

## HERITAGE COUNCIL DETERMINATION

Determination Date	6 December 2018
Place/Object Name	Station Pier
Location	Beach Street, Port Melbourne, Port Phillip City
VHR Number	H0984 (Northern Section) and H0985 (Southern Section)
Category	Heritage Place

At a meeting of the Heritage Council of Victoria on 6 December 2018 it was determined that, in accordance with Section 62(1) of the *Heritage Act 2017*, the Victorian Heritage Register entry for the above place should be amended subject to the tracked change in the below report. This decision was reached having considered the assessment against the Heritage Council's criteria and other information, including the proposed amendments contained in the attached report and submissions received in response to the Executive Director's recommendation.

The Heritage Council endorses and adopts the attached report for the purposes of making its decision.



**Professor Stuart Macintyre AO**  
Chair, Heritage Council of Victoria

## Recommendation of the Executive Director and assessment of cultural heritage significance under Part 3, Division 3 of the *Heritage Act 2017*



<b>Name</b>	Station Pier
<b>Location</b>	Beach Street, Port Melbourne, Port Phillip City
<b>Date Registered</b>	March 1995
<b>VHR Number</b>	VHR H0984 (Northern Section) VHR H0985 (Southern Section)
<b>VHR Categor(ies)</b>	Registered Place
<b>Hermes Number</b>	4787 (North) 4603 (South)



Station Pier

### EXECUTIVE DIRECTOR RECOMMENDATION TO THE HERITAGE COUNCIL:

To amend the existing registrations for the Northern (VHR H0984) and Southern (VHR H0985) sections of Station Pier, in accordance with s.62 of the *Heritage Act 2017* by:

- Removing part of the land from VHR H0984
- Combining the Northern and Southern Sections into one registration
- Adding a permit policy and revising the permit exemptions
- Updating the History and the Statement of Significance.

### Reasons for the proposed amendment:

Following the Port Melbourne railway line's conversion to light rail, the land within Station Pier's Northern Section (VHR H0984) has been redeveloped for civic and commercial uses and no longer contains elements of cultural heritage significance. The existing registration documentation is provided at Attachment 1 of this report.

**STEVEN AVERY**  
Executive Director

**Recommendation Date:** Friday 14 September 2018

**Advertising Period:** 21 September – 19 November 2018

This recommendation report has been issued by the Executive Director, Heritage Victoria under s.37 of the *Heritage Act 2017*. ~~It has not been considered or endorsed by the Heritage Council of Victoria.~~

Name: Station Pier  
VHR number: VHR H0984 (Northern Section) VHR H0985 (Southern Section)  
Hermes number: 4787 (North) 4603 (South)

## AMENDMENT BACKGROUND

An application to amend this registration was accepted by the Executive Director on 7 August 2018.

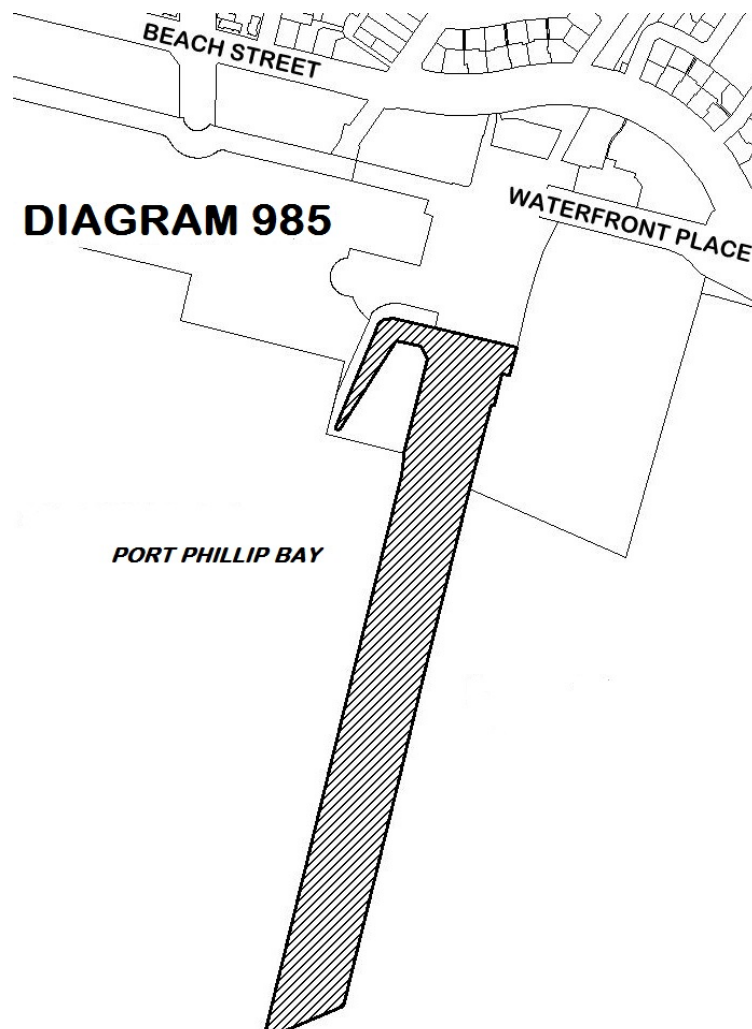
Station Pier was registered in the Register of Historic Buildings in 1995 as two separate parts. The Northern Section (VHR H0984) originally contained railway tracks and sidings between the Port Melbourne Railway Station Yard and Station Pier. Following the Port Melbourne railway line's conversion to light rail this area has been redeveloped for civic and commercial uses. The Executive Director recommends that the Heritage Council remove part of the land accompanying the Northern Section of this registration and amalgamate the remainder with the Southern Section, on the grounds that this proposed amended extent more accurately reflects the area of cultural heritage significance for Station Pier. All fabric of cultural heritage significance is located within the proposed extent of registration. There is no fabric of cultural heritage significance in the area proposed for removal from the extent of registration.

## ~~PROPOSED~~ CATEGORY OF REGISTRATION

Registered Place (~~No change~~).

## **RECOMMENDED EXTENT OF REGISTRATION**

All of the place shown hatched on Diagram 985 encompassing all of Crown Allotment 2067 City of Port Melbourne, Parish of South Melbourne, part of Crown Allotment 2039 City of Port Melbourne, Parish of South Melbourne, and part of Crown Allotment 18, Section 12 City of Port Melbourne, Parish of South Melbourne.



The extent of registration of Station Pier in the Victorian Heritage Register affects the whole place shown on Diagram 985 including all buildings and structures associated with the wharf and pier. The registration also includes all fixtures attached to the buildings and structures at the time of registration including all machinery and equipment.

