face brick infill between each floor.



Figure 13 View of the upper levels of the Warburton Lane elevation of the subject site showing the metal framed windows and concrete structural banding.



Figure 14 The car park on the subject site presents a brick elevation to Racing Club Lane to the north which includes the same brickwork and window detail as the Warburton Lane frontage, further demonstrating these elevations both date from the 1958 construction of the car park.



Figure 15 The building on the subject site also presents a similar elevation to Platypus Alley on the north side, again suggesting all the laneway elevations were constructed at the same time and date from the 1958 construction of the car park.

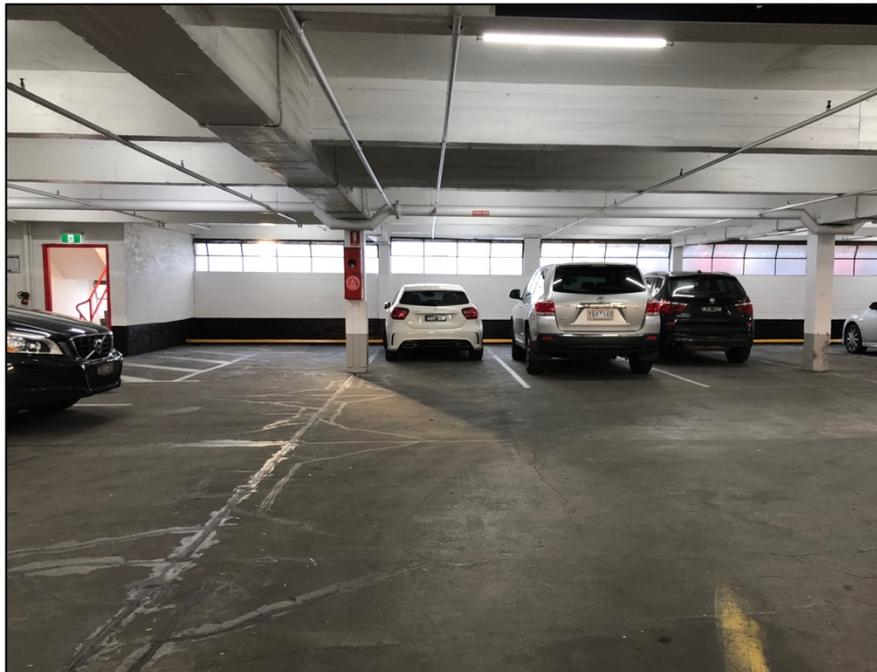


Figure 16 Interior view looking east at the first floor of the car park showing the open plan form behind the Warburton Lane elevation and the exposed concrete structural system.

6.0 Significance

24. The proposed statement of significance for the Guildford & Hardware Laneways Precinct in the *Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance* is reproduced as follows:

How is it Significant

The Guildford and Hardware Laneways Precinct is of historical, social and aesthetic/architectural significance to the City of Melbourne.

Why is it Significant

The Guildford and Hardware Laneways Precinct is of historical significance. The laneway network within the precinct provides evidence of the evolution and growth of the central city within the structure of the large city blocks and rigid geometry of the 1837 Hoddle Grid. While the grid plan included main streets, and east-west running little streets, the lanes proliferated off this framework, generally in a north-south direction, as the city evolved and developed. The precinct and its laneways and little streets also demonstrate changing historical land uses, and retain building types which reflect these uses and evolving patterns of occupation and development in central Melbourne. The number and extent of lanes in the precinct is reflective of their significant growth in the CBD from the mid-nineteenth to the mid-twentieth century, with 235 named lanes in the broader city by 1935. The precinct's lanes historically serviced the rears of properties fronting other streets, and acted as thoroughfares through large city blocks. Their typical north-south alignment is reflective of the boundaries of the late 1830s and 1840s large Crown allotments. With increasing subdivision, density and changing land use patterns, many early lanes also evolved into distinct streets with their own character and property frontages. The changing names of some lanes attests to their evolving histories and land uses. Throughout much of the second half of the nineteenth century, small scale residential development and commercial activity was the overriding precinct land use. The former included modest cottages and dwellings, sometimes of sub-standard construction; while the latter included Melbourne's famous horse bazaars, numerous hotels and small scale workshops. From the late nineteenth century and into the early twentieth century, many earlier small buildings were demolished and replaced by larger factories and warehouses. The precinct's location, away from the main commercial areas to the south and east, also enabled this next phase of development, due to the relatively cheaper land values. Diverse businesses occupied the buildings, and included printers, publishers and stationers, bulk stores, manufacturing businesses, and light industry. Many of these buildings remain in the precinct. In the later twentieth century, a new wave of residents and businesses were attracted back to the precinct, as part of the City of Melbourne's revitalisation of the central city laneways. (Criterion A)

