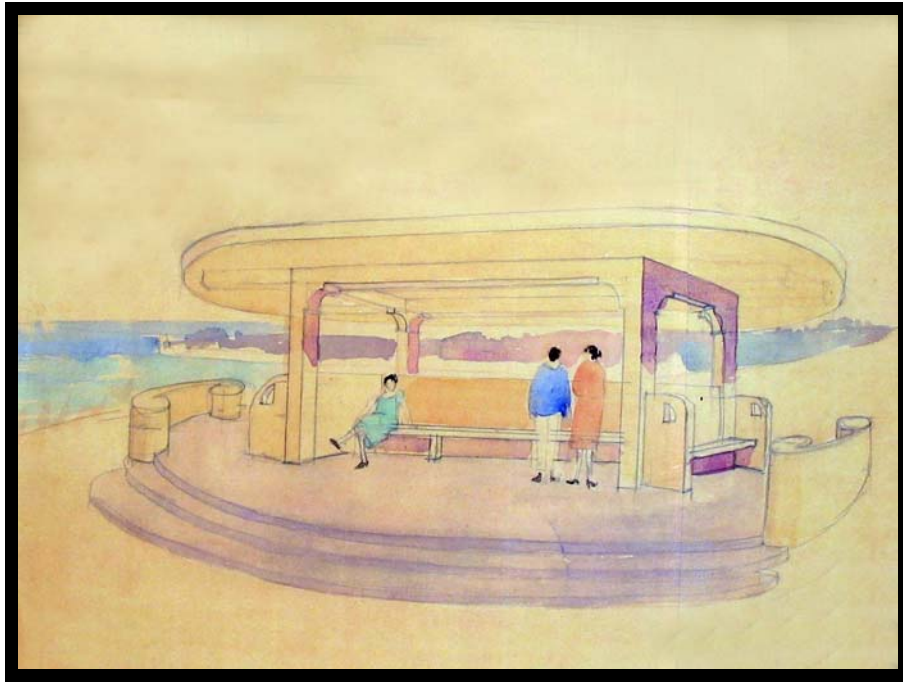

Loveridge Lookout

Anglesea



Conservation Management Plan

Dr David Rowe: Authentic Heritage Services Pty Ltd

June 2008

Loveridge Lookout

Anglesea

CONSERVATION MANAGEMENT PLAN

Commissioned & Funded by
Surf Coast Shire

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June 2008

Disclaimer: All recommendations provided in this Report should be verified by qualified Engineers, Building Surveyors and other associated professionals.

Cover Illustration: Watercolour sketch of the proposed Lookout by H.L. Coburn, architect, 1938. Source: Anglesea & District Historical Society Inc.

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Executive Summary

The Surf Coast Shire commissioned Dr David Rowe of Authentic Heritage Services Pty Ltd in February 2007 to prepare a Conservation Management Plan for the Loveridge Lookout at Anglesea. The Report has been funded by the Surf Coast Shire. A portion of this document has also been prepared in an honorary capacity. Also associated with the project Susie Zada, historian and Wendy Jacobs, Architect & Heritage Consultant, who has proof-read the document. A draft version of this document was provided to the Surf Coast Shire in July 2007.

1. Historical Background

Upon her return from an overseas trip to Colombo in 1937, Mrs Bertha Loveridge set about organizing the construction of a lookout on reserved land overlooking Point Roadknight, Red Rock and Point Addis, in memory of her husband, James Loveridge, who had died in 1935. The lookout was to be situated near the old red and white coloured timber trig point that was situated to the south of Harvey Street. The new lookout was also to be located near the Loveridge family property, 'Anglecrest'.

A reason for Mrs Loveridge's selection of this particular site is that it was her husband's favourite viewing location of the ocean. Interestingly, James Loveridge preferred this location to the better oceanic views from his home, 'Anglecrest'. Anecdotal evidence records that he walked every day across the location of the lookout site.

The lookout was designed in 1937-38 by H.L. Coburn, an architect of Ballarat. He apparently had designed the alterations to the Trinity Presbyterian Church at Anglesea in 1938, which included enlargements and the introduction of Conite wall cladding and imitation buttresses. Although an Anglican, Mrs Loveridge had donated a sizeable sum towards the Presbyterian Church alterations, given that Anglican Church of Transfiguration at Anglesea used this Church building at this time. It may have been through the refurbishment of the Church where she made contact with Coburn to design the lookout. A closer link between Mrs Loveridge and H.L. Coburn were Mr and Mrs C.P.A. Taylor of Webster Street, Ballarat. Coburn had designed a shopfront and additions to the Courier newspaper building for C.P.A. Taylor, Managing Director, in 1925 and 1926. Mrs Taylor was listed in a Codicil to Mrs Loveridge's Will in 1938 and was therefore closely associated with Mrs Loveridge.

The lookout was constructed in reinforced concrete, possibly by the prolific Geelong builders, J.C. Taylor and Sons. Arthur Simmons worked on the construction of the structure by shoveling concrete.

In 1942, the Loveridge Lookout became an observing post for the Volunteer Air Observers Corps (see Section 4 for further historical details). Until 1945, a group of 56 local volunteers, without experience about aircraft, kept the observation post open, playing a critical role in the ground warning strategy of the Royal Australian Air Force (R.A.A.F.). Given the need for constant surveillance, a small room was added to one side of the Loveridge Lookout by the local builder, Les Hedley. The small flat-roofed shelter was lit by a kerosene lamp and heated by a small pot-belly stove. The windows were

covered by draw curtains and the walls affixed with various cloud and aircraft identification charts. A temporary barbed wire fence encircled the lookout.

The first recorded observatory watch occurred on 22 June 1942 by William Hale Senior. Anglesea's first Chief Observer was Mr William MacDougall. He was followed by Miss Joyce Graham. In addition to Miss Graham, the Anglesea Observation Post Observers' Log Books for 1944 and 1945 list 14 local volunteer observers together with three emergency observers who contributed to the 24 hour observance operation. It is of interest that Mrs May Thulborn was a volunteer in 1944 and 1945. She was the maid and companion of Bertha Loveridge, benefactor of the Loveridge Lookout. It appears that May Thulborn continued to reside at the Loveridge home, 'Anglecrest' in a caretaker capacity in the ensuing years after Mrs Loveridge's death in 1941.

On 11 December 1944, Chief Observer Joyce Graham logged the crash into the ocean of an R.A.A.F. B25D Mitchell (A47-24). Practising out to sea on the Torquay Firing range, it had lost height. From the Loveridge Lookout, Geelong control was notified and search operations were directed to a large oil slick. Two crew members survived the crash, while another three members died.

By 1945, the volunteers at the observation post at the Loveridge Lookout had logged a total of 3000 aircraft movement reports. On 20 September 1945, the last watch of the Anglesea Volunteer Air Observers' Corp at the Loveridge Lookout was signed out by Mrs M. Russell.

2. Physical Evidence

The Loveridge Lookout is situated on an elevated, sloping, triangular coastal reserve bound by the Great Ocean Road, Harvey Street and First Avenue. Most of the reserve represents open coastal scrub land. A bitumen driveway off Harvey Street provides access to a larger bitumen carpark adjacent to the lookout structure. Nearby the lookout to the south-west, is a blue survey marker – trig point.

The modestly scaled, reinforced concrete, interwar Modern Functionalist styled lookout is set on a raised, rounded concrete base. It has a rectangular frame of square reinforced concrete columns (with curved projecting reinforced concrete brackets) and longitudinally-cantilevered beams that support a flat, narrow, rounded concrete slab roof that widely projects beyond the columns. The roof is parapeted, with a drainage outlet at the northern end. A solid painted brick partition wall along the centre of the shelter separates it into two spaces and provides a backrest for the fixed, slatted timber bench seats. These bench seats terminate into painted brick walls that form the backrests to similar seats at the ends. These seats feature solid reinforced concrete ends having curved tops.

A series of four curved concrete steps forms the perimeter to the concrete lookout base on the east side. The northern and southern curved ends of the base have solid, curved scrolled reinforced concrete balustrades. The structure is currently painted grey-green (equivalent to Haymes Aircraft Grey Green) and light cream (equivalent to Haymes Eggshell). The juxtaposition of simple curved and rectilinear forms, together with the widely projecting "floating" slab roof, represent the progressive image of Modern Functionalist design.

On the east-facing beam of the lookout is a fixed plaque that reads “Erected By Mrs J.E. Loveridge 1938”. On the west-facing beam is a plaque that reads: “Remembering the 56 Volunteer Aircraft Observers Who Manned This Post Up To 24 Hours A Day From 1942 To 1945. Erected in 1997 by the Anglesea and District Historical Society Inc.”

The Loveridge Lookout is in poor condition. Generally, there are several areas of spalled concrete and corrosion of reinforcement, leading to the need for steel props to be introduced to support the structure.

3. Cultural Heritage Significance

3.1 Statement of Cultural Significance

The Loveridge Lookout at Anglesea has significance as a memorial to James Loveridge, prominent retiree resident of Anglesea from the 1920s. Built by Mrs Bertha Loveridge on the location of her husband’s favourite oceanic viewing spot in 1938, the lookout was designed by the Ballarat architect, H.L. Coburn in an interwar Modern Functionalist style and it now represents the only surviving reinforced concrete structure of this design type in Anglesea. The lookout has important associations with homeland defence during World War 2 as the location of the Volunteer Air Observers’ Corps observation post between 1942 and 1945. Over 3000 aircraft were recorded from this post on a 24-hour basis during these four years. The lookout is also a tangible legacy of the growth in tourism at Anglesea as a result of the opening of the Great Ocean Road in 1922 and the popularity and affordability of the motor car during the interwar period. Since 1938, it has been a popular tourist observation lookout well recognized for its commemorative and recreational tourist values by the local community. The lookout is of high integrity but in poor condition as a result of substantial spalling of concrete and rusting of reinforcement.

The Loveridge Lookout at Anglesea is **historically significant** at a **LOCAL level** (AHC A.4, C.2, H.1). It is a memorial to James Edward Loveridge, prominent retiree resident of Anglesea from the mid 1920s. Loveridge’s wife, Bertha, had the lookout built in 1938 in the location of her husband’s favourite viewing spot nearby their substantial home, ‘Anglecrest’. The lookout was designed by the well-known Ballarat architect, H.L. Coburn and no other lookout is known to have been designed by him. The lookout is also a tangible legacy of the growth in tourism at Anglesea and along the Surf Coast as a result of the opening of the Great Ocean Road in 1922 and the popularity and affordability of the motor car during the interwar period.

Of additional historical importance to the lookout is its association with war time homeland defence during World War 2, and particularly with the Volunteer Air Observers’ Corps between 1942 and 1945. The lookout (together with a temporary shelter addition that was attached to the west side of the lookout structure) was the location of over 3000 recorded aircraft sightings by local volunteers during these years, including the crash in the ocean of an R.A.A.F. B25D Mitchell (A47-24) in 1944. The volunteers of the Anglesea V.A.O.C. included Mr William MacDougall and Miss Joyce Graham (Chief Observers), together with Mrs Allan, Miss Borrett, Mrs Foster, Mrs Francis, Miss Francis, Mrs Hedley, Mr Hedley, Mr Harvey, Mr Ledgerton, Mr Littlejohn, Mrs Russell, Mrs Ringham, Mrs Shovelton, Mrs Sleeth and Mrs Thulborn. The emergencies were Mr Brekingham, Mr Fridey and Mr Morton.