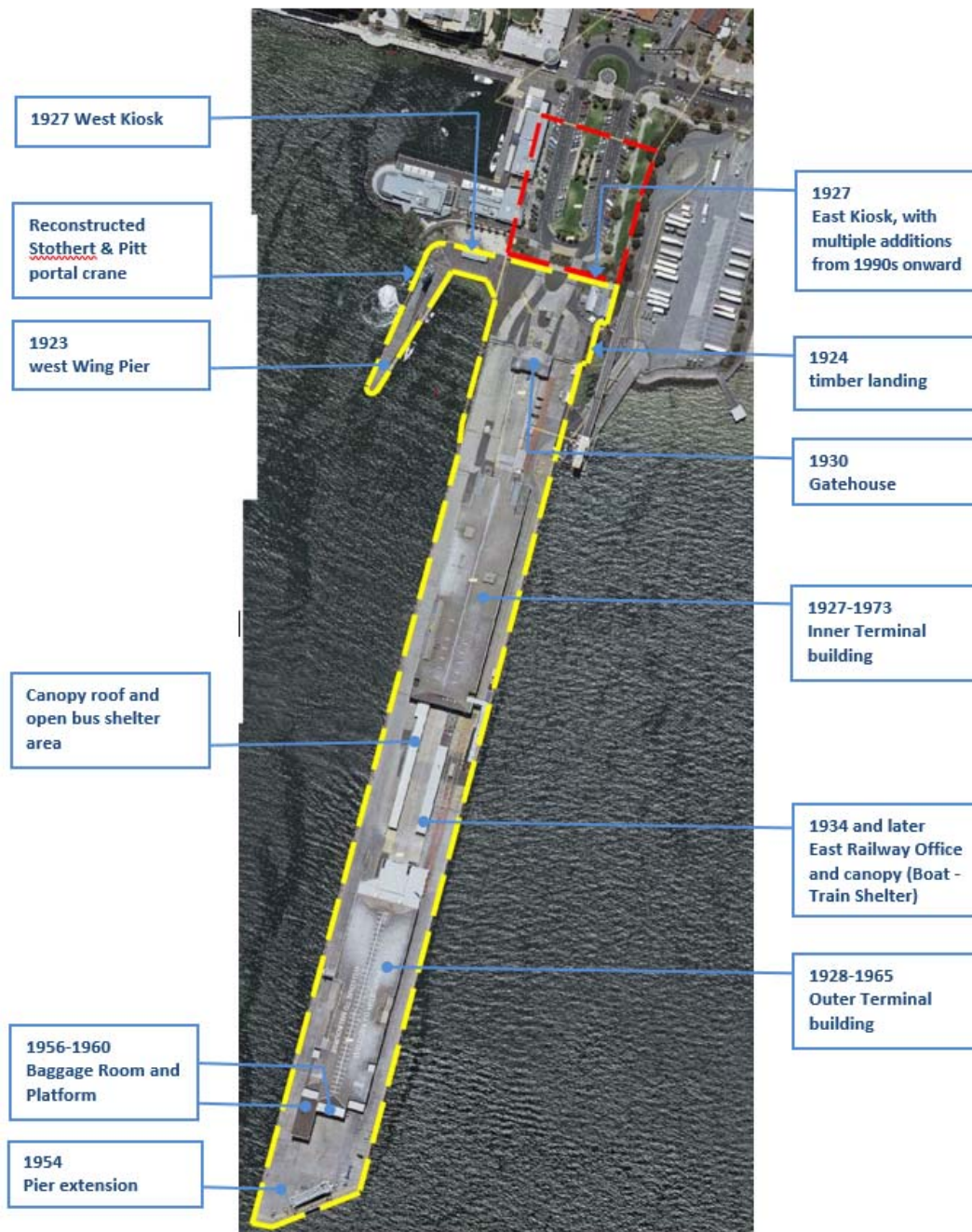
The ~~recommended~~ extent of registration is the same as the nominated extent.

Name: Station Pier  
 VHR number: VHR H0984 (Northern Section) VHR H0985 (Southern Section)  
 Hermes number: 4787 (North) 4603 (South)

## RATIONALE FOR EXTENT

The proposed reduction in the extent of land associated with the Northern Section of Station Pier (VHR H0984) and the amalgamation of the remainder of the land with the entry in the Victorian Heritage Register (VHR) of the Southern Section of Station Pier (VHR H0985) more accurately reflects the cultural heritage significance of Station Pier. There is no fabric of cultural heritage significance in the area proposed for removal from the extent of registration.

## AERIAL PHOTO OF THE PLACE SHOWING ~~PROPOSED~~ REGISTRATION



Name: Station Pier  
 VHR number: VHR H0984 (Northern Section) VHR H0985 (Southern Section)  
 Hermes number: 4787 (North) 4603 (South)

## BACKGROUND

### WHAT IS AT THE PLACE?

Station Pier, on Hobson's Bay at Port Melbourne, is a turpentine-piled wharf structure approximately 58 metres wide with a slightly-raised section running down the centre. The northern end abuts the shore near Waterfront Place and the Pier extends southward into the Bay for approximately 682 metres. A smaller tapered L-shaped Wing Pier adjoins the northwest corner of the main Pier. Much of the original timber structure and decking survives but is concealed by subsequent layers of asphalt and concrete slab paving. A pair of large two-storey buildings – the Inner and Outer Terminals (No 1 and No 2 Passenger Shed) – straddle the Pier's central roadway. Smaller outbuildings include a Gatehouse (Entrance Building), a Kiosk, and the East Railway Office and its canopy roof (the Boat-Train Shelter). Lengths of iron palisade fence and gates abut the Gatehouse's north elevation and extend to the Pier's eastern and western edges. A large Stothert and Pitt straight-jib portal crane sits on the decking near the northwest corner of the Wing Pier.

### WHAT IS THE HISTORY OF THE PLACE?

The Sandridge Railway Pier and the Port Melbourne railway line were opened by the Melbourne and Hobson's Bay Railway Company in 1854 providing inward and outward-bound services for freight and passengers. It was an embarkation point for Victorian and Tasmanian servicemen serving in the Boer War and World War I. Between 1922 and 1930, Station Pier was built across the top of Railway Pier with much of the piling remaining in place. During this time, it became one of a number of sites of violent conflict between unionised wharf labourers and armed police during the national waterfront strike of 1928. With the outbreak of World War II, Station Pier again became an embarkation and disembarkation point for troops and was also the arrival point for refugees and immigrants in the decades following World War II. Increased use resulted in the replacement of the brush box timber decking with reinforced concrete slabs by 1962 and an addition to the southern end was constructed in 1954. The terminal buildings were refurbished in 1956 to prepare for visitors to the Olympic Games and again in the 1960s to accommodate the influx of passengers arriving under the Australian Government's assisted migration program. Station Pier continues to be used by cruise ships and ocean liners and is the Melbourne terminal for the *Spirit of Tasmania* passenger and car ferry service.