The Guildford and Hardware Laneways Precinct is of social significance. This largely derives from the popularity of the revitalised and vibrant laneways of the precinct, with residents and visitors attracted by the activated laneway streetscapes, street art, and numerous bars, cafes, night clubs, galleries and boutique retail outlets. The laneways are also valued by the community as unique public spaces within the CBD. (Criterion G) The Guildford and Hardware Laneways Precinct is of aesthetic/architectural significance. The laneways in particular form distinctive streetscapes within the central city, their significant heritage character enhanced by the diverse collection of historic buildings, including former factories and warehouses, with some workshops, and their rich materiality. Face red brick is the dominant material, complemented by bluestone, rendered masonry and concrete. The heritage character also derives from the narrow footprint and dimensions of the lanes, given emphasis by the bordering buildings with tall and/or long facades and walls, with no setbacks. Some warehouses have elevated ground floors, and visible subbasements, which while being illustrative of original loading arrangements, also contribute to the distinctive aesthetic of some lanes. Lanes within the precinct retain to a greater or lesser degree original bluestone kerbs, channels and flagstones, which also contribute to the materiality and heritage character of the precinct. (Criterion E) The precinct is additionally important for demonstrating the principal characteristics of the laneway network of the broader city. The alignment and layout

of the precinct's lanes reflects their origin within the formal Hoddle Grid, their proliferation within the original large city blocks, and their historic servicing and right-of-way roles. Importantly, the laneways of the precinct also largely retain their original arrangement, as evident in nineteenth century sources. (Criterion D)

Key characteristics

The following are the key characteristics of the precinct, which support the assessed significance:

- *Laneways predominantly follow a north-south alignment, reflective of the boundaries of the large Hoddle Grid (Crown land) allotments of the late 1830s and 1840s.*
- *Density of laneways is reflective of their proliferation within the large city blocks from the mid-nineteenth century, following increased subdivision and changing land use patterns.*
- *Laneways include those which are distinct streets with property frontages; and those which have formed to the sides or rears of properties.*
- *Narrow proportions, emphasised by walls of buildings, provide a unique character to the laneways as public spaces.*
- *Contributory components of buildings to the precinct include side and rear elevations, as well as property frontages and facades.*
- *Contributory building materials include face red brick, bluestone, rendered masonry and concrete. Of note is the limited overpainting of original external walls.*
- *Windows and doors expressed as punched openings in masonry walls rather than large expanses of glazing.*
- *Original window and (to a lesser degree) door joinery, including nineteenth century timber elements, and more commonly steel windows from the interwar period.*
- *Buildings are typically constructed from boundary to boundary, with no setbacks.*
- *Heights of buildings vary but are generally within the one to four storey range, with some exceeding this.*
- *Other notable built form characteristics include elevated ground floors and visible basements; high parapets and very little visibility of roof forms; original signage and building names; chamfered corners; hoists and crane beams to warehouses, providing access to upper levels; and timber and concrete buffers.*
- *There is a general absence of vehicle parking arrangements.*
- *Contributory laneway materials include bluestone kerbs, channels and flagstones.*

25. 392-406 Bourke Street was not graded in the *Central City Heritage Review* of 1993 under a Bourke Street or Warburton Lane listing. It is not listed in the *i-Heritage Database*. The *Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory* proposes a 'contributory' grading for the address of 392 Bourke Street. The heritage study does not include an individual citation for the site. Contributory places are defined as follows –

A 'contributory' heritage place is important for its contribution to a precinct. It is of historic, aesthetic, scientific, social or spiritual significance to the precinct. A 'contributory' heritage place may be valued by the community; a representative example of a place type, period or style; and/or combines with other visually or stylistically related places to demonstrate the historic development of a precinct. 'Contributory' places are typically externally intact, but may have visible changes which do not detract from the contribution to the precinct.

26. 392 Bourke Street is the only address under which the subject land is listed, although it has frontages visible to varying degrees onto Bourke Street, Hardware Lane, Platypus Alley, Racing Club Lane and Warburton Lane. *The Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance* includes a property schedule with the following details.