The Loveridge Lookout at Anglesea is **aesthetically significant** at a **LOCAL level** (AHC D.2, E.1). It demonstrates original design qualities of an interwar Modern Functionalist style and is now the only one of two surviving examples of this design idiom in Anglesea. The raised, rounded concrete base, rectangular frame of square reinforced concrete columns (with curved projecting brackets), longitudinally cantilevered concrete beams and the flat, narrow widely projecting rounded concrete roof reflect a progressive design image that became the hallmark of roadside architecture after the World War 2. Other intact qualities of the lookout include the solid painted brick partition walls, fixed slatted timber seats, curved reinforced concrete seat ends and curved solid concrete balustrades at the northern and southern ends. The Loveridge lookout is only one of two Modern Functionalist structures in Anglesea and the only reinforced concrete example of this design type. It is also one of the few known surviving “non-tower” early 20th century lookout structures in Victoria and one of few known surviving coastal V.A.O.C. observation posts in Victoria.

The Loveridge Lookout at Anglesea is **socially significant** at a **LOCAL level** (AHC G.1). It is recognized and valued by the local community as an important long-standing tourist attraction, alongside its status as a memorial to James Loveridge.

Overall, the Loveridge Lookout at Anglesea is of LOCAL significance.

4. Conservation Policies

It should be noted that the following policies have not been endorsed by the Surf Coast Shire Council. They are independently provided as guidance for the future care and management of the structure.

4.1 Significant Fabric (Drawings 1.01-1.02, Appendix 8.01)

It is policy that the significant fabric of the Loveridge Lookout is restored and repaired to reflect the original design and reinforced concrete construction method.

4.2 Landscaping

It is policy that landscaping immediately surrounding the Loveridge Lookout be kept low to allow uninterrupted oceanic views.

4.3 Use

It is policy that the Loveridge Lookout continues to be utilized as a tourist observation post, following its original purpose.

4.4 Statutory Constraints

Building Code of Australia and OH&S Requirements Policy

It is policy that all buildings and works at the Loveridge Lookout are carried out in accordance with the appropriate Building Regulations.

It is policy that the use of the site conforms to the relevant Occupational, Health and Safety (OH&S) requirements, and other safety and regulatory requirements.

Heritage Controls

Surf Coast Planning Scheme: Heritage Overlay

Policy

It is policy that an amendment to the Surf Coast Planning Scheme be prepared for the inclusion of the Loveridge Lookout as a Heritage Overlay in the Schedule to the Heritage Overlay in the Surf Coast Planning Scheme. The extent of Heritage Overlay should include the land within 3 metres of the lookout.

4.5 Environmental Risk

The following environmental risk analysis provides details on the most likely threats on the significant fabric of the Loveridge Lookout, as a consequence of natural and human influences.

Threat	Likelihood of Threat	Recommendations to Mitigate Against Threat
Fire	Medium	The likelihood of fire is medium, given the nearby bushland. However, the open site and reinforced concrete construction should ensure minimal damage (the fixed timber slats to the seats may perish in a bushfire).
Storm & Weather	High	Given the poor condition of the fabric and its exposure to the coast, there is a high probability that the Lookout will suffer damage in the event of a severe storm. The unstable condition of the Lookout has been the result of salt and moisture attack given its exposed location. To reduce the potential for storm damage and further deterioration, the Lookout requires urgent and ongoing repair and maintenance (see Section 6).
Structural Stability	Very High	The Engineers' Reports identified in Section 2, together with physical evidence (the substantial spalling of concrete and exposure of reinforcement, and the need for props to the southern end of the roof), reveal that the structural stability of the Lookout is very poor. Urgent restoration and reconstruction are required to reduce the very high structural risk (see Section 6).
Vandalism & Civil Disturbance	High	<p>There have been a number of instances of graffiti attack in recent years. Consideration of additional lighting of the Lookout at night may help reduce the instance of graffiti attack and other damage caused by vandalism.</p> <p>Once restored, the Lookout may also attract additional tourists, possibly reducing opportunities for vandalism.</p> <p>The use of anti-graffiti coatings may also minimize damage.</p>
Vehicle Impact	Medium	The Lookout is at risk of suffering damage by vehicles, given its open location and the close proximity to the car park. Consideration could be given to the construction of bollards on the western side of the Lookout to reduce this risk.

Occupational Health & Safety	High	There is an absence of balustrades for access to the Lookout via the steps on the east side. However, any balustrades have the potential to diminish the original design qualities of the structure. Opportunities for unencumbered access remain on the east, adjacent to the car park.
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4.6 Future Development & Control of Physical Intervention

Possible Future Building Developments

Any possible building developments on the coastal reserve should be physically separated from the Loveridge Lookout. The Lookout should also be retained as the dominant feature on the site and the unobstructed views retained.

Subject to further consideration with the relevant State and Local Government authorities, opportunities may be available for some commercial operation on the coastal reserve site, possibly with some type of low-scale tourist-related use. From a heritage viewpoint, this development should only be considered if there is a net heritage benefit gained for the regular maintenance of the Loveridge Lookout.

4.7 Interpretation

Policy

It is policy that appropriate interpretation be provided to give an understanding and appreciation of the history, associations and design of the Loveridge Lookout.

Interpretive opportunities may include:

- Continued inclusion of the history of the Loveridge Lookout on the Anglesea & District Historical Society Inc. website.
- Inclusion of the history of the Loveridge Lookout on the Surf Coast Shire website.
- Development of an appropriate, freestanding, weatherproof, historical display panel nearby the Loveridge Lookout, explaining the cultural heritage significance of the structure.
- Preparation of a small historical booklet on the history and significance of the Loveridge Lookout, available to tourists.

4.8 Management

Policy

It is policy that the appropriate management of the Loveridge Lookout includes the conservation, restoration, maintenance and security of the structure. This Report should be used as a reference document for all conservation works.

Management of the property should include:

- Undertaking urgent repair works as outlined in the recommendations in this Report.

- Regular maintenance plans that address the policies and recommendations in this Report.

4.9 Funding Opportunities

Policy

Funding opportunities may be available for restoration and repair works to the Loveridge Lookout from some Government Departments and other agencies. These are provided in Section 5.11 in the main Report.

4.10 Lodgment of the Conservation Management Plan

Policy

In addition to the provision of a copy of this Conservation Management Plan to the Surf Coast Shire and the Anglesea and District Historical Society Inc., it is policy that it also be lodged with the State Library Victoria and the Australian War Memorial. The State Library Victoria and the Australian War Memorial have provided permission for the use of historic photographs in this Report, on the understanding that a copy will be forwarded to these repositories.

4.11 Further Research

Further research may reveal the location of the original design drawings for the Lookout, together with further details on the Loveridge family.

5. Conservation & Maintenance Items

5.1 High Priority Repairs to the Loveridge Lookout

It is recommended that urgent repairs to be carried out to the Loveridge Lookout within the next 12-24 months to ensure its long term sustainability. The Engineering Report by Vertitech (Appendix 8.05) provides details on the appropriate repairs required. These “best value” repair works are as follows:¹

Roof Slab

- Remove all render and roughen the entire concrete surface.
- Repair all localized defective concrete locations followed by high pressure water washing.
- Saturate the surface with a polymer modified mortar with a high diffusion resistance.
- Apply a liquid membrane system to the roof slab top and sides (the membrane would need to be 100% acrylic with long term elasticity and good anti-carbonation properties).

Beams

- Suitably prop the beams in stages while repairs are carried out.
- Remove all render and concrete from around all longitudinal reinforcing bars, remove all reinforcement bars and replace with 316 grade stainless steel bars.
- Remove all render and concrete from around all ligature bars, followed by grit blasting the bars and coating with an electrically insulating epoxy coating, or replace them with 316 grade stainless steel bars.

¹ Apart from some additional recommendations provided for the Curved Ends to the End Seats, these recommendations are taken from Vertitech Australia Pty Ltd, ‘Anglesea Lookout Structure/Concrete Repair’, prepared for the Surf Coast Shire, 26 August 2005.

- Prepare surface and rebuild the beams into their original shape using polymer modified repair mortar with a high diffusion resistance.

Columns

- Remove all render and roughen the entire concrete surface.
- Repair all localized defective concrete locations followed by high pressure water washing.
- Saturate the surface with a Migrate Corrosion Inhibitor for concrete.
- Re-render the surface to its original shape using polymer modified mortar with a high diffusion resistance.

Curved Ends to End Seats

- Prepare a measured drawing of the existing curved ends to the seats on the north and south faces, given their highly deteriorated state.
- Prepare a drawing of these curved seat ends to match the original design.
- Remove existing seat ends.
- Off-site fabricate the replacement precast walls using lightweight aggregate and corrosion resistant reinforcement, to match the original design.
- On-site install the walls into the original locations.

In addition to the above, it is also recommended that:

- The painted brick seat backrests/partition walls be retained. These walls appear to be in good condition.
- The missing timber slat to longitudinal seat (east side) be replaced in timber to match existing and painted.
- The steel brackets to the bench seats be treated with rust inhibitor and painted.
- The rotted timber slats in the bench seats be replaced to match existing and painted.

6.2 Colour Scheme

The following colour scheme is partly based on paint scrape analysis and an analysis of historical photographs. It is recommended that the lookout be painted as follows:

- Haymes Grey Lake (4095W) for all the structure except for:
 - Timber seat slats (Haymes Gunpowder Grey, 4096MT)
 - Bases of columns, seat ends, curved balustrades (north and south ends) and backrests/partition walls (Haymes Gunpowder Grey, 4096MT) of equivalent height as the mid tone colours shown in Figures 2.07 & 2.14.

SECTION 1

1.0 Introduction

SECTION 1

1.0 Introduction

1.1 Background & Method

This Conservation Management Plan for the Loveridge Lookout, Anglesea, was commissioned and funded by Surf Coast Shire in February 2007. A portion of this document has also been prepared in an honorary capacity. A draft of the document was provided to the Surf Coast Shire in July 2007.

The purpose of Sections 1-4 of this report is to provide an assessment of the aesthetic, historic, scientific and social significance of the structure, utilising readily available documentary information, and physical investigations. This assessment is used in Sections 5-6, where policies, recommendations, works and maintenance items have been prepared for the conservation and restoration of the lookout.

All illustrations and photographs (including Appendices 8.02-8.03) used in this report are for research and guidance purposes only. Any commercial reproduction of these illustrations and photos will require Copyright clearance from the respective owners. A site plan and floor plan photographic key are provided as Appendix 8.01.

This report reflects the principles embodied in the Australia ICOMOS (International Council on the Conservation of Monuments and Sites) *Burra Charter*, which is the pre-eminent conservation document in Australia. The *Burra Charter* is included in this report as Appendix 8.06. The report is also largely in accordance with Heritage Victoria's standard Brief for the preparation of Conservation Management Plans (March 2003), but tailored to suit the particular client requirements and budget.