### WHO ARE THE TRADITIONAL OWNERS/REGISTERED ABORIGINAL PARTY(IES) FOR THIS PLACE?

This site is part of the traditional lands of the people of the Kulin Nation. There is currently no Registered Aboriginal Party or Registered Native Title Body Corporate for the land on which the Port Melbourne Railway Station is located.

## STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE

### WHAT IS SIGNIFICANT?

Station Pier, including the main pier, the west Wing Pier, the low-level timber landing structure to the immediate south of the East Kiosk, the Inner and Outer Terminal buildings, West and East Kiosk buildings, Gatehouse and adjoining lengths of palisade fence, Stothert and Pitt portal crane, East Railway Office and canopy roof. The additions to the East Kiosk building from the 1990s onwards, and the other late-twentieth and twenty first century structures and features on the site are not significant.

### HOW IS IT SIGNIFICANT?

Station Pier is of historical and architectural significance to the State of Victoria. It satisfies the following criteria for inclusion in the Victorian Heritage Register:

Name: Station Pier

VHR number: VHR H0984 (Northern Section) VHR H0985 (Southern Section)

Hermes number: 4787 (North) 4603 (South)

**Criterion A**

Importance to the course, or pattern, or Victoria's cultural history.

**Criterion D**

Importance in demonstrating the principal characteristics of a class of cultural places and objects.

**WHY IS IT SIGNIFICANT?**

Station Pier is significant at the State level for the following reasons:

Station Pier is historically significant for its ability to reflect important phases in Victoria's development. It was the place of arrival and departure in Victoria for gold-seekers, immigrants, refugees and tourists between the 1850s and 1970s. They included the many service men and women who left Australia for the Boer War, World War I and World War II, and the European refugees and immigrants who arrived in Victoria following World War II and under the Australian Government's assisted migration program. The West Wing Pier is associated with excursion vessels which carried tourists and residents between bayside destinations. The Stothert and Pitt portal crane on this Pier demonstrates the historical process of mechanised cargo-handling practices prior to the widespread adoption of shipping containers. Station Pier is associated with the national waterfront strikes of 1928 as one of the sites of violent conflicts between unionised wharf labourers and armed police. It allows the clear association with these uses and processes to be understood better than most other places in Victoria with a similar association. [Criterion A]

Station Pier is of significance as a notable example of a shipping terminal in Victoria. Its extant wharf structure and collection of terminal buildings, elements and features demonstrate passenger and cargo-handling practices from the 1920s to the 1970s when international and domestic travel was commonly undertaken by ocean-going ships. The West Wing Pier is a notable example of a tapered and angled pier designed to allow the rapid manoeuvring of Port Phillip Bay excursion vessels. [Criterion D]

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## **PROPOSED PERMIT POLICY**

### **Preamble**

The purpose of the Permit Policy is to assist when considering or making decisions regarding works to a registered place. It is recommended that any proposed works be discussed with an officer of Heritage Victoria prior to making a permit application. Discussing proposed works will assist in answering questions the owner may have and aid any decisions regarding works to the place.

**The extent of registration of Station Pier in the Victorian Heritage Register affects the whole place shown on Diagram 985 including the land, all buildings (exteriors and interiors), roads, trees, landscape elements and other features.** Under the *Heritage Act 2017* a person must not remove or demolish, damage or despoil, develop or alter or excavate, relocate or disturb the position of any part of a registered place or object without approval. It is acknowledged, however, that alterations and other works may be required to keep places and objects in good repair and adapt them for use into the future.

If a person wishes to undertake works or activities in relation to a registered place or registered object, they must apply to the Executive Director, Heritage Victoria for a permit. The purpose of a permit is to enable appropriate change to a place and to effectively manage adverse impacts on the cultural heritage significance of a place as a consequence of change. If an owner is uncertain whether a heritage permit is required, it is recommended that Heritage Victoria be contacted.

Permits are required for anything which alters the place or object, unless a **permit exemption** is granted. Permit exemptions usually cover routine maintenance and upkeep issues faced by owners as well as minor works or works to the elements of the place or object that are not significant. They may include appropriate works that are specified in a conservation management plan. Permit exemptions can be granted at the time of registration (under s.49(3) of the *Heritage Act*) or after registration (under s.92) of the *Heritage Act*). It should be noted that the addition of new buildings to the registered place, as well as alterations to the interior and exterior of existing buildings requires a permit, unless a specific permit exemption is granted.

### **Conservation management plans**

It is recommended that the Conservation Management Plan prepared by Heritage Alliance in 2002 is updated to guide the management of the place in a manner which respects its cultural heritage significance.

### **Aboriginal cultural heritage**

If works are proposed which have the potential to disturb or have an impact on Aboriginal cultural heritage it is necessary to contact Aboriginal Victoria to ascertain any requirements under the *Aboriginal Heritage Act 2006*. If any Aboriginal cultural heritage is discovered or exposed at any time it is necessary to immediately contact Aboriginal Victoria to ascertain requirements under the *Aboriginal Heritage Act 2006*.

### **Other approvals**

Please be aware that approval from other authorities (such as local government) may be required to undertake works.



## Archaeology

Any works that may affect historical archaeological features, deposits or artefacts at the place (particularly beneath the water or seabed) is likely to require a permit, permit exemption or consent. Advice should be sought from the Archaeology Team at Heritage Victoria.

## Cultural heritage significance

### *Overview of significance*

The cultural heritage significance of Station Pier lies in the physical fabric of the place, particularly the elements of the Pier structure itself, its Terminal buildings and outbuildings, and the Stothert and Pitt portal crane. Other buildings and features at the place that have been constructed in separate stages during the late twentieth and twenty-first centuries are of no cultural heritage significance.

- a) Buildings and features listed here are of **primary cultural heritage significance** in the context of the place. These are indicated in **red** on the Permit Policy and Exemptions Diagram below. A permit is required for most works or alterations. See Permit Exemptions section for proposed specific permit exempt activities:
- Pier deck and its substructure of timber piles and crossheads, as constructed from 1922 to 1928.
  - Low-level timber landing structure abutting the Pier's eastern edge to the immediate south of the East Kiosk.
  - West Wing Pier.
  - West Kiosk.
  - Portion of the East Kiosk constructed in 1927.
  - Gatehouse and its palisade fence.
  - Inner and Outer Passenger Terminal buildings 1927-28 (and 1950s/60s alterations and extensions).
  - Stothert and Pitt portal crane on the West Wing Pier.
- b) Buildings and features that are listed here are deemed to have **contributory cultural heritage significance** to the place. They are shown in **blue diagonal stripes** on the diagram. A permit is required for most works or alterations. See *Proposed Permit Exemptions* section for specific permit exempt activities.
- East Railway Office (Boat-Train Shelter) and its canopy roof.
  - Upper-level steel-framed platform area at the north end of the Outer Terminal building.
  - Baggage Room and elevated platform at the south end of the Outer Terminal building.
- c) The following buildings and features are of **no cultural heritage significance** in the context of the place. Although of high-level intactness and integrity, their fabric is not notable. These buildings are shown in **yellow diagonal stripes** on the diagram below. Proposed specific permit exemptions applying to fabric of no cultural heritage significance are provided for:
- Canopy roof and bus shelter area to the west of the East Railway Office.
  - Steel-framed membrane roof at the north-east corner of the Outer Terminal building.
  - Late-twentieth and the twenty-first century additions to the East Kiosk building.
  - Late-twentieth and twenty-first century structures and features on the site.