Address	Name	Grading	Comment*	Comment*
392 Bourke Street (east wing only, sited north of 388 Bourke Street)		Contributory	Large three storey brick late interwar warehouse with an elevation to Warburton Lane.	The main building with an address to Bourke Street is non-contributory and not included in the precinct. Contributory to Warburton Lane.

27. The characterisation of the eastern elevation of the car park to Warburton Lane as a late interwar brick warehouse is in my view incorrect. There is no evidence to indicate a three storey warehouse operated on this site from the interwar period until the construction of the car park, and the evidence above suggests this was certainly not the case in 1945. As noted, the internal plan and facade expression of the internal steel and concrete construction with brick infill are not consistent with the incorporation of fabric from an earlier building, and the brick and concrete character of this elevation matches that of the narrow frontages to Platypus Alley and Racing Club Lane, suggesting they were built at the same time. Permit application information also indicates the 1958 car park was to have a concrete and brick exterior, as can be seen today in Warburton Lane.
28. On this basis, if the proposed contributory grading of the Warburton Lane frontage is premised on that part of the building being of interwar origin, this assessment is considered incorrect and unwarranted.

7.0 Heritage Status

Heritage Victoria

29. The subject site is not included on the *Victorian Heritage Register*.

National Trust of Australia (Victoria)

30. The subject site is not included on the *Register of the National Trust of Australia*.

City of Melbourne

31. As previously noted, 392-406 Bourke Street was not graded in the *Central City Heritage Review* of 1993 under a Bourke Street or Warburton Lane listing. It is not listed in the *i-Heritage Database*.
32. 392-406 Bourke Street is not currently subject to a heritage overlay. The nearest existing heritage overlays is located on the opposite side of Warburton Lane. 365-367 Little Bourke Street is subject to an overlay, HO1052, and this include frontages along the east side of Warburton Lane. 373-375 Little Bourke Street is also subject to a heritage overlay, HO1053, which abuts the subject site to the north.

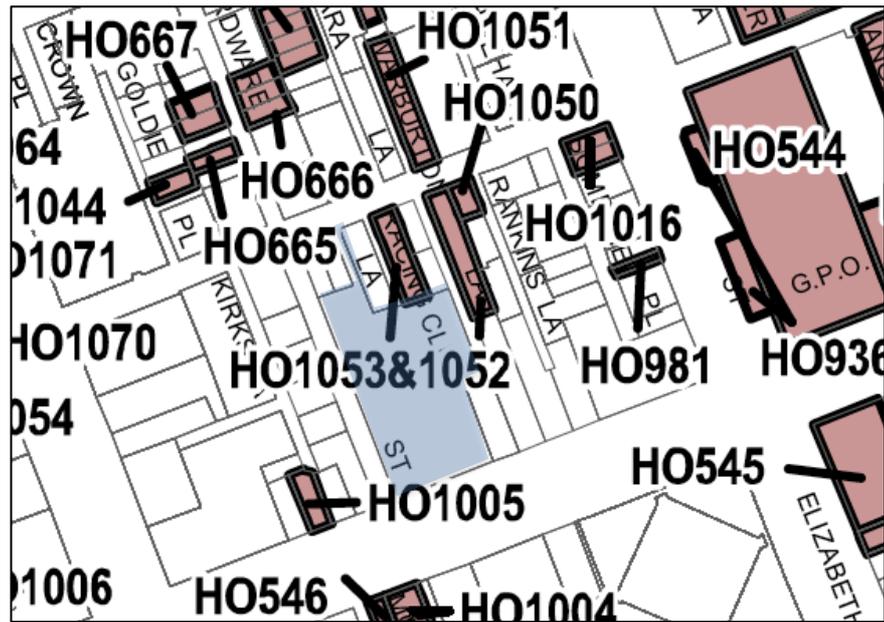


Figure 17 Existing heritage overlay map showing heritage overlays located in the vicinity of the subject site (shaded blue).

33. Amendment C271 to the Melbourne Planning Scheme proposes to introduce the Guildford & Hardware Laneways Precinct HO1205, an extensive irregularly shaped precinct encompassing land on both sides of Little Bourke Street on the block bounded by Bourke Street, Elizabeth Street, Lonsdale Street and Queen Street. External paint controls, but no internal controls are proposed as part of this precinct.



Figure 18 Extract from HO1Map08 showing the new heritage overlay precinct HO1205 proposed as part of Amendment C271 showing the subject site shaded in blue. The proposed precinct takes in the Warburton Lane elevation and also a section of the building behind it.