This report has been prepared by Dr David Rowe of Authentic Heritage Services Pty Ltd, PO Box 9169, St. Albans Park, Geelong, 3219. It has been proof-read by Wendy Jacobs: Architect & Heritage Consultant, Ballarat. Historical research has been provided by Susie Zada of Zades Pty Ltd.

Copyright is held jointly by the Surf Coast Shire and the consultant. Any of the parties has a perpetual license to use the material in this Report.

1.2 Acknowledgments

The Consultants acknowledge and appreciate the support provided by the following people in the preparation of this Report:

- Peter Bromley, Surf Coast Shire.
- Henk Mensinga, Surf Coast Shire.
- Lindsay Braden, Anglesea & District Historical Society Inc.
- Bruce Bodman, Anglesea & District Historical Society Inc.
- Anglesea & District Historical Society Inc.
- Staff at the Geelong Heritage Centre.
- Anthony Navarro, Public Land Administration, South West Region, Department of Sustainability & Environment.
- Peter Coburn, Ballarat (descendant of H.L. Coburn, architect).
- Peter Dunn (photographs and information on the Volunteer Air Observers' Corps from his web site – with permission).

- Nicola McColl, Museum Victoria (Collections & Research).
- David Crotty, Curator, History & Technology Department, Museum Victoria.

1.3 Heritage Listings

The registers of the authorities listed below were searched in July 2007, with the following results:

1.3.1 Australian Heritage Council

The Loveridge Lookout Anglesea, is not identified on the National Heritage List, Commonwealth Heritage List or the Register of the National Estate.

1.3.2 Heritage Council of Victoria

The Loveridge Lookout, Anglesea, is not included on the Victorian Heritage Register.

1.3.3 City of Greater Geelong

The Loveridge Lookout, Anglesea, is not included as a heritage overlay in the Greater Geelong Planning Scheme.

1.3.4 National Trust of Australia (Victoria)

The Loveridge Lookout, Anglesea, is listed on the register of the National Trust of Australia (Victoria).

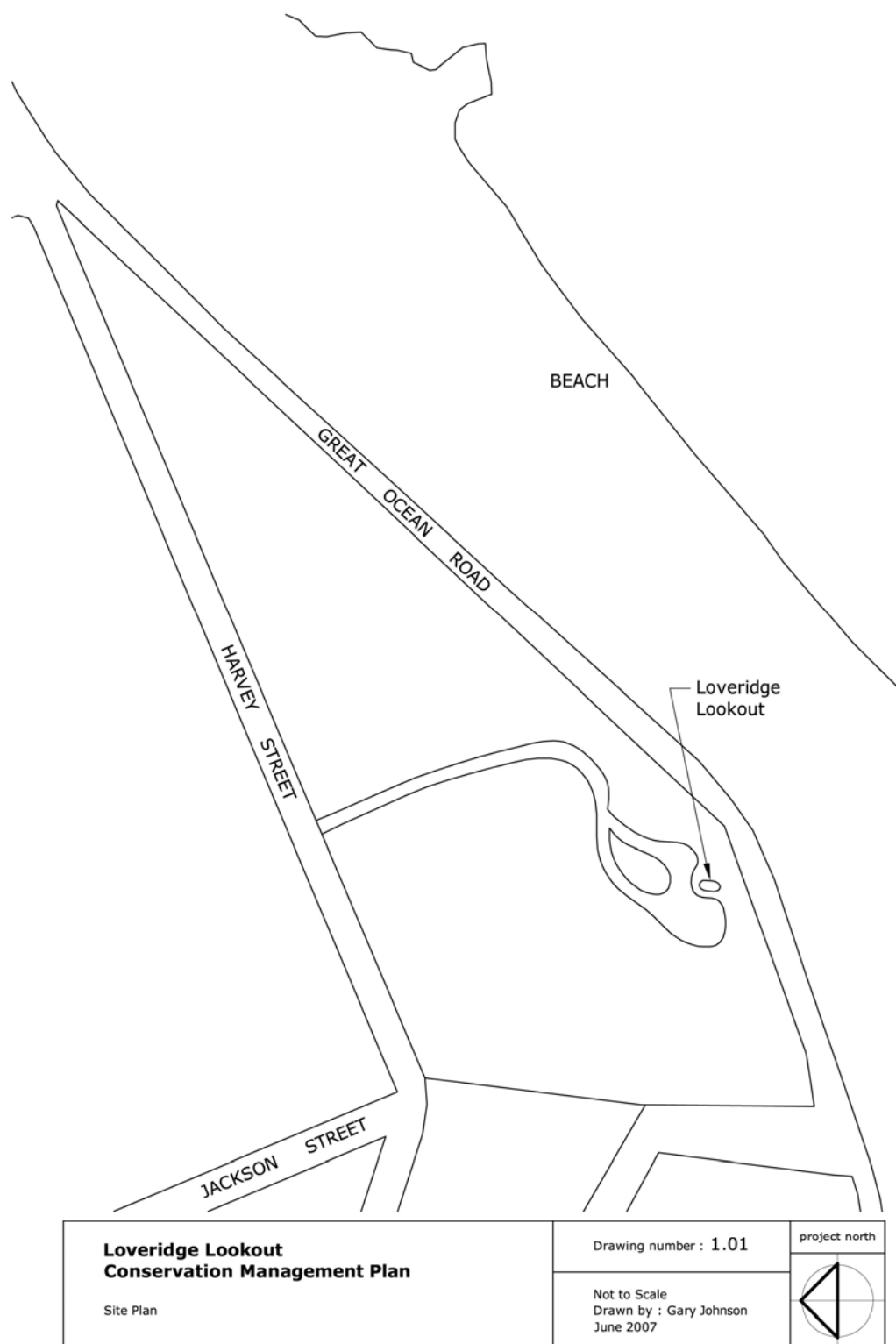
1.4 Statutory Obligations of Heritage Listings

As the Loveridge Lookout is not included on the Victorian Heritage Register or as a heritage overlay in the Surf Coast Planning Scheme, there is no formal obligation to seek heritage and/or planning permits for buildings and works and changes of use from a heritage perspective. However, this Report reveals that the Loveridge Lookout has heritage value and any proposed changes are encouraged to be discussed with Council's Statutory Planning Department.

1.5 Definition of the Property

The Loveridge Lookout is situated on an elevated, sloping, triangular coastal reserve bound by the Great Ocean Road, Harvey Street and First Avenue. Most of the reserve represents open coastal scrub land. A bitumen driveway off Harvey Street provides access to a larger bitumen carpark adjacent to the lookout structure. Nearby the lookout to the south-west, is a blue survey marker – trig point. A feature of the site is the reinforced concrete lookout structure that has been designed in a Modern Functionalist style and provides scenic views to Point Roadknight, Red Rock and Point Addis.

1.6 Site Plan of the Coastal Reserve containing the Lookout



SECTION 2

2.0 Historical Evidence

SECTION 2

2.0 Historical Evidence

2.1 Early Development of Anglesea

Post contact European settlement of Anglesea began as early as 1846 as part of the 'Anglohawk' run of Thomas Carter.¹ In 1852-53 the lease was purchased by Thomas Butson Pearse and Robert McConachy.² In the following year they applied for 530 acres of freehold land upon which they erected a slab house, two huts and stables.³ The slab house was replaced by a homestead in 1862.⁴

The Anglesea River was the boundary between the Shires of Barrabool and Winchelsea when the Shire of Barrabool was created in 1865.⁵ By this time, Anglesea was known as Swampy Creek, an isolated fishing spot difficult to access.⁶ A description of Swampy Creek in 1865 is as follows:

A fishing party started from town on Tuesday afternoon to try a new place, said to be a splendid fishing ground, known as Swampy Creek, about 25 miles from town, in the direction of Loutit Bay [Lorne]. Swampy Creek is a rather long arm of the sea, running inland to join a small creek running down from the ranges, and beside being abundantly supplied with bream and other varieties of fish to be found in both salt and fresh water, there is plenty of snapper and crayfish to be had close to the beach. The party we speak of caught seven fine snapper and some "booming old men" crayfish.⁷

In 1868, James Noble bought 928 acres of land on the west side of Swampy Creek, while George Frederick Belcher acquired 273 acres nearby⁸ (Figure 2.01). By the 1870s, there had been a number of applications for land having ocean frontages west from Point Roadknight.⁹ Still isolated and difficult to reach, travelers were 'told to ask for directions at Cunningham's Jan Juc (Bellbrae) store' and were 'reminded to close the gate when leaving his paddock.'¹⁰ In 1877, a track from Jan Juc to Swampy Creek was surveyed.¹¹ The impending permanent track appears to have prompted the Victorian Government to permanently reserve the western side of the land comprising the river bank and the sea embankments as a coastal reserve in 1876.¹²

The popularity of Swampy Creek continued into the 1880s and on 1 March 1884, James Noble auctioned part of his land as the Township of Gladstone on the Anglesea River¹³ (Figure 2.02). This caused the name of the area to be

- 1 K.L. Cecil, *Chronological list of events at Anglesea*, 2nd edn., Anglesea & District Historical Society Inc., Anglesea, 1992.
- 2 *Ibid.*
- 3 *Ibid.*
- 4 *Ibid.*
- 5 *Ibid.*
- 6 I. Wynd, *Barrabool: Land of the Magpie*, Barrabool Shire, Torquay, 1992, p.105.
- 7 *Ibid.*, pp.105-106.
- 8 *Ibid.*, p.106.
- 9 *Ibid.*
- 10 *Ibid.*
- 11 Cecil, *op.cit.*
- 12 The Coastal Reserve was gazetted to be permanently reserved from sale. See Victoria Government Gazette, 21 January 1876, p.96. On 29 October 1880, the coastal reserve was gazetted to be reserved for public purposes. Victoria Government Gazette, 29 October 1880, p.2661, provided by DSE, Geelong.
- 13 Cecil, *op.cit.* & Wynd, *op.cit.*, pp.106-107.

changed from Swampy Creek to Anglesea River.¹⁴ Two years later in 1886, the Winchelsea Shire Council was petitioned to erect a bridge over the Anglesea River. It was at this time when the Township of Anglesea was subdivided into 40 allotments. The auction notice provided the following description:

This new and charming watering place is continuing to rise into well deserved notoriety. It can only be because it has been comparatively unknown that it has not received "swarms" of visitors. It has, doubtless, a brilliant future. The combination and variety of its lovely scenery "in mount and stream and sea" is simply indescribable. Its geographical position is about 20 miles from Geelong on the ocean coast, nearly midway between Point Addis and Point Roadknight. A coach runs frequently during the summer. Its maguesia [sic.] and iron springs alone are well worthy of a visit.¹⁵

By 1916, Anglesea had become a small seaside village. The New Year's holiday traffic count from Anglesea to Geelong reached the following totals, clearly indicating the quiet nature of the village:¹⁶

FRI 1 car & 2 motor cycles
SAT 9 cars & 1 motor cycle
SUN 3 motor cycles
MON 5 cars & 9 motor cycles

The quiet nature of Anglesea was to substantially change in the ensuing years. In 1918, the Great Ocean Road Trust (Figure 2.03) was established to manage the construction of the 'modern coastal highly' to link Barwon Heads to Warrnambool.¹⁷ The first section of the narrow gravel track was opened between Torquay and Eastern View in March 1922.¹⁸ It was planned as a tourist and scenic road, demonstrating that 'tourism was as powerful a road-building incentive in the 1920s as trade'.¹⁹

The dramatic impact on progress of Anglesea as a result of the opening of the Great Ocean Road from 1922 and the greater availability of the motor car after the Second World War is reflected in the Military Survey Plans of the town in 1928 and 1956. (Figures 2.04-05) The construction of the Four Kings Roadhouse at Anglesea (fronting the Great Ocean Road) in 1946-47 – the earliest-known roadhouse in Victoria²⁰ – further reflects the tourist growth to the area (see Section 4 for further details). The Plan for 1928 (Figure 2.04) shows approximately 22 buildings on the west side of the Anglesea River. By 1956, there had been additional land subdivisions and a substantial increase in the

14 Cecil, *op.cit.*

15 See Plan of Subdivision of Allots 64B & 64C, Township of Anglesea, 1886, Maps collection, A30, Geelong Heritage Centre.