**Primary Significance:**

- Pier deck and Substructure;
- low-level landing to south of East Kiosk;
- west Wing Pier;
- West Kiosk;
- East Kiosk's 1927 portion;
- Gatehouse;
- palisade fence;
- Inner Terminal building;
- Outer Terminal building;
- Stothert & Pitt portal crane.



**Fabric of Contributory Significance**

(on the Pier deck of Primary Significance):

- East Railway Office (Boat-Train Shelter) and canopy roof;
- upper-level steel-framed platform at north end of Outer Terminal;
- Baggage Room and platform at south end of Outer Terminal.



**Fabric of No Significance**

(on the Pier deck of Primary Significance):

- additions to the East Kiosk Building;
- canopy roof and bus shelter area;
- membrane roof at north-east corner of Outer Terminal.

**VHR H0985 Station Pier**

**Permit Policy &**

**Exemptions Diagram:**

**Cultural Heritage Significance**

Name: Station Pier

VHR number: VHR H0984 (Northern Section) VHR H0985 (Southern Section)

Hermes number: 4787 (North) 4603 (South)

## **PROPOSED PERMIT EXEMPTIONS (UNDER SECTION 49(3) OF THE HERITAGE ACT)**

It should be noted that Permit Exemptions can be granted at the time of registration (under s.49(3) of the *Heritage Act 2017*). Permit Exemptions can also be applied for and granted after registration (under s.92 of the *Heritage Act 2017*).

### **General Condition 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.

### **General Condition 2**

Should it become apparent during further inspection or the carrying out of works 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 works shall cease and Heritage Victoria shall be notified as soon as possible.

### **General Condition 3**

All works should ideally be informed by Conservation Management Plans prepared for the place. The Executive Director is not bound by any Conservation Management Plan, and permits still must be obtained for works suggested in any Conservation Management Plan.

### **General Condition 4**

Nothing in this determination prevents the Heritage Council from amending or rescinding all or any of the permit exemptions.

### **General Condition 5**

Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits from the relevant responsible authority, where applicable.

## **Specific Permit Exemptions**

### **Fabric of Primary and Contributory Significance**

#### Generally

#### Maintenance

- The maintenance of heritage fabric to retain its conditions or operation without the removal of or damage to existing fabric or the introduction of significant amounts of new materials.
- General maintenance including the removal of broken glass, the temporary shuttering of windows and covering of holes as long as this work is reversible and does not affect the cultural heritage significance.
- Minor repairs and maintenance to roads, path surfaces, steps, kerbs and gutters, like for like.
- Replacement of existing services such as cabling, plumbing, wiring and fire services that uses existing routes, conduits or voids, and does not involve damage to or the removal of significant fabric.
- Erecting, repairing and maintaining signage (directional signage, road signs, speed signs). Signage must be located and be of a suitable size so as not to obscure or damage heritage fabric, and must be able to be later removed without causing damage to the place. The development of signage must be consistent in the use of format, text, logos, themes and other display materials.
- Any new materials used for repair must not exacerbate the decay of existing fabric due to chemical incompatibility, obscure existing fabric or limit access to existing fabric for future maintenance. Repair must maximise protection and retention of fabric and include the conservation of existing details or elements.

Fire Suppression Duties

- Fire suppression and fire fighting duties provided the works do not adversely affect heritage fabric.

Weed and vermin control

- Weed and vermin control activities provided the works do not adversely affect heritage fabric.

Public Safety and Security

Public safety and security activities provided the works do not adversely affect heritage fabric including:

- The erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety.
- Emergency stabilisation necessary to secure safety where a site feature has been irreparably damaged or destabilised and represents a safety risk to its users or the public. All works, including urgent or emergency site works are to be undertaken by an appropriately qualified specialist such as a structural engineer, or other heritage professional. The Executive Director must be advised on any works within seven days.

**Buildings and structures**

Works that include the alteration or removal of nineteenth/early-twentieth century building fabric or equipment require a permit. The following works do not require a permit provided that they are carried out in a manner which does not have a detrimental effect on the heritage fabric of the place.

**Exteriors**Exteriors generally (excluding Inner and Outer Terminals, Gatehouse, and deck-level Kiosks)

- Minor patching, repairs and maintenance which replace like with like.
- Repair or removal of non-original items such as air conditioners, pipe work, ducting, wiring, antennae and aerials, hot water services, taps and the like.
- Installation or repair of damp-proofing by either injection method or grouted pocket method.
- Painting of previously painted surfaces in the same colour scheme provided that preparation or painting does not remove evidence of the original paint or decorative schemes or signage.

Pier Deck

- The repair (such as refixing and patching) or the replacement of missing, damaged or deteriorated fabric that is beyond further maintenance, which matches the existing fabric in appearance, material and method of affixing, and does not involve damage to or the removal of significant fabric. NOTE: This exemption is not intended to allow for the cumulative replacement of large amounts of the fabric of an item. A permit will be required if the replacement of large amounts of fabric is necessary. If there is uncertainty about the requirement for a permit, advice should be sought from Heritage Victoria.
- Concreting of the pier deck with standard approach to deck work provided that any remaining original features such as tracks, switching points, bollards, and other deck features are retained.
- Installation of standard picket fence type (off white powder coated metal picket) at upper tier of deck.
- Removal of all chain wire fencing.
- Installation of all plumbing, sewage, electrical, water, ducted services below the deck level and provision of access hatches to below deck and all below deck access ladders, platforms gates, grilles and the like.
- Like for like replacement (including materials and design) of substructure elements such as cross head and bracing timbers.
- Replacement of timber piles with timber piles or the collaring of existing piles. NOTE: If five or more adjacent piles are to be removed or replaced near the outer edge of the pier. In this case, archaeological monitoring of the seabed surface will be required.

### Exterior of Inner and Outer Terminals, Gatehouse, and deck-level Kiosks

- Repainting of exteriors in existing colours or colour schemes outlined in the conservation management plan.
- Repair of walls, replacement of glazing, and repair of ceilings providing that the new work matches the existing work in material type finish and detail.
- Broad scale replacement of light fixtures in a standard type agreed to with Heritage Victoria.