34. The proposed new heritage overlay map HO1Map08 shows a small section of built form on the eastern edge of the subject site 392-406 Bourke Street addressing Warburton Lane within the proposed Guildford & Hardware Laneways Precinct HO1205. The proposed extent of inclusion encompasses a narrow building volume extending westwards into the site as well as the laneway facade. The balance of the site is excluded from the proposed overlay.
35. Warburton Lane itself and the buildings fronting it further north to the corner with Little Bourke Street are shown as included in the proposed overlay. It is noted that the southern-most portion of the built form on the east side of Warburton Lane is however excluded.

8.0 Analysis

36. I consider the partial inclusion of the subject site in the heritage overlay as proposed as part of *Amendment C271* to be inappropriate with respect to heritage considerations for the following reasons.
37. The proposed ‘contributory’ grading and inclusion of part of the subject site in the heritage overlay is understood to be put forward on the basis of the contribution the eastern brick and concrete elevation makes to Warburton Lane, and on the assessment that it is a remnant laneway frontage from an interwar warehouse.
38. As discussed previously, there is no historic or physical evidence that demonstrates the presence of a warehouse or multi-storey garage along the Warburton Lane frontage on the site during the interwar period. By way of contrast, permit application documentation indicates the 1958 exterior elevations of the car park were of steel reinforced concrete and brick, as is found today on the Warburton Lane elevation and also on the north elevation. The internal plan of the building and the detailing to the masonry does not suggest the incorporation into the car park of a fragment of an earlier structure.
39. More generally, the elevation is not of any aesthetic or architectural note, and is utilitarian in nature and postwar in date. It is not demonstrative of most of the key built form characteristic identified in the statement of significance, including ‘elevated ground floors and visible basements; high parapets and very little visibility of roof forms; original signage and building names; chamfered corners; hoists and crane beams to warehouses, providing access to upper levels; and timber and concrete buffers.’ In my view, the contribution of this frontage is overstated, with only the height and face brick materiality of the existing building being sympathetic to the key characteristics of the laneway’s built form, not the architectural style, composition or period of the building.
40. The southern end of this part of Warburton Lane is at the margins of the precinct, has only a very limited degree of visibility from Little Bourke Street, and has no visibility from elsewhere in the precinct.

41. I do not consider the place to pass the threshold of being sufficiently 'of historic, aesthetic, scientific, social or spiritual significance to the precinct' according to the definition of a contributory place such as to substantiate that grading. If the 1958 car park itself is not of significance sufficient to warrant inclusion, this small portion of it should also be deemed of insufficient significance to warrant inclusion. Given its location at the margin of the precinct, it should be regraded non-contributory and excluded from the precinct. It is already proposed to exclude built form from the overlay on part of the opposite, east side of the lane. The exclusion of the Warburton Lane frontage of the subject site from the Heritage Overlay would not compromise the key significant qualities of the laneway itself, nor would it compromise the values of the broader Guildford & Hardware Laneways Precinct as proposed under *Amendment C271*.

9.0 Conclusion

42. Having regard for all the above, it is my view that the inclusion of the eastern portion of 392-406 Bourke Street in the proposed Guildford & Hardware Laneways Precinct HO1205 with a 'contributory' grading is not warranted. The subject site should be entirely ungraded and excluded from the proposed Guildford & Hardware Laneways Precinct, HO1205.

BRYCE RAWORTH PTY LTD
CONSERVATION•URBAN DESIGN
CONSERVATION CONSULTANTS
ARCHITECTURAL HISTORIANS

BRYCE RAWORTH
M. ARCH., B. A. (HONS), ICCROM (ARCH)

Bryce Raworth has worked with issues relating to heritage and conservation since the mid-1980s, and has specialised in this area since establishing his own consultant practice in 1991. **Bryce Raworth Pty Ltd, Conservation•Urban Design**, provides a range of heritage services, including the assessment of the significance of particular sites, preparation of conservation analyses and management plans, design and/or restoration advice for interventions into significant buildings, and detailed advice regarding the resolution of technical problems relating to deteriorating or damaged building fabric.

From 2004-2011 Raworth was a member of the Official Establishments Trust, which advises on the conservation and improvement of Admiralty House and Kirribilli House in Sydney and Government House and The Lodge in Canberra. As a member of the former Historic Buildings Council in Victoria, sitting on the Council's permit, planning and community relations committees, Raworth has been involved with the registration and permit processes for many registered historic buildings. In 1996 he was appointed an alternate member of the new Heritage Council, the successor the Historic Buildings Council, and in 1998 was made a full member. At present he provides regular advice to architects and private owners on technical, architectural and planning issues relative to the conservation and adaptation of historic buildings, and is occasionally called upon to provide expert advice before the VCAT. He is currently the conservation consultant for the cities of Kingston, Frankston and Stonnington.