16 Cecil, *op.cit.*

17 D. Rowe, *The Pleasure Grounds of the Barwon Coast: A History*, Barwon Coast Committee of Management Inc., Barwon Heads, 2002, p.45.

18 S. Priestley, *The Victorians: Making Their Mark*, Fairfax, Sym & Weldon Associates, McMahon's Point, 1984, p.170.

19 C. Kellaway, 'Farmland, Forest & Surf', Environmental History of the Surf Coast Shire (Part of the Surf Coast Heritage Study Stage 1 by Context Pty Ltd), November 1997, pp.27-28 & P. Alsop, A History of the Great Ocean Road, 1982, Geelong Heritage Centre.

20 See D. Rowe, 'Heritage Report & Recommendations of the "Four Kings Roadhouse" Anglesea', Surf Coast Shire Heritage Advisory Service, Surf Coast Shire, 25 October 2001.

number of buildings constructed (Figure 2.05). This clearly reveals that Anglesea had become an important tourist destination from the interwar period.

2.2 Loveridge Lookout

Upon her return from an overseas trip to Colombo in 1937,²¹ Mrs Bertha Loveridge set about organizing the construction of a lookout on reserved land overlooking Point Roadknight, Red Rock and Point Addis, in memory of her husband, James Loveridge. The lookout was to be situated near the old red and white coloured timber trig point that had been situated to the south of Harvey Street.²² The new lookout was also to be located nearby the Loveridge family property, 'Anglecrest'. Further details on the Loveridge family are provided in Section 2.4.

No records have been found indicating that official permission had been obtained for the building of the lookout on the reserve land. This land was under the management of the Barrabool Shire Council.²³ A reason for Mrs Loveridge's selection of this particular site is that it was her husband's favourite viewing location of the ocean, beside the survey marker (trig point).²⁴ Interestingly, James Loveridge preferred this location to the better oceanic views from his home, 'Anglecrest'.²⁵ Anecdotal evidence records that he walked every day across the location of the lookout site.²⁶

The lookout was designed in 1937-38 by H.L. Coburn, an architect of Ballarat.²⁷ He apparently had designed the alterations to the Trinity Presbyterian Church at Anglesea in 1938, which included enlargements and the introduction of Conite wall cladding and imitation buttresses.²⁸ Although an Anglican, Mrs Loveridge had donated a sizeable sum towards the Presbyterian Church alterations, given that Anglican Church of Transfiguration at Anglesea used this Church building at this time. It may have been through the refurbishment of the Church where she made contact with Coburn to design the lookout. A closer link between Mrs Loveridge and H.L. Coburn were Mr and Mrs C.P.A. Taylor of Webster Street, Ballarat. Coburn had designed a shopfront and additions to the Courier newspaper building for C.P.A. Taylor, Managing Director, in 1925 and 1926.²⁹

- 21 Shipping & Passenger Index, 16 February 1937, National Archives of Australia, item 18466.
- 22 Oral information (originally from the Bingley family whose house was nearby the lookout) supplied to Susie Zada at the Anglesea & District Historical Society Inc. meeting, 1 July 2007.
- 23 According to Peter Bromley, Surf Coast Shire, February 2007, informal permission was possibly given for the construction of the lookout on this land. The Barrabool Shire Council kept scant records.
- 24 L. Braden, *Early Anglesea Families*, Anglesea & District Historical Society Inc., limited updated edn., 1998.
- 25 *Ibid.*
- 26 *Ibid.*
- 27 See watercolour sketch by Coburn, c.1937-38 and Coburn file list of commissions in the Peter Coburn private collection, Ballarat.
- 28 No specific documentary evidence has been ascertained that clearly reveals H.L. Coburn as the architect of the alterations to the Trinity Presbyterian Church. According to Lindsay Braden, the Anglesea & District Historical Society Inc. holds notes that reference Coburn as the architect of the changes to the Church. Moreover, a list of files of H.L. Coburn commissions includes "Church of England, Anglesea" (see Peter Coburn private collection, Ballarat). In 1938, the Church of England was using the Trinity Presbyterian Church for its worship services, as the new Anglican Church at Anglesea was not built until 1957, after Coburn's death. See M. Frewin & L. Phelan, *Churches of Geelong and District Volume 2: Pre 1900 Outer Geelong Region*, Geelong Family History Group Inc., Geelong, 2006, pp.4-6 for further details.
- 29 Ballarat Building Permits, 20 October 1925 & 22 July 1926, Ballarat Building Permit Book database 1910-1945, City of Ballarat.

Mrs Taylor was listed in a Codicil to Mrs Loveridge's Will in 1938³⁰ and was therefore closely associated with Mrs Loveridge.

The lookout was constructed in reinforced concrete, possibly by the prolific Geelong builders, J.C. Taylor and Sons,³¹ in an interwar Modern Functionalist style. Arthur Simmons worked on the construction of the structure by shoveling concrete.³² Figure 2.06 shows Coburn's original watercolour sketch for the lookout. It was designed on a raised, rounded concrete base, having a rectangular frame of square reinforced concrete columns (with curved projecting reinforced concrete brackets) and longitudinally-cantilevered beams that supported a flat, narrow, rounded concrete slab roof that widely projected beyond the columns. The clean simple lines, emphasis on horizontality (by the widely cantilevering roof), rounded geometric forms (in the elevated base and solid, curvilinear balustrades at the lookout base ends) and the obvious functionality (through the bench seats within the longitudinal centre – separated by a solid balustrade, and along the ends) clearly expressed Coburn's desire for employing a more radical, progressive image in the outward expression of the memorial lookout.

The lookout was constructed in accordance with the original design. A photograph of 1938 shows the structure with Mrs Loveridge in the foreground (Figure 2.07). The lookout appears to have had an unpainted concrete rendered finish, apart from the bases of the structure (including the curvilinear balustrades at the ends) which were painted a mid tone colour. This tonal scheme seems to have been retained until the 1950s or 1960s, when a colour illustration of the lookout suggests that it been painted a deep cream (Figure 2.08), although the mid-tone coloured base was retained. A paint scrape confirms that the lookout had been painted a deep cream, similar to Haymes Manilla. It was subsequently painted a lighter cream (equivalent to Haymes Eggshell).

By 1998, the lookout had been painted white and dark green (equivalent to Haymes Mid Brunswick Green) (Figure 2.09). It appeared to be in good condition at this time. The lookout was subject to graffiti attack in 2002 (which had been an ongoing problem for several years) and was repainted in the same colours³³ (Figures 2.10-13). The social value of the lookout was noted in the *Anglesea Online* newsletter in 2002 and 2004, claiming the structure to be 'Anglesea's tourist Mecca.'³⁴ By 2005, the lookout had been painted a grey-green (equivalent to Haymes Aircraft Grey Green) and light cream (equivalent to Haymes Eggshell).

By 2005 the lookout had fallen into disrepair as a result of sea-salt attack on the reinforced concrete construction. In May of that year, the Surf Coast Shire sought an Engineering Report from P.J. Yttrup and Associates, which claimed

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- 30 First Codicil to Will of Mrs. B.R. B. Loveridge, 6 July 1938, VPRS 7591/P/2, Unit 1/61, File 329/219, Public Record Office, Victoria. The Codicil states: Mrs C.P.A. Taylor Senior of Webster Street, Ballarat – my pink dessert set in the breakfast room at "Anglecrest".
- 31 Lindsay Braden, Anglesea & District Historical Society Inc., personal comment, July 2007.
- 32 Oral information supplied to Susie Zada, op.cit.
- 33 *Groundswell: The Surf Coast Shire Community Newsletter*, November 2002, p.3.
- 34 Anglesea On-line, Winter 2002, revised 22 May 2004 at http://www.anglesea-online.com.au/news/Archive/01_2002_Winter/loveridge.asp. See also the Surf Coast Tourism News, July 2005, which claims that the "Loveridge Lookout is a local landmark popular with both tourists and locals ..."

that the lookout was ‘in a very poor state with extensive corrosion of reinforcement and spalling of concrete’ and that the ‘relatively recent paint covers many of the problems.’³⁵ The recommendation was for the demolition of the structure. A temporary wire chain mesh fence was subsequently erected around the lookout to prevent access by the public due to the spalling concrete.

In August 2005, after strong community support for the retention and repair of the Loveridge Lookout, the Surf Coast Shire sought alternative advice on the concrete repair of the structure from Vertitech Australia Pty Ltd. At the time, Vertitech claimed that the structure was ‘in a relatively good condition for its age’ although ‘concrete is spalling in a number of locations due to the corrosion of reinforcement.’³⁶ Repair measures were recommended for its restoration.

2.3 Volunteer Air Observatory

The onset of World War 2 brought about a different observational role for the Loveridge Lookout than that of shelter for tourists to admire the scenic beauty of the area. On 26 February 1942, two hours before day break, a Japanese Yokosuka E14Y floatplane took a reconnaissance flight of Melbourne and Port Phillip Bay to observe shipping and future targets.³⁷ The light seaplane flew past Cape Otway along the coast via Lorne, Aireys Inlet and Anglesea to Point Lonsdale, then north across Portarlington to the mouth of the Yarra River before returning to sea to rendezvous with a long range submarine north of King Island.³⁸

This event instigated the lookout taking on a wartime role just four months later.³⁹ The structure became an observing post for the Volunteer Air Observers Corps (see Section 4 for further historical details). Between 1942 and 1945, a group of 56 local volunteers, without experience about aircraft, kept the observation post open, playing a critical role in the ground warning strategy of the Royal Australian Air Force (R.A.A.F.).⁴⁰ The strategy was divided into two divisions: ground radar stations 13 and 14 at Cape Otway and Wilsons Promontory respectively; and back up air observation posts at Lorne, Anglesea and Torquay.⁴¹ The Loveridge Lookout was known as post number W.Q.1.⁴²

Given the need for constant surveillance, a small room was added to one side of the Loveridge Lookout by the local builder, Les Hedley⁴³ (Figures 2.14-15). The small flat-roofed shelter was lit by a kerosene lamp and heated by a small pot-belly stove.⁴⁴ The windows were covered by draw curtains and the walls

35 P.J. Yttrup of P.J. Yttrup & Associates Pty Ltd, ‘Loveridge Lookout, Anglesea’, Engineering Report, 9 May 2005, provided by Peter Bromley of the Surf Coast Shire.