### **Interiors**

#### Interiors generally (excluding Gatehouse, inner and outer Terminals, Wing Pier Kiosks, deck level pavilions and storage booths in the undercrofts of the Terminal buildings)

Works that include the alteration or removal of early to mid-twentieth century building fabric or equipment require a permit. The following works do not require a permit provided that they are carried out in a manner which does not have a detrimental effect on the heritage fabric of the place:

- Painting of previously painted walls and ceilings provided that preparation or painting does not remove evidence of the original paint or decorative schemes or signage.
- Removal of paint from originally unpainted or oiled surfaces including joinery, doors, architraves and skirtings by non-abrasive methods.
- Installation, removal or replacement of carpets and/or flexible floor coverings, window dressings, and devices for hanging wall mounted artworks.
- Refurbishment of bathrooms, toilets and kitchens including removal, installation or replacement of sanitary fixtures and associated piping, mirrors, wall and floor coverings, kitchen benches and fixtures including sinks, stoves, ovens, refrigerators, dishwashers and associated plumbing and wiring, provided that the work is done in a manner not detrimental to the cultural heritage significance of the place.
- Installation, removal or replacement of ducted, hydronic or concealed radiant type heating provided that the installation does not damage existing skirtings and architraves, and provided that the central plant is concealed, and that the work is done in a manner not detrimental to the cultural heritage significance of the place.
- Installation of plant within the roof space, providing that it does not impact on the external appearance of the building or involve structural changes.
- Installation, removal or replacement of electrical wiring provided that all new wiring is fully concealed and any original light switches, pull cords, push buttons or power outlets are retained in-situ.
- Installation, removal or replacement of bulk insulation in the roof space.
- Installation, removal or replacement of smoke detectors.

#### Interior of Gatehouse, Inner Terminal and Outer Terminal, Wing Pier Kiosks and Deck Level Pavilions and storage booths in the undercrofts of the Terminal buildings

- Repainting of previously painted surfaces provided that preparation or painting does not remove evidence of the original paint or decorative schemes or signage and that varnished surfaces on walls, wind locks and doors remain varnished.
- Rewiring of all fittings, installation of new general power outlets (GPOs), lights etc in the interior, installation of data and telephone cabling.
- Re-asphalting of the asphalt floors and decks.
- Rewiring, cable laying, new outlets, fixtures, GPOs and the like, installation of data and telephone cabling provided that all services are hidden.
- No works should remove original materials e.g. ceilings, walling.

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**Fabric of No Significance (all other buildings and features)**

**Exteriors**

- Repairs and maintenance.
- Demolition and removal of buildings and elements, subject to a permit being issued for the management of fabric of primary significance where it intersects with that of later additions.
- Alteration of buildings, within the existing footprints and envelopes of those buildings.

**Interiors**

- All works.

## RELEVANT INFORMATION

<b>Local Government Authority</b>	Port of Melbourne
<b>Heritage Overlay</b>	HO 45 (Northern section) HO 465 (Southern section)
<b>Victorian Aboriginal Heritage Register</b>	No

### HISTORY

Since 1854 there has been a maritime freight and passenger terminal on the site of Station Pier. The Sandridge Railway Pier and the Port Melbourne railway line were opened by the Melbourne and Hobson's Bay Railway Company in 1854 and played an important role in the early development of Victoria by conducting services for inward and outward-bound freight and passengers. In late 1899, contingents of Victorian and Tasmanian servicemen and horses serving in the Boer War in South Africa boarded ships at Railway Pier. It was also an embarkation point for troops, horses and supplies during World War I. Between 1922 and 1930, Station Pier was built across the top of Railway Pier with much of the piling and foundation materials of the earlier pier remaining in place. Until 1939 Station Pier's development was informed by its use as Melbourne's main terminal for ocean liners, and for Port Phillip Bay excursion passenger steamer vessels at its east and west Wing Piers, of which now only the west Wing Pier remains. Like many ports around Australia, Station Pier was a site of violent conflict between unionised wharf labourers and armed police in 1928 during the national waterfront strike. Following this, a series of mobile wharf cranes were installed to more efficiently unload cargo from berthed ships. During World War II, Station Pier again became a major embarkation and disembarkation point for troops. It was also the arrival point for ships that brought refugees and immigrants to Australia from Europe in the decades following World War II. In order to accommodate heavier traffic, the Pier's brush box timber decking was replaced by reinforced concrete slabs between 1949 and 1962. A splay-ended addition to the southern end of the Pier was constructed in 1954. The terminal buildings were refurbished in 1956 for visitors to the Olympic Games and again in the 1960s to accommodate the influx of passengers arriving under the Australian Government's assisted migration program. Station Pier continues to be used by cruise ships and ocean liners and is the Melbourne terminal for the *Spirit of Tasmania* passenger and car ferry service.

### PHYSICAL DESCRIPTION

Station Pier, on Hobson's Bay at Port Melbourne, is a turpentine-piled wharf structure approximately 58 metres wide. For much of its length the Pier has a two-tier deck with a central 24-metre wide slightly-raised section incorporating a 12-metre wide roadway in the middle. Its northern end abuts the shore near Waterfront Place in Port Melbourne, and the Pier extends southward into the Bay for a total length of approximately 682 metres. The Pier retains much of its original timber structure and decking but this is almost entirely concealed by subsequent layers of asphalt and concrete slab paving. A smaller tapered L-shaped Wing Pier with an upper surface of timber decking adjoins the northwest corner of the main Pier, and the base of the L extends away from the Pier at a slight angle. A pair of large two-storey buildings – the Inner and Outer Terminals (No 1 and No 2 Passenger Shed) – straddle the Pier's central roadway. Smaller outbuildings include a two-storey Gatehouse (Entrance Building), single-storey Kiosk buildings at the east and west sides of the Pier's northern end, and the long narrow north-south weatherboard East Railway Office and its canopy roof (the Boat-Train Shelter) on the east side of the roadway between the Terminals. Lengths of iron palisade fence and gates abut the east and west ends of the Gatehouse's north elevation and extend to the Pier's eastern and western edges. A large Stothert and Pitt straight-jib portal crane sits on the decking near the northwest corner of the Wing Pier.

## **ARCHAEOLOGY**

There is no identified archaeology of State level significance at this place.

## **INTEGRITY/INTACTNESS**

Intactness - The intactness of the place is very good. Changes to the fabric of the place have occurred over time to allow for the continued use of the place. (August 2018).

Integrity – The integrity of the place is excellent. The cultural heritage values of the place can be easily read in the extant fabric. (August 2018).

## **CONDITION**

The place is in very good condition. (August 2018).