Bryce Raworth Pty Ltd has prepared conservation plans for a number of registered historic buildings, including Walter Burley Griffin's Essendon Incinerator. The company's experience with institutional buildings has led to preparation of conservation plans for the Mac.Robertson Girls' High School, Castlemaine Gaol, J Ward, Ararat, the former Russell Street Police Headquarters, Ballarat State Offices, Camberwell Court House, Shepparton Court House and the Mont Park asylum precinct.

With respect to historic precincts, the company has provided detailed advice towards the resolution of heritage issues along the Upfield railway line. The company is currently contributing to redevelopment plans for the former Coburg Prisons Complex (comprising Pentridge Prison and the Metropolitan Prison) and the former Albion Explosives Factory, Maribyrnong. In 1993 Bryce Raworth led a consultant team which reviewed the City of Melbourne's conservation data and controls for the CBD, and in 1997 **Bryce Raworth Pty Ltd** revised the former City of South Melbourne Conservation Study with respect to the area within the present City of Melbourne.

In recent years **Bryce Raworth Pty Ltd** has also provided documentation and advice during construction on the restoration of a number of key registered and heritage overlay buildings, including the Ebenezer Mission church and outbuildings, Antwerp; the former MMTB Building, Bourke Street West, Melbourne; the former Martin & Pleasance Building, 178 Collins Street, Melbourne; the former Uniting Church, Howe Crescent, South Melbourne; Heide I & II, Heide Museum of Modern Art, Bulleen; Melbourne Grammar School, South Yarra; various guard towers and other buildings, Pentridge Prison, Coburg; and Coriyule Homestead, Curlewis.

BRYCE RAWORTH

Professional Status:	Conservation Consultant and Architectural Historian
Current Positions:	Conservation consultant to the cities of Kingston, Frankston and Stonnington
Organisation Membership:	Australian Institute of Architects
Professional Experience:	<p>independent practice as conservation consultant and architectural historian from January 1991 (ongoing). Services include: identification and assessment of the significance of sites and complexes; preparation of guidelines regarding the safeguarding of significant sites; provision of technical, design and planning advice to architects, owners and government on issues relating to the conservation of sites of cultural significance; expert witness advice on conservation issues before the VCAT</p> <p>member, Historic Buildings Council (architectural historian's chair) 1993-1996; member, Heritage Council (architect's chair) 1998-2002</p> <p>conservation consultant to the cities of Brighton, Northcote and Sandringham (1989 only), Essendon, Hawthorn and Kew (1989-1994), Melbourne (1992-2009) and Prahran (1992-1994)</p> <p>established the Metropolitan Heritage Advisory Service on behalf of the Ministry for Planning & Environment - this service was offered to the cities of Brighton, Essendon, Hawthorn, Kew, Northcote and Sandringham in 1989-90</p>
Studies:	<p>Certificate of Architectural Conservation, ICCROM (International Centre for the Study of the Preservation and the Restoration of Cultural Property at Rome), 1994</p> <p>Master of Architecture by thesis, University of Melbourne, 1993 (thesis: <i>A Question of Style: Domestic Architecture in Melbourne, 1919-1942</i>)</p> <p>B. Architecture (First Class Honours), University of Melbourne, 1986</p> <p>B. Arts (Second Class Honours, Division A), University of Melbourne, 1986</p>
Committee Membership:	<p>Twentieth Century Buildings Committee, National Trust of Australia (Victoria), 1990-1994 (Chairman 1992-1993)</p> <p>RAIA Jury, Conservation Category, 1995, 1996, 1998 and 2001 Awards (Chairman 1996 & 1998)</p>
Awarded:	<p>Henry and Rachel Ackman Travelling Scholarship in Architecture, 1987-88</p> <p>JG Knight Award, conservation of Heide 1, Royal Australian Institute of Architects, Victorian Chapter, 2003</p> <p>Lachlan Macquarie Award for heritage (commendation), conservation of Heide 1, Royal Australian Institute of Architects National Award program, 2003</p> <p>Award for Heritage Architecture, conservation of Coriyule Homestead, Australian Institute of Architects, Victorian Chapter, 2015</p>