36 J. Ulehla of Vertitech Australia Pty Ltd, ‘Anglesea lookout structure/concrete repair’, Engineering Report, 26 August 2005, provided by Peter Bromley of the Surf Coast Shire.

37 L. Braden, ‘The Volunteer Air Observer Corps at Anglesea’s Loveridge Lookout 1942-5’, research notes, Anglesea & District Historical Society Inc., n.d. See also L. Braden, ‘Anglesea’s wartime Look-Out’ in Lindsay Braden’s Anglesea History Page, Anglesea & District Historical Society, n.d.

38 Ibid.

39 Ibid.

40 Ibid.

41 Ibid.

42 Volunteer Air Observers’ Corps Log Book, post no. W.Q. 1, August 1944, Anglesea & District Historical Society Inc.

43 Braden, op.cit.

44 Ibid.

affixed with various cloud and aircraft identification charts. A temporary barbed wire fence encircled the lookout.⁴⁵

The first recorded observatory watch occurred on 22 June 1942 by William Hale Senior.⁴⁶ Anglesea's first Chief Observer was Mr William MacDougall.⁴⁷ He was followed Miss Joyce Graham.⁴⁸ Both MacDougall and Graham were featured in photographs at the observatory in c.1942 (Figures 2.16-20). These photographs show the interior of the observatory shelter, as well as observance from the shelter through binoculars and a mounted telescope. This telescope was owned by the McMillan family of nearby "Blink Bonnie", Parker Street, Anglesea, which featured its own observance tower.⁴⁹

In addition to Miss Graham, the Anglesea Observation Post Observers' Log Books for 1944 and 1945 list 14 local volunteer observers together with three emergency observers who contributed to the 24 hour observance operation. These and volunteers prior to 1944 include: Mrs Allan, Miss Borrett, Mrs Foster, Mrs Francis, Miss Francis, Mrs Hedley, Mr Hedley, Mr Harvey, Mr Ledgerton, Mr Littlejohn, Mrs Russell, Mrs Ringham, Mrs Shovelton, Mrs Sleeth and Mrs Thulborn. The emergencies were Mr Brekingham, Mr Fridey and Mr Morton.⁵⁰ It is of interest that Mrs May Thulborn was a volunteer in 1944 and 1945. She was the maid and companion of Bertha Loveridge, benefactor of the Loveridge Lookout.⁵¹ It appears that May Thulborn continued to reside at the Loveridge home, 'Anglecrest' in a caretaker capacity in the ensuing years after Mrs Loveridge's death in 1941.⁵²

On 11 December 1944, Chief Observer Joyce Graham logged the crash into the ocean of an R.A.A.F. B25D Mitchell (A47-24)⁵³ (Figure 2.21). Practising out to sea on the Torquay Firing range, it had lost height. From the Loveridge Lookout, Geelong control was notified and search operations were directed to a large oil slick.⁵⁴ Two crew members survived the crash, while another three crew died.⁵⁵

By 1945, the volunteers at the observation post at the Loveridge Lookout had logged a total of 3000 aircraft movement reports.⁵⁶ The aircraft largely noted were: Ansons, Oxfords, Kittyhawks, B25 Mitchells, Spitfires, Beaufighters, Liberators and Mustangs.⁵⁷ On 20 September 1945, the last watch of the

45 Ibid.

46 Ibid.

47 L. Braden, *Early Anglesea Families*, op.cit., p.15.

48 See Volunteer Air Observers' Log Books 1944-45, op.cit.

49 Braden, op.cit.

50 Volunteer Air Observers' Log Books, op.cit.

51 See Will and Three Codicils of Bertha Teresa Bromley Loveridge, 9 February 1938, 6 July 1938, 5 February 1940 & 28 February 1941, op.cit.

52 Ibid. Probate papers for Bertha Loveridge show wages still being paid to May Thulborn for some time after Mrs Loveridge's death. Furthermore, a Mrs Annie Loveridge is listed as a resident of Anglesea for 1944-45 in the *Sands & McDougall's Directory of Victoria*. James and Bertha Loveridge did not have children, but it is presumed that Annie Loveridge was a relative.

53 Braden, 'The Volunteer Air Observer Corps at Anglesea's Loveridge Look-out', op.cit.

54 Ibid.

55 Ibid.

56 Ibid.

57 Ibid.

Anglesea Volunteer Air Observers' Corp at the Loveridge Lookout was signed out by Mrs M. Russell.⁵⁸

2.4 Significant Figures

2.4.1 Loveridge Family⁵⁹

On 21 December 1925, James Edward Loveridge purchased lots 6-11 of block A as part of the Sunnymead Estate at Anglesea for £550. A linoleum importer and manufacturer's agent of 314 Collins Street, Melbourne, Loveridge had acquired considerable means. He was born in 1864 at Gawler, South Australia, and married Bertha Theresa Bromley Marriner (born at Portarlington, Victoria, about 1869) in 1892. By 1905, they were residing at 'Tiri-Tiri' in Oak Road, Glen Iris and from 1920 at Kyarra Road, Glen Iris.

The success of James Loveridge's business interests was reflected in the construction of a substantial two storey residence at Anglesea in 1926-27. Known as 'Anglecrest', the residence was designed by the Melbourne architects, Richardson and Wood. In 1928, the newly-completed house featured in the *Australian Home Beautiful*, which described it as follows (Figures 2.22-23):

Approaching "Anglecrest" from the road, its most noticeable feature is the spacious, deep-set verandah and balcony, with its roughcast monolith piers flanked by a stone stairway from the top of which can be seen that angle of the sea to which the river comes. An ever finer view is commanded from the balcony, which is glassed in at one end to shelter it from the northerly winds.

Inside "Anglecrest" possesses all the virtues with which modern architecture has been able to endow it. The main lounge, which is entered direct from the verandah, measures 24 ft. x 26 ft., and has opening off it the dining-room and den. When the double glass doors which separate these three rooms are thrown open there is a span of 66 ft. from bay to bay. All three are paneled alike up to door architrave height, while the ceilings are treated with heavy coffer beams, the interstices filled with plain fibrous plaster. Mahogany has been chosen for the lounge, while the dining-room has been done in red pine and the den in oak. The cozy ingle-nooks which are a feature of the two latter rooms have old brass canopies, Dutch tiled fireplaces and inset leaded glass cabinets. The heavy Jacobean grille supported by square wooden pillars which runs across the lounge is unusual, and lends the room distinction. The flooring throughout is Tasmania hardwood and jarrah.

The bedrooms and breakfast-room are simply treated with fibrous plaster ceilings and ivory enamel finish which makes them light and easy to keep clean. The main bathroom, besides being thoroughly up-to-date in every respect, has the additional comfort of size. It is white tiled half-way up the walls and is fitted with built-in enamel bath and every conceivable convenience.

58 Ibid.

59 See South Australia Births, Deaths & Marriages Index, Book 30, p.462, Barossa District, Victorian Births, Deaths & Marriages Indexes, registers 1867, 18466 & 2010, Braden, 'Research notes on Early Anglesea Families', op.cit., Sands & McDougall's Directories of Victoria, National Archives of Australia, op.cit., & Will & Codicils of B.T.B. Loveridge, op.cit., unless otherwise noted.

... For lighting, an electric plant has been installed. It consists of a Lister engine and 56-cell battery, which provides ample and effective lighting for both outside and in.⁶⁰

The importance of a car wash area and garaging was to ensure the cleanliness and storage of the Loveridges' car. In 1923, the Loveridges had imported a Graf Und Stift (Figure 2.24), the European equivalent of a Rolls Royce, at a cost of nearly £5,000.⁶¹ A Mr A.J. Allen was the chauffeur.⁶²

Having retired to Anglesea, Mr and Mrs Loveridge became well-known in the local area. James Loveridge died in 1935. His ashes were believed to have been scattered in either the rose garden at Anglecrest or near his favourite oceanic viewing location (now the location of the Loveridge Lookout). Mrs Loveridge died in 1941 in Ballarat at the Novar Hospital. 'Anglecrest' was destroyed in the Ash Wednesday bushfires in 1983.

2.4.2 H.L. Coburn⁶³

Herbert Leslie Coburn (Figure 2.25) was born in Ballarat in 1891, the son of William and Elizabeth Coburn. William Coburn became a mining engineer in Ballarat in the late 19th century. "Les" Coburn, as he was more commonly known, was educated at the Urquhart Street Primary School, Ballarat. In 1906, he was indentured to Percival Selwyn Richards, architect of Ballarat. In 1911 upon the completion of his articles, he was made an assistant draftsman and in 1917-18 he entered an interim partnership with Richards. This was formalized after the end of World War 1 when the partnership became known as P.S. Richards and Coburn. In 1922, Percival's son, Geoffrey entered the partnership, with the firm then known as P.S. Richards Coburn and Richards. It was also at this time when Coburn took up a part-time lecturing position in architecture and building construction at the School of Mines.

In 1919, Coburn enrolled in an architectural correspondence course sponsored by the International Correspondence School. For two years he worked on assignments (often with Geoffrey Richards who was also enrolled in the course) to obtain an architectural diploma. It was also in 1919 when Coburn married Alice May Thooher of Melbourne.

60 *The Australian Home Beautiful*, 2 April 1928, pp.12-18.

61 Braden, op.cit & E.P. Penrose, Curator, The Industrial & Technological Museum, Public Library, Museum & National Gallery of Victoria, Memorandum for The Chief Librarian & Secretary, 19 May 1938. Mrs Loveridge proposed to donate the car to the Museum at this time. A new body was built and fitted to the car in c.1928. The Memorandum states that 'the car is an example of a very high craftsmanship, and probably the only one of its kind in Australia.'

62 Ibid.

63 See G. Sweely, 'Parallel Practices: P.S. Richards and the Architectural Practices With Which He was Associated in Australasia', PhD thesis, University of Melbourne, 1998, Victorian Births, Deaths & Marriages Index, register 9961 in 1892, N. Lewis, W. Jacobs, E. Vines & R. Aitken, Ballarat: a guide to buildings and areas 1851-1940, Jacobs Lewis Vines in association with the City of Ballarat, 1981, A. Hyslop, *Sovereign Remedies: A History of the Ballarat Base Hospital 1850s-1980s*, n.d., S. Zada, Architect's Database, unpublished database, various sources, 2007, W. Perry, *The School of Mines and Industries Ballarat: A History of its First One Hundred & Twelve years, 1870-1982*, The School of Mines & Industries Ballarat Ltd, Ballarat, 1984, p.392 & 408, and the City of Ballarat Building Permits database, op.cit., unless otherwise noted.

In the 1920s, Coburn's interest in watercolour painting was more seriously taken up. He had begun an interest in watercolour artwork as early as 1915 with the completion of a huge painting of the buildings at the School of Mines, Ballarat. In the 1920s, he often painted with John Rowell, art instructor of the School of Mines. Rowell apparently introduced Coburn to Harold Herbert, an artist well-known for his war time drawings and paintings as the accredited war correspondent for the Australasian newspaper until 1944. Coburn's interest and abilities in watercolour painting are reflected in his watercolour concept for the Loveridge Lookout in 1937-38 (Figure 2.06).