## ADDITIONAL IMAGES

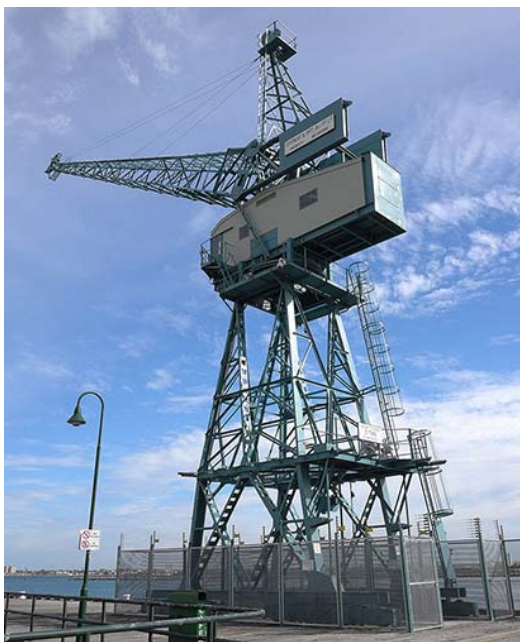


2018, Station Pier, looking north  
Source: [www.aceparking.com.au](http://www.aceparking.com.au)



2018, Station Pier, looking south east.  
Source: [www.lovellchen.com.au](http://www.lovellchen.com.au)

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c.2014, Stothert and Pitt mobile crane.  
Source: [www.lovellchen.com.au](http://www.lovellchen.com.au)



2012, Gatehouse.  
Source: [www.melbournedaily.blogspot.com](http://www.melbournedaily.blogspot.com)



1958, Migrants arriving on Station Pier.  
Source: *Museum Victoria*



1930s, Aerial view of Station Pier.  
Source: *State Library of Victoria*

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1930s, Entrance to Station Pier (Stothert & Pitt cranes in background).  
*Source: State Library of Victoria*



1930s, Passenger ship at Station Pier.  
*Source: State Library of Victoria*

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1858, Railway Pier.  
*Source: State Library of Victoria*

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# ATTACHMENT 1

## EXISTING REGISTRATION DETAILS

### TO BE SUPERSEDED BY THE FOREGOING RECOMMENDATION

## EXISTING CATEGORY OF REGISTRATION

Heritage place.

## EXISTING EXTENT OF REGISTRATION

**The Northern Section's existing extent of registration (VHR H0984):**

AMENDMENT OF REGISTER OF HISTORIC BUILDINGS

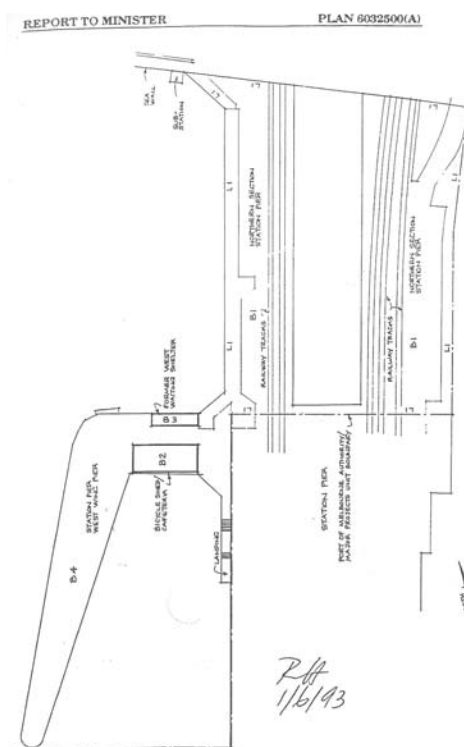
Historic Building No. 984, Station Pier, Northern Section, Beach Road, Port Melbourne

To the extent of:

1. The whole of the northern section of the structure known as Station Pier, including the ancillary remnant railway tracks, marked B1; the whole of the building known as the Bicycle Shed/Cafeteria, marked B2; the whole of the building known as the west waiting shelter, marked B3 and the whole of the structure known as the west wing pier of Station Pier including the timber landing beside the main Station Pier marked B4; on Plan 6032500(A), endorsed by the Chair, Historic Buildings Council and held by the Director, Historic Buildings Council.

2. All of the land marked L1 on Plan 6032500(A), that land being part of the "Bayside Land", as defined in the *Bayside Project Act 1988*, endorsed by the Chair, Historic Buildings Council and held by the Director, Historic Buildings Council.)

[Victoria Government Gazette No. G11 23 March 1995 p.669]



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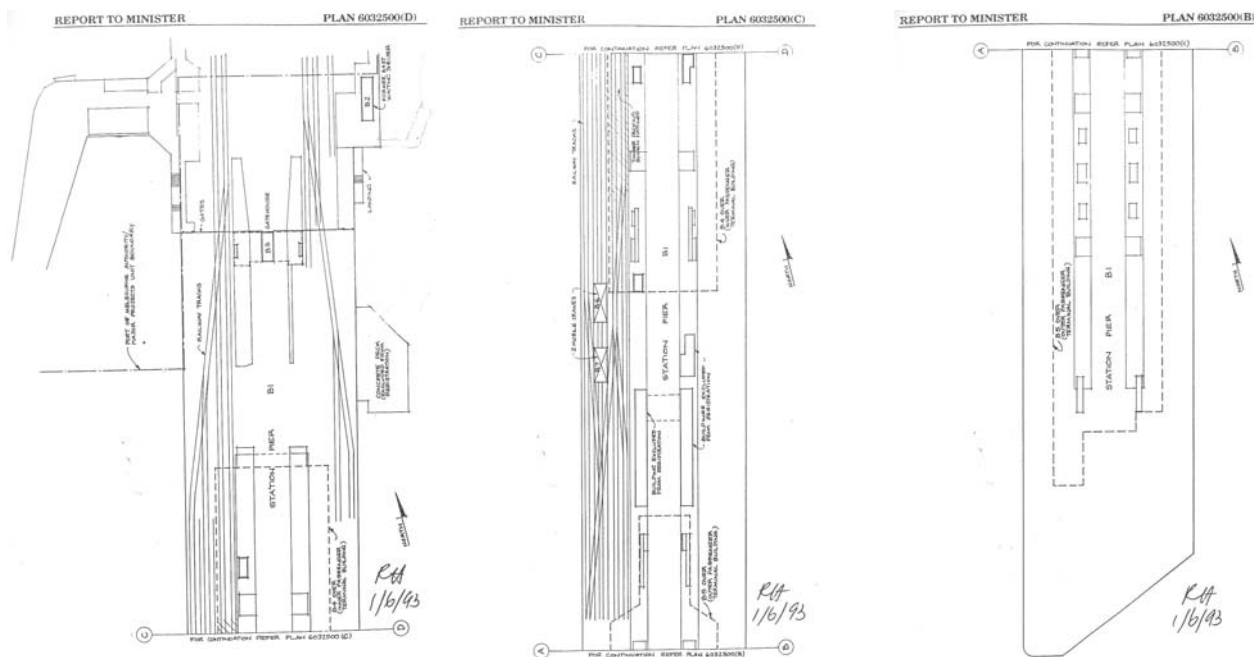
**The Southern Section’s existing extent of registration (VHR H0985):**

**AMENDMENT OF REGISTER OF HISTORIC BUILDINGS**

Historic Building No. 985, Station Pier, Southern Section, Beach Road, Port Melbourne

(To the extent of:

The whole of the southern section of the structure known as Station Pier including the timber landing on the east side, the railway tracks and crane rails, but excluding the projecting concrete deck on the east side marked B1; the whole of the building known as the former east waiting shelter marked B2; the whole of the gatehouse and associated fences and gates marked B3; the whole of the elevated passenger terminal buildings including lifts, stairs, baggage stores and luggage chutes marked B4 and B5; the whole of the two Stothert and Pitt mobile cranes marked B6 and B7; on Plans 6032500(B), 6032500(C) and 6032500(D), endorsed by the Chair, Historic Buildings Council and held by the Director, Historic Buildings Council.) [Victoria Government Gazette No. G11 23 March 1995 p.669]



**EXISTING STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE**

**SOUTHERN SECTION (VHR H0985)**

Constructed between 1922 and 1930, Station Pier is of historic and scientific significance as the largest timber piled wharf structure in Australia.

Station Pier is of historical significance because of its ability to provide a continuum, reflecting important phases of Melbourne's and Victoria's, economic, scientific, political, social and cultural development.

Station Pier is historically and socially important through association with activities of the popular bay excursion vessels which were influential in the early of tourism in Victoria, and is able to demonstrate the importance of leisure activities and the passenger travel of Port Phillip Bay from the bayside piers. The now discontinued link with the suburban rail network is also of historic importance to this understanding, as also the axial and visual relationship with the gatehouse.

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Station Pier is socially and politically of historical importance because of its association with Australia's involvement in the Second World War, both as an embarkation and arrival point for Australian troops, and also an embarkation point for United States Troops. The pier also has had an important association with the post-war migration program of the Australian Government, which significantly transformed Victoria and Australian Society throughout the 1950s and 1960s.

The pier is historically significant for economic reasons, having had a long association with the era of overseas shipping from 1930 to the 1970s, after which air traffic and containerisation transformed port activity.

The terminal buildings are important and historically significant in demonstrating the alteration of port facilities within the pier's existence reflecting, by the changing sequence of architectural styles, the processes of passenger and cargo handling along with the evolution of overseas shipping practices and wharf engineering in Melbourne.

The Stothert and Pitt cranes, erected in 1949, are integral to the significance and understanding of the workings of Station Pier, and scientifically significant as essentially intact and rare examples of early portal cranes which can still be seen in the context of ocean going vessels.

#### **NORTHERN SECTION (VHR H0985)**

Constructed between 1922 and 1930, the northern section of Station Pier, including the bicycle shed/cafeteria, former west waiting shelter and the west wing pier, is of historical significance as part of an informal group of inseparable early twentieth century port buildings and structures associated with the popular Port Phillip Bay excursion trade.

The northern section of Station Pier, along with its ancillary structures, is able to demonstrate the importance of leisure activities and passenger travel on the bayside piers of Port Phillip Bay, a significant component of Melbourne's social history.

The now discontinued link of the northern section of Station Pier with the suburban rail network is also of historic importance to its understanding.

The axial and visual relationship of the gatehouse with the bicycle shed/cafeteria is also an important historical element.

## **EXISTING PERMIT POLICY AND PERMIT EXEMPTIONS**

**The existing permit policy and permit exemptions:**

#### **NORTHERN SECTION (VHR H0984)**

No permit policy or permit exemptions accompany this registration.

#### **SOUTHERN SECTION (VHR H0985)**

Pursuant to Section 66 (1) of the Heritage Act (1995) and in respect to the above registered place/object, the Executive Director hereby DECLARES EXEMPT THE OWNERS NEED TO OBTAIN A PERMIT TO CARRY OUT ANY OF THE FOLLOWING CLASSES OF WORKS OR ACTIVITIES, SUBJECT TO ANY CONDITIONS PRESCRIBED HEREUNDER.

#### **Interior of Gatehouse**

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- Painting of interior of gatehouse in any colours
- Laying of any form of flexible floor covering which does not damage the existing flooring
- Rewiring of all fittings, installation of new general power outlets (GPO"s), lights etc on the interior, installation of data and telephone cabling
- Installation of furnishings, curtains and the like
- Installation of wall hooks and the like

#### Interior of the Inner Terminal and Outer Terminal

- Repainting of the interiors in existing colours and providing that varnished surfaces on walls, wind locks and doors remain varnished
- Re-covering of floors
- Re-asphalting of the asphalt floors and decks
- Rewiring, cable laying, new outlets, fixtures, GPO's and the like, installation of data and telephone cabling
- Refurbishing of existing kitchens, bathrooms, toilets, wash up areas including fixtures and floor coverings
- Installation of furnishings, curtains and the like
- Installation of wall hooks and the like

#### Interior of Wing Pier Kiosks

- Repainting of interiors in any colour and providing that any original varnished surfaces remain varnished
- Recovering of floors
- Rewiring, laying of cable, new outlets, fixtures, GPO"s and the like, installation of data and telephone cabling
- provided that all services are hidden
- Refurbishing of existing kitchens, bathrooms, toilets and wash up areas including re-plumbing of fixtures and
- installation of new floor coverings

#### Interior of Deck Level Pavilions and storage booths in the undercroft of the terminals

- All interior works (painting, wiring, plumbing), which do not remove original materials e.g. ceilings, walling

#### Exemptions for works already declared by the Heritage Council

- Continued concreting of the pier lower decking (this does not however include permanent removal of rails) provided that all bollards and the like are re-instated for continued use.

#### CONDITIONS

1. Exempt classes of works or activities are to be planned and carried out in a manner which prevents damage to the registered place/object. However, if other previously hidden original or inaccessible details of the object or place are uncovered, any works that may affect such items shall immediately cease. The Executive Director shall be notified of the details immediately to enable Heritage Victoria representatives to inspect and record the items, and for discussion to take place on the possible retention of the items, or the issue of a modified approval. 2. If there is a Conservation Policy and Plan approved by the Heritage Council or Executive Director, all works and activities shall be carried out in accordance with that Policy and Plan. 3. Nothing in this Declaration prevents the Executive Director from amending or rescinding all or any of the permit exempt alterations provided work has not commenced on the alteration.

THE ATTENTION OF THE OWNER AND/OR APPLICANT IS DRAWN TO THE NEED TO OBTAIN ALL OTHER RELEVANT PERMITS PRIOR TO THE COMMENCEMENT OF WORKS.

General Conditions: 1. All exempted alterations are to be planned and carried out in a manner which prevents

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damage to the fabric of the registered place or object.

General Conditions: 2. Should it become apparent during further inspection or the carrying out of works 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 works shall cease and the Executive Director shall be notified as soon as possible. Note: All archaeological places have the potential to contain significant sub-surface artefacts and other remains. In most cases it will be necessary to obtain approval from Heritage Victoria before the undertaking any works that have a significant subsurface component.