In 1933, Coburn severed his ties with the Richards Coburn and Richards firm and established his own practice at 313 Sturt Street. Gay Sweely in 'Parallel Practices: P.S. Richards and the Architectural Practices With Which He was Associated in Australasia' provides reasons for the split between P.S. and G. Richards. One reason was the divergence in design ideas as Sweely describes:

Throughout the 1920's, Les Coburn's ideas concerning domestic architecture were radically changing to more modern lines, whereas Geoffrey and his father adhered to either English or classical motifs. Although Coburn produced a number of designs incorporating classical motifs, some of his other designs became more streamlined, functional, and organic ... Part of the case for this new artistic direction may have been his awareness of American design practices acquired from his ICS (correspondence) course or lectureship syllabus required for teaching at SMB [School of Mines, Ballarat]. During the 1920's, he was exposed to innovative ideas from the American Prairie and California Bungalow architects, as well as the sleek lines of architects adopting forms of the International [Modern Functionalist] Style – specifically embraced by European and American designers.

The more radical, progressive design approach employed by Coburn in the 1920s laid the foundation for his Modern Functionalist design concept for the Loveridge Lookout in 1938.

Throughout the 1930s, Coburn's architectural practice became well established. Between 1933 and 1955, Coburn designed many buildings and structures, mainly in Ballarat, but also other parts of Victoria. Buildings designed in the mid-late 1930s (the time when the Loveridge Lookout was designed) include the following:

- St. Patrick's Primary School, Drummond Street, Ballarat, 1935.
- Paterson's Furniture Store, Horsham, c.1936.
- Shire of Wimmera Council Offices, Firebrace Street, Horsham, 1936.
- Dormitory, Ballarat and Clarendon College, 1937.
- Railway Hotel, Maryborough, 1938.
- Clock Tower, Stawell Town Hall, Stawell, 1939.

In 1938, the year of the construction of the Loveridge Lookout, Coburn was elected a Councillor of the Ballarat City Council. Coburn's primary interests as part of his civic involvement were the 'proper development and advancement of his city.' His major civic vision in 1944 was the creation of a new civic centre for Ballarat, to replace the old Alfred Hall (built 1867). His vision for a new civic hub only went as far as a model that was exhibited in the Ballarat City Hall. Another scheme was the Camp Hill Scheme that included a Ballarat Civic

Centre. After several years as a Councillor, Coburn was elected Mayor of the City of Ballarat in 1945.

In 1948, due to illness, Coburn resigned as part-time lecturer at the School of Mines. He died in Ballarat in 1956.

SECTION 3

3.0 Physical Evidence

SECTION 3

3.0 Physical Evidence

The following analysis should be read in conjunction with the Photographic Keys provided as Appendix 8.01.

3.1 Setting

The Loveridge Lookout is situated on an elevated, sloping, triangular coastal reserve bound by the Great Ocean Road, Harvey Street and First Avenue. Most of the reserve represents open coastal scrub land. A bitumen driveway off Harvey Street provides access to a larger bitumen carpark adjacent to the lookout structure. Nearby the lookout to the south-west, is a blue survey marker – trig point.

3.2 Loveridge Lookout

3.2.1 Description

The modestly scaled, reinforced concrete, interwar Modern Functionalist styled lookout is set on a raised, rounded concrete base. It has a rectangular frame of square reinforced concrete columns (with curved projecting reinforced concrete brackets) and longitudinally-cantilevered beams that support a flat, narrow, rounded concrete slab roof that widely projects beyond the columns. The roof is parapeted, with a drainage outlet at the northern end. A solid painted brick partition wall along the centre of the shelter separates it into two spaces and provides a backrest for the fixed, slatted timber bench seats. These bench seats terminate into painted brick walls that form the backrests to similar seats at the ends. These seats feature solid reinforced concrete ends having curved tops.

A series of four curved concrete steps forms the perimeter to the concrete lookout base on the east side. The northern and southern curved ends of the base have solid, curved scrolled reinforced concrete balustrades. The structure is currently painted grey-green (equivalent to Haymes Aircraft Grey Green) and light cream (equivalent to Haymes Eggshell). The juxtaposition of simple curved and rectilinear forms, together with the widely projecting “floating” slab roof, represent the progressive image of Modern Functionalist design.

On the east-facing beam of the lookout is a fixed plaque that reads “Erected By Mrs J.E. Loveridge 1938”. On the west-facing beam is a plaque that reads: “Remembering the 56 Volunteer Aircraft Observers Who Manned This Post Up To 24 Hours A Day From 1942 To 1945. Erected in 1997 by the Anglesea and District Historical Society Inc.”

3.2.2 Condition

The Loveridge Lookout is in poor condition. Generally, there are several areas of spalled concrete and corrosion of reinforcement, leading to the need for steel props to be introduced to support the structure.

Specific defects include (but are not limited to):

- Spalled curved southern end of the roof slab.
- Spalled curved corners to the roof slab fascia (south end).
- Spalled concrete to the undersides of the beams (south end).

- Spalled southern ends to projecting beams now supported by temporary steel props.
- Missing timber slat to longitudinal seat (east side).
- Spalled concrete columns at bases (south columns).
- Spalled concrete to ends to north and south facing seats, particularly the, south-east corner.
- Rusted steel brackets to bench seat.
- Partly rotted timber slats to beach seats.
- Crack in concrete floor base (south end).

3.2.3 Integrity

The Loveridge Lookout is of high integrity. The overall design, construction and detailing represents the original Modern Functionalist design concept by H.L. Coburn. The spalled concrete to parts of the structure has had some impact on its integrity, but overall it very clearly demonstrates the original design.

SECTION 4

4.0 Cultural Significance

SECTION 4

4.0 Cultural Significance

4.1 Introduction

The following comparative analysis establishes an aesthetic, historical and social context for the Loveridge Lookout at Anglesea. Together with the Historical Evidence and Physical Evidence in Sections 2 and 3 of this Report, the comparative analysis has assisted in the preparation of a Statement of Significance in Section 4.5.

The comparative analysis investigates the following:

- Other Concrete Modern Functionalist Structures in Anglesea.
- Other Early 20th Century Lookout Structures in Victoria.
- Other Lookouts associated with the Volunteer Air Observers Corps

4.2 Other Concrete Modern Functionalist Structures in Anglesea

4.2.1 Former Four Kings Roadhouse, Great Ocean Road⁶⁴

Until May 2007, the only other Modern Functionalist concrete structure in Anglesea was the Former Four Kings Roadhouse, Great Ocean Road. It was built in 1946-47 for Alex Wynum King and designed by the prolific Geelong architects, Buchan Laird and Buchan. Styled in a futuristic Modern Functionalist idiom for the period, with an emphasis on roadside convenience, the Roadhouse was originally designed as a large complex that was to include a snack bar, shop, garage, cabaret, modern children's playground and picnic area, and a three storey accommodation building to house 80-100 holiday makers. While the eventual design was not as grand as the large complex initially proposed, the food centre and snack bar was a pioneering concept at the time. The snack bar wing in particular – with its reinforced concrete roof beams, flat roof and walls, large expanses of timber framed windows and highly distinctive broadly projecting eaves overhang with curved corners – represented the hallmarks of Modern Functionalist design for the new age of roadside architecture. It was built by J.C. Taylor of Geelong.

Throughout the years there were changes to the building. The snack bar wing was altered in a pizza and food shop, being converted into a surf centre in 1984. Other changes included the removal of the original timber framed shop front windows and the introduction of aluminium frames.

Apart from the few alterations, the former Four Kings Roadhouse was considered to be the earliest known extant purpose-built roadhouse in Victoria. It was demolished in May/June 2007. The Loveridge Lookout – a more modest and earlier example of Modern Functionalist design – is now one of only two structures of this progressive design approach in Anglesea.

64 Rowe, 'Heritage Report & Recommendations for the Four Kings Roadhouse, Anglesea', op.cit.



Four Kings Roadhouse, Anglesea, c.1962.
Source: La Trobe Picture Collection, State Library of Victoria, image no. b00394.



Former Four Kings Roadhouse, Anglesea, 2001. Source: David Rowe.

4.2.2 'Rangi Marie', 5 McMillan Street⁶⁵

'Rangi Marie' is a Modern Functionalist dwelling constructed in 1955 and featuring parapeted cuboid and curvilinear wall planes with a flat, narrow curved porch roof. The dwelling is not completely constructed of concrete, but has a rendered finish. It represents a later example of the progressive image of Modern Functionalist design in Anglesea.



'Rangi Marie' (now the Anglesea & District Historical Society Inc.), 5 McMillan Street.
Source: Context Pty Ltd, Surf Coast Shire Heritage Study – Report on Stage 1, Inventory of Places, 1998.

4.3 Other Early 20th Century Lookout Structures in Victoria

The following list of early 20th century lookouts has relied heavily on early photographs in the Pictures Database of the State Library of Victoria website. It provides a stylistic and constructional context for the Loveridge Lookout at Anglesea. Where known, details on the location, construction and heritage status of these lookouts are given, and where they are extant today. It should be noted that this list is not exhaustive, but does give some contextual appreciation for the Loveridge Lookout. The analysis deliberately does not include lighthouses.

65 Information supplied by the Anglesea & District Historical Society. Another Modern Functionalist structure in Anglesea is the Memorial Hall adjacent to 'Rangi Marie'.

Albury – War Memorial Lookout Tower. Heritage Status not known.

The site of Monument Hill was selected by city town planner, Charles Read, for the construction of a War Memorial. The white ferro concrete tower in the form of a tapered lighthouse. It was designed by Louis Harrison, architect in c.1924 and opened on Anzac Day, 1925, by General Paine.

Source (including photo):

<http://www.alburycity.nsw.gov.au/city/history/warmemorial.htm>.



Arthurs Seat – Lookout Tower.

801 Arthurs Seat Road, Arthurs Seat.
Mornington Peninsula Shire, HO4.

A timber framed light tower was first established at McCrae. When it was replaced in 1883, the early timber tower was relocated to the top of Arthurs Seat and used as a lookout. In 1934-35, it was replaced by the existing tower to a design by G.W. Brown, C.E., Shire Engineer.

Source:

<http://home.vicnet.net.au/~dromana/plgtower.htm>.

Photo Source: La Trobe Picture collection, State Library of Victoria, image no. a32990.



Bristol Hill, Maryborough – Memorial Lookout Tower. Outen Drive, Bristol Hill. Included within the Maryborough Heritage Area HO206.

Bristol Hill was extensively mined in the early decades of gold mining in Maryborough in the 1850s and 1860s. This lookout tower, constructed of rendered brick with concrete floors, was designed in 1932-33 by the local architect, E.J. Peck. It was built to commemorate the gold mining pioneers. Featuring an octagonal tower with an open top storey with square plan, the structure has bluestone spiral stair treads that were previously in one of the guard towers in the Maryborough Gaol.

Source: D. Bick, C. Kellaway, P. Milner & J. Patrick, Maryborough Heritage Study, 1992.

Photo source: Wendy Jacobs.



Daylesford – Pioneers’ Memorial Lookout Tower. Included with the Wombat Hill Garden Heritage Precinct, Daylesford, HO697.

The Pioneers’ Memorial Lookout Tower was built of reinforced concrete in 1938 to a design by E.J. Peck, architect of Maryborough. The tower has a square base at ground level and an octagonal plan above the viewing platform. The access to the top of the tower is via an internal spiral concrete stair lit by small rectangular openings on one tower face. Similar in design to the Bristol Hill tower, the Wombat Hill tower is taller and has a more elegant resolution to the tower top and is more Modern in overall expression.

Source: J. Orr-Young & W. Jacobs, *Daylesford (Wombat Hill) Botanical Gardens - Conservation Analysis, Policies, Master Plan and Management*.

Photo source: Wendy Jacobs, 1995.



Eltham – War Memorial Lookout Tower, Eltham-
- Yarra Glen Road, Kangaroo Ground. Nillumbik Shire, HO49.

Originally known as Garden Hill, the Kangaroo Ground War Memorial Tower is built on the highest hill in the district). It was unveiled on 11 November 1926 and is used as a fire spotting tower in summer. It offers 360 degree views which take in Melbourne, the north-east suburbs and the Dandenong and Kinglake Ranges.

Source:
http://www.nillumbik.vic.gov.au/Page/page.asp?Page_Id=390&h=0.

Photo source: War Memorial Lookout Tower, 1976, La Trobe Picture collection, State Library of Victoria, image no. jc007294.



Kilmore – Hume & Hovell Monument Lookout Tower, Monument Hill, Kilmore. Mitchell Shire, no heritage status.

In 1924, to celebrate the centenary of the explorers, Hume & Hovell, a Hume & Hovell Centenary Celebrations Committee was formed. Between 1924 and 1927, 37 Hume & Hovell monuments were erected along the 1824 route. Constructed in 1924, the Kilmore monument was built as a lookout tower using the old bluestone from the Kilmore Gaol.

Source: D. Rowe, Hume & Hovell Monument Lara Conservation Management Plan, April 2002, p.46 & research notes from Susie Zada for the Mitchell Shire Heritage Study prepared by Lorraine Huddle Pty Ltd.
Photo source: Susie Zada.



Lakes Entrance – Jemmy’s Point Lookout Tower.

Existence, heritage status and construction date not known.

Photo source: Jemmy’s Point, Lakes Entrance, c.1945-56, La Trobe Picture Collection, State Library of Victoria, image no. b44874.



Lorne – Teddy’s Lookout.

George Street, Lorne. Included as part of the Queens Park Caravan Park area, HO53.

No details on the construction date of the lookout structure have been ascertained, but it appears to have been built during the interwar period. It features a pyramidal hipped roof clad in corrugated Colorbond, which is supported by four tapered roughcast columns. There is a concrete floor slab. The location of the Lookout in Queen’s Park has been a favourite picnic place for visitors since the late 1880s.

Photo source: David Rowe, May 2007.



Maldon – Mt Tarrengower Lookout Tower.

Mount Alexander Shire, included on the Victorian Heritage Register, H1407

In May 1923 a public meeting was convened by the Maldon Shire to investigate ways to develop the natural resources of the district in order to once more bring the town into prominence as an important mining centre, and a popular tourist attraction. Ideas were especially sought for attractions to cater for the increasingly popular motor car. The first tangible action was the erection of this tower of steel poppet head construction.

Source: Victorian Heritage Register online, H1407, June 2007.



Mt Defiance – Lookout, Great Ocean Road.

Colac Otway Shire, no heritage overlay. Possibly included as part of the “Great Ocean Road & Rural Environs”, which has been nominated for the National Heritage Register (assessment in progress), place i.d. 105875.

The portion of road at Mount Defiance was the last section to be completed as part of the construction of the Great Ocean Road. In 1919, survey works commenced at Lorne and in November 1932 the road was opened. The planner, co-ordinator and Chair of the Great Ocean Road Trust, Howard Hitchcock, envisaged the Great Ocean Road as a memorial to those who fell in the Great War. In April 1935, the Memorial Wall and two memorial tablets were unveiled in a ceremony at Mount Defiance by the Governor, Lord Hunningfield. One



tablet paid tribute to the men who had died in the Great War while the other honoured the late Howard Hitchcock.

Source: Context Pty Ltd with Carlotta Kellaway, Surf Coast Shire Heritage Study Stage 2 (Lorne & District), 1999.

Photo source: David Rowe, May 2007.

Narbethong – Mt Ritchie Fire Lookout Tower. Murrindindi Shire, no heritage status, existence not known.

Built in c.1940, the Mount Ritchie Fire Lookout tower is the first of three 'Poley' fire lookout towers located on Mount Ritchie. It is associated with the Melbourne and Metropolitan Board of Works' first fire protection program established in the aftermath of the 1939. This remnant tree tower illustrates the distinctive lifestyle associated with manning the fire towers in isolated forest locations.

Source: 'Mt Ritchie Fire Lookout Tower, Road Ten, Narbethong', Australian Heritage Database online, place id 102572, June 2007.

Newtown - Lookout. Aberdeen Street, Newtown. City of Greater Geelong, HO1662.

The reinforced concrete lookout at Newtown overlooking Fyansford was designed in 1938 to a design by the local Geelong architects, Buchan, Laird and Buchan. The cantilevered panel, free-form (double mushroom) lookout has a roughcast finish to the vertical faces and a cantilevered wrought iron balustrade.

Source: Context Pty Ltd & R. Peterson, City of Newtown Heritage Study, 1991. Photo source: La Trobe Picture collection, State Library of Victoria, image no. a27277, dated 1949.



The above illustrated list indicates that the Loveridge Lookout is one of very few known, surviving interwar lookouts not constructed as a tower. The other non-tower lookouts being the shelter at Teddy's Lookout, Lorne, and the Mount Defiance Lookout on the Great Ocean Road.

4.4 Other Volunteer Air Observers' Corp Lookouts in Victoria

4.4.1 Contextual Background

An ancillary service of value to the war effort in Victoria during the Second World War from 1941 was the inauguration of the Volunteer Air Observers' Corps.⁶⁶ Critical to the home defence system, a network of observation posts was arranged in a uniform pattern to cover the coastal belt and the industrial areas of the country. According to Douglas Gillison in *Royal Australian Air Force*, 'the telephone system, with direct lines when necessary, was used to link observation and control posts, and teleradio sets were installed at control posts to provide continuous communication between these points and the main controls posts.'⁶⁷ Gillison continues:

66 D. Gillison, *Royal Australian Air Force 1939-1942*, Australian War Memorial, Canberra, 1962, pp.492-493.

67 *Ibid.*

A high degree of priority was given by the Postmaster-Generals Department in all aircraft sighting reports, which were known as “airflash” messages and which could be transmitted to the appropriate centre within minutes. The naval and military authorities and the local defence coordinating committees all collaborated in the inauguration of the system. By 31st March 1942 six main control posts, 13 subsidiary posts and 483 observer posts were in operation on a 24-hour basis.⁶⁸

A counterpart of the English civilian organization known as the Royal Observer Corps, the functions of the Volunteer Air Observers’ Corps (V.A.O.C.) were to:

- Report aircraft, and if possible, identify hostile aircraft passing over observation points.
- Transmit aircraft sighting reports to an appropriate central control post for warning to Defence Services and to the Air Raids Precaution authorities in each State.⁶⁹

Air observation posts were manned on a volunteer basis, with volunteers having to be 45-60 years of age.⁷⁰ By the end of the war, around 34,000 volunteers had participated in the V.A.O.C.

4.4.2 List of Other V.A.O.C. Observation Posts in Victoria

The Loveridge Lookout at Anglesea was just one of the air observation posts in Victoria as part of the V.A.O.C. The Australian War Memorial online collection and other sources provide details of other V.A.O.C. observation posts, some of which have been identified in the following list.

Berwick Observation Post, c.1943. Existence not known.

Photos shows Dr Grice and Mrs Irving, both members of the Volunteer Air Observer Corps (VOAC), with binoculars and telescope for scanning the sky for aircraft.

Source: Australian War Memorial collection online, i.d. no. P0024.026, donor – R. Piper.



68 *Ibid.*

69 Series notes for Series AWM191, referenced in the National Archives of Australia website.

70 *Ibid.*

Colac Observation Post, 12 December 1942.

Existence not known.

Women members of the Volunteer Air Observer Corps (VAOC) in an observation post built on top of a pavilion on the edge of a lake. Photo by Flight Lieutenant J.R. Harrison.

Source: Australian War Memorial collection online, i.d. no. P00024.033, donor – R. Piper.



Deans Marsh Observation Post. Existence not known.

A local from Deans Marsh claims that Elsie Evans was an Air Observer in the town.

Source: Context Pty Ltd with Carlotta Kellaway, Surf Coast Shire Heritage Study Stage 2 (Lorne & District), 1999.

Dennington Observation Post, c.1943.

Existence not known.

A member of the RAAF with two members of the Volunteer Air Observer Corps outside their observation post.

Source: Australian War Memorial collection online, i.d. no. P00024.025, donor – R. Piper.



Korumburra Observation Post, Gippsland, c.1943. Existence not known.

A woman member of the Korumburra Volunteer Air Observer Corps (VAOC) using the local fire station tower to spot aircraft. The observation post was built into the tower framework.

Source: Australian War Memorial collection, i.d. no. P00024.007, donor – R. Piper.



Lorne Observation Post, Stone hut in Queen's Park, 2007.

Queen's Park Caravan Park appears to have been established in c.1937. The Air Spotters Quarters, a building of rustic design, was originally constructed as a park recreation hut. Spotters also operated at Anglesea, and Mrs Elsie Evans was the Air Observer at Deans Marsh.

Source: Context Pty Ltd with Carlotta Kellaway, Surf Coast Shire Heritage Study Stage 2 (Lorne & District), 1999.

Photo source: David Rowe, May 2007.



Torquay Observation Post, c.1943. Shelter no longer extant.

A group of observers using a telescope outside their post.

Source: Australian War Memorial collection online, i.d. no. P00024.020, donor – R. Piper.



Unknown location, coastal township Observation Post, c.1943. Existence not known.

Two female members of the Volunteer Air Observers Corps (VAOC) on a seaside rooftop observation post from which they can scan the sea as well as the sky. Such coastal posts were particularly important and the VAOC has been responsible for a number of air-sea rescues of 'ditched' airmen. Note the telescope and telephone installed on the roof top.

Source: Australian War Memorial collection online, i.d. no. VIC1747.



Unknown location, country town Observation Post, 1943. Existence not known.

A Volunteer Air Observers Corps (VAOC) observation post situated on the roof of a country butter factory. Such posts were established approximately ten miles apart, in an elevated position wherever possible, so that aircraft could be tracked right through the VAOC area. Note the sign 'Tom Hamill Hotel' in the background.

Source: Australian War Memorial collection online, i.d. no. VIC1739.



**Unknown location, mountain range
Observation Post, c.1943.** Existence not known.

Snow scene at a mountain Volunteer Air Observers Corps (VAOC) post where a reliable watch was particularly necessary because of bad flying country.

Source: Australian War Memorial collection online, i.d. no. VIC1728.



www.awm.gov.au



VIC1728

Unknown location, rural fire tower Observation Post, c.1943. Existence not known.

This Volunteer Air Observers Corps (VAOC) observation post was specially constructed from a hut supplied by the RAAF and placed on an elevated platform with the cost of the post being borne by local residents.

Source: Australian War Memorial collection online, i.d. no. VIC1736.



www.awm.gov.au



VIC1736

The above list reveals that, although the shelter of observation post at Anglesea no longer survives, the Loveridge Lookout is one of the very few known surviving coastal V.A.O.C. observation posts in Victoria, the other known surviving coastal post being the stone hut in Queen's Park, Lorne.

4.5 Assessment of Significance

An assessment of the historical overview and physical and comparative analyses sections in this report reveal the significance of the Loveridge Lookout. It is significant for the following reasons:

- For its associations with James and Bertha Loveridge, prominent residents of Anglesea from the mid 1920s whose substantial residence, 'Anglecrest' was located nearby the lookout. Bertha Loveridge was responsible for having the lookout constructed in memory of her husband, James, in 1938. The lookout is also a tangible legacy of the growth in tourism at Anglesea and along the surf coast as a result of the opening of the Great Ocean Road in 1922 and the popularity and affordability of the motor car during the interwar period.
- For its associations with the Volunteer Air Observers' Corps between 1942 and 1945. The lookout (together with a temporary shelter addition that was attached to the west side of the lookout structure) was the location of over 3000 recorded aircraft sightings by local volunteers during these years, including the crash in the ocean of an R.A.A.F. B25D Mitchell (A47-24) in 1944. The volunteers of the Anglesea V.A.O.C. included Mr William MacDougall and Miss Joyce Graham (Chief Observers), together with Mrs Allan, Miss Borrett, Mrs Foster, Mrs Francis, Miss Francis, Mrs Hedley, Mr Hedley, Mr Harvey, Mr Ledgerton,

Mr Littlejohn, Mrs Russell, Mrs Ringham, Mrs Shovelton, Mrs Sleeth and Mrs Thulborn. The emergencies were Mr Brekingham, Mr Fridey and Mr Morton.

- For its associations with the well-known Ballarat architect, H.L. Coburn, whose Modern Functionalist design approach was borne out of an architectural genre developed in Ballarat in the 1920s. Coburn played an important role in architectural and civic issues in Ballarat during his tenure as Councillor (including Mayor) with the City of Ballarat in the 1940s. No other lookout is known to have been designed by him.
- As only surviving reinforced concrete interwar Modern Functionalist styled structure in Anglesea (there is a later Modern Functionalist dwelling at 5 McMillan Street with a rendered finish). The raised, rounded concrete base, rectangular frame of square reinforced concrete columns (with curved projecting brackets), longitudinally cantilevered concrete beams and the flat, narrow widely projecting rounded concrete roof reflect a progressive design image that became the hallmark of roadside architecture after World War 2. Other intact qualities of the lookout include the solid painted brick seating backrests, fixed slatted timber seats, curved reinforced concrete seat ends and curved solid concrete balustrades at the northern and southern ends.
- As the only known surviving reinforced concrete 'non-tower' early 20th century lookouts in Victoria.
- As one of very few known surviving coastal V.A.O.C. observation posts in Victoria, the other known surviving coastal post being the stone hut in Queen's Park, Lorne.
- For its importance to the local community and tourists, both as a place of commemoration and recreational observation.

4.6 Statement of Cultural Significance

The following Statement of Cultural Significance has been developed according to the Australian Heritage Council's Assessment Criteria (formerly the Criteria for Register of the National Estate), in accordance with the Victoria Planning Provision (VPP): Applying the Heritage Overlay (see Appendix 8.07).

The Loveridge Lookout at Anglesea has significance as a memorial to James Loveridge, prominent retiree resident of Anglesea from the 1920s. Built by Mrs Bertha Loveridge on the location of her husband's favourite oceanic viewing spot in 1938, the lookout was designed by the Ballarat architect, H.L. Coburn in an interwar Modern Functionalist style and it now represents the only surviving reinforced concrete structure of this design type in Anglesea. The lookout has important associations with homeland defence during World War 2 as the location of the Volunteer Air Observers' Corps observation post between 1942 and 1945. Over 3000 aircraft were recorded from this post on a 24-hour basis during these four years. The lookout is also a tangible legacy of the growth in tourism at Anglesea as a result of the opening of the Great Ocean Road in 1922 and the popularity and affordability of the motor car during the interwar period. Since 1938, it has been a popular tourist observation lookout well recognized

for its commemorative and recreational tourist values by the local community. The lookout is of high integrity but in poor condition as a result of substantial spalling of concrete and rusting of reinforcement.

The Loveridge Lookout at Anglesea is **historically significant** at a **LOCAL level** (AHC A.4, C.2, H.1). It is a memorial to James Edward Loveridge, prominent retiree resident of Anglesea from the mid 1920s. Loveridge's wife, Bertha, had the lookout built in 1938 in the location of her husband's favourite viewing spot nearby their substantial home, 'Anglecrest'. The lookout was designed by the well-known Ballarat architect, H.L. Coburn and no other lookout is known to have been designed by him. The lookout is also a tangible legacy of the growth in tourism at Anglesea and along the Surf Coast as a result of the opening of the Great Ocean Road in 1922 and the popularity and affordability of the motor car during the interwar period.

Of additional historical importance to the lookout is its association with war time homeland defence during World War 2, and particularly with the Volunteer Air Observers' Corps between 1942 and 1945. The lookout (together with a temporary shelter addition that was attached to the west side of the lookout structure) was the location of over 3000 recorded aircraft sightings by local volunteers during these years, including the crash in the ocean of an R.A.A.F. B25D Mitchell (A47-24) in 1944. The volunteers of the Anglesea V.A.O.C. included Mr William MacDougall and Miss Joyce Graham (Chief Observers), together with Mrs Allan, Miss Borrett, Mrs Foster, Mrs Francis, Miss Francis, Mrs Hedley, Mr Hedley, Mr Harvey, Mr Ledgerton, Mr Littlejohn, Mrs Russell, Mrs Ringham, Mrs Shovelton, Mrs Sleeth and Mrs Thulborn. The emergencies were Mr Brekingham, Mr Fridey and Mr Morton.

The Loveridge Lookout at Anglesea is **aesthetically significant** at a **LOCAL level** (AHC D.2, E.1). It demonstrates original design qualities of an interwar Modern Functionalist style and is now the only one of two surviving examples of this design idiom in Anglesea. The raised, rounded concrete base, rectangular frame of square reinforced concrete columns (with curved projecting brackets), longitudinally cantilevered concrete beams and the flat, narrow widely projecting rounded concrete roof reflect a progressive design image that became the hallmark of roadside architecture after the World War 2. Other intact qualities of the lookout include the solid painted brick partition walls, fixed slatted timber seats, curved reinforced concrete seat ends and curved solid concrete balustrades at the northern and southern ends. The Loveridge lookout is only one of two Modern Functionalist structures in Anglesea and the only reinforced concrete example of this design type. It is also one of the few known surviving "non-tower" early 20th century lookout structures in Victoria and one of few known surviving coastal V.A.O.C. observation posts in Victoria.

The Loveridge Lookout at Anglesea is **socially significant** at a **LOCAL level** (AHC G.1). It is recognized and valued by the local community as an important long-standing tourist attraction, alongside its status as a memorial to James Loveridge.

Overall, the Loveridge Lookout at Anglesea is of **LOCAL** significance.

PART TWO: THE MANAGEMENT PLAN

SECTION 5

5.0 Conservation Policy

SECTION 5

5.0 Conservation Policy

5.1 Introduction

The following Conservation Policy has been developed in accordance with the Australia ICOMOS Burra Charter (Appendix 8.06).

The following provides specific policies (and rationale) for the significant fabric of the Loveridge Lookout. They have been supported by Recommendations and Works and Maintenance Items that form Section 6 of this Report. The policies should be read in conjunction with the Drawings provided as Appendix 8.01.

It should be noted that the following policies have not been endorsed by the Surf Coast Shire Council. They are independently provided as guidance for the future care and management of the structure.

5.2 General Policy

The retention and restoration of the Loveridge Lookout should be the uppermost priority. Restoration and repair should ensure that the existing design and construction method is retained.

It is policy that the conservation, maintenance and future management of the significant fabric of the Loveridge Lookout be carried out in accordance with the Australia ICOMOS Burra Charter (Appendix 8.06). The definitions of the Burra Charter are as follows:

Conservation means all the processes of looking after a place so as to retain its cultural significance. It includes maintenance and may according to circumstances include preservation, restoration, reconstruction and adaptation and will be commonly a combination of more than one of these.

Maintenance means the continuous protective care of the fabric, contents and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction and should be treated accordingly.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning a place as a nearly as possible to a known earlier state and is distinguished by the introduction of materials (old or new) into the fabric. This is not to be confused with either re-creation or conjectural reconstruction, which are outside the scope of this Charter.

Adaptation means modifying a place to suit proposed compatible uses.

Rationale

The Statement of Cultural Significance clearly indicates that the Loveridge Lookout is aesthetically, historically and socially significant at a LOCAL level. To reiterate, the Loveridge Lookout is significant for the following reasons:

- For its associations with James and Bertha Loveridge, prominent residents of Anglesea from the mid 1920s whose substantial residence, 'Anglecrest' was located nearby the lookout. Bertha Loveridge was responsible for having the lookout constructed in memory of her husband, James, in 1938. The lookout is also a tangible legacy of the growth in tourism at Anglesea and along the surf coast as a result of the opening of the Great Ocean Road in 1922 and the popularity and affordability of the motor car during the interwar period.
- For its associations with the Volunteer Air Observers' Corps between 1942 and 1945. The lookout (together with a temporary shelter addition that was attached to the west side of the lookout structure) was the location of over 3000 recorded aircraft sightings by local volunteers during these years, including the crash in the ocean of an R.A.A.F. B25D Mitchell (A47-24) in 1944. The volunteers of the Anglesea V.A.O.C. included Mr William MacDougall and Miss Joyce Graham (Chief Observers), together with Mrs Allan, Miss Borrett, Mrs Foster, Mrs Francis, Miss Francis, Mrs Hedley, Mr Hedley, Mr Harvey, Mr Ledgerton, Mr Littlejohn, Mrs Russell, Mrs Ringham, Mrs Shovelton, Mrs Sleeth and Mrs Thulborn. The emergencies were Mr Brekingham, Mr Fridey and Mr Morton.
- For its associations with the well-known Ballarat architect, H.L. Coburn, whose Modern Functionalist design approach was borne out of an architectural genre developed in Ballarat in the 1920s. Coburn played an important role in architectural and civic issues in Ballarat during his tenure as Councillor (including Mayor) with the City of Ballarat in the 1940s. No other lookout is known to have been designed by him.
- As only surviving reinforced concrete interwar Modern Functionalist styled structure in Anglesea (there is a later Modern Functionalist dwelling at 5 McMillan Street with a rendered finish). The raised, rounded concrete base, rectangular frame of square reinforced concrete columns (with curved projecting brackets), longitudinally cantilevered concrete beams and the flat, narrow widely projecting rounded concrete roof reflect a progressive design image that became the hallmark of roadside architecture after World War 2. Other intact qualities of the lookout include the solid painted brick seating backrests, fixed slatted timber seats, curved reinforced concrete seat ends and curved solid concrete balustrades at the northern and southern ends.
- As the only known surviving reinforced concrete 'non-tower' early 20th century lookouts in Victoria.
- As one of very few known surviving coastal V