General Conditions: 3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it. Note: The existence of a Conservation Management Plan or a Heritage Action Plan endorsed by Heritage Victoria provides guidance for the management of the heritage values associated with the site. It may not be necessary to obtain a heritage permit for certain works specified in the management plan.

General Conditions: 4. Nothing in this determination prevents the Executive Director from amending or rescinding all or any of the permit exemptions.

General Conditions: 5. Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authorities where applicable.

#### Regular Site Maintenance

The following site maintenance works are permit exempt under section 66 of the Heritage Act 1995, a) regular site maintenance provided the works do not involve the removal or destruction of any significant above-ground features or sub-surface archaeological artefacts or deposits; b) the maintenance of an item to retain its conditions or operation without the removal of or damage to the existing fabric or the introduction of new materials; c) cleaning including the removal of surface deposits, organic growths, or graffiti by the use of low pressure water and natural detergents and mild brushing and scrubbing; d) repairs, conservation and maintenance to plaques, memorials, roads and paths, fences and gates and drainage and irrigation. e) the replacement of existing services such as cabling, plumbing, wiring and fire services that uses existing routes, conduits or voids, and does not involve damage to or the removal of significant fabric. Note: Surface patina which has developed on the fabric may be an important part of the item's significance and if so needs to be preserved during maintenance and cleaning. Note: Any new materials used for repair must not exacerbate the decay of existing fabric due to chemical incompatibility, obscure existing fabric or limit access to existing fabric for future maintenance. Repair must maximise protection and retention of fabric and include the conservation of existing details or elements.

#### Fire Suppression Duties

The following fire suppression duties are permit exempt under section 66 of the Heritage Act 1995, a) Fire suppression and fire fighting duties provided the works do not involve the removal or destruction of any significant above-ground features or sub-surface archaeological artefacts or deposits; b) Fire suppression activities such as fuel reduction burns, and fire control line construction, provided all significant historical and archaeological features are appropriately recognised and protected; Note: Fire management authorities should be aware of the location, extent and significance of historical and archaeological places when developing fire suppression and fire fighting strategies. The importance of places listed in the Heritage Register must be considered when strategies for fire suppression and management are being developed.

#### Weed and Vermin Control

The following weed and vermin control activities are permit exempt under section 66 of the Heritage Act 1995, a) Weed and vermin control activities provided the works do not involve the removal or destruction

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of any significant above-ground features or sub-surface archaeological artefacts or deposits; Note: Particular care must be taken with weed and vermin control works where such activities may have a detrimental affect on the significant fabric of a place. Such works may include the removal of ivy, moss or lichen from an historic structure or feature, or the removal of burrows from a site that has archaeological values.

#### Landscape Maintenance:

The following landscape maintenance works are permit exempt under section 66 of the Heritage Act 1995, a) landscape maintenance works provided the activities do not involve the removal or destruction of any significant above-ground features or sub-surface archaeological artefacts or deposits; b) watering, mowing, top-dressing and fertilising necessary for the continued health of plants, without damage or major alterations to layout, contours, plant species or other significant landscape features; c) pruning to control size, improve shape, flowering or fruiting and the removal of diseased, dead or dangerous material, not exceeding 20% of the crown of the tree within a period of two years; d) tree surgery by a qualified horticulturalist or tree surgeon necessary for the health of those plants.

#### Public Safety and Security

The following public safety and security activities are permit exempt under section 66 of the Heritage Act 1995, a) public safety and security activities provided the works do not involve the removal or destruction of any significant above-ground structures or sub-surface archaeological artefacts or deposits; b) the erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety which will not adversely affect significant fabric of the place including archaeological features; c) development including emergency stabilisation necessary to secure safety where a site feature has been irreparably damaged or destabilised and represents a safety risk to its users or the public. Note: Urgent or emergency site works are to be undertaken by an appropriately qualified specialist such as a structural engineer, or other heritage professional.

#### Signage and Site Interpretation

The following Signage and Site Interpretation activities are permit exempt under section 66 of the Heritage Act 1995, a) signage and site interpretation activities provided the works do not involve the removal or destruction of any significant above-ground structures or sub-surface archaeological artefacts or deposits; b) the erection of non-illuminated signage for the purpose of ensuring public safety or to assist in the interpretation of the heritage significance of the place or object and which will not adversely affect significant fabric including landscape or archaeological features of the place or obstruct significant views of and from heritage values or items; c) signage and site interpretation products must be located and be of a suitable size so as not to obscure or damage significant fabric of the place; d) signage and site interpretation products must be able to be later removed without causing damage to the significant fabric of the place; Note: The development of signage and site interpretation products must be consistent in the use of format, text, logos, themes and other display materials. Note: Where possible, the signage and interpretation material should be consistent with other schemes developed on similar or associated sites. It may be necessary to consult with land managers and other stakeholders concerning existing schemes and strategies for signage and site interpretation.

#### Mineral Exploration

The following Mineral Exploration activities are permit exempt under section 66 of the Heritage Act 1995, a) mineral Exploration activities provided the works do not involve the removal or destruction of any significant above-ground features or sub-surface archaeological artefacts or deposits; b) preliminary non-intrusive exploration, including geological mapping, geophysical surveys, and geochemical sampling and access to shafts and adits; c) advanced forms of exploration (drilling), including the location of drill pads and access tracks where this has been the subject of on-site negotiation and agreement with representatives of Heritage Victoria, DSE and Parks Victoria, and where all significant historic site features have been identified and protected as part of an approved work plan.

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### Minor Works

Note: Any Minor Works that in the opinion of the Executive Director will not adversely affect the heritage significance of the place may be exempt from the permit requirements of the Heritage Act. A person proposing to undertake minor works may submit a proposal to the Executive Director. If the Executive Director is satisfied that the proposed works will not adversely affect the heritage values of the site, the applicant may be exempted from the requirement to obtain a heritage permit. If an applicant is uncertain whether a heritage permit is required, it is recommended that the permits co-ordinator be contacted.

### Exterior of Terminals, Gatehouse, and deck level kiosks

Repainting of exteriors in existing colours or colour scheme outlined in this extract from the conservation management plan. Repair of walling, replacement of glazing, and repair of ceilings providing that the new work matches the existing work in material type finish and detail. Broad scale replacement of light fixtures in a standard type agreed to with Heritage Victoria.

### Pier Deck

- Concreting of the pier deck with standard approach to deck work provided that any remaining original features such as tracks, switching points, heart bollards, and other deck features are retained.
- Replacement of timber piles with timber piles or the collaring of existing piles.
- Installation of standard picket fence type (off white powder coated metal picket) at upper tier of deck.
- Removal of all chain wire fencing.
- Installation of all plumbing, sewage, electrical, water, ducted services below the deck level and provision of access hatches to below deck and all below deck access ladders, platforms gates, grilles and the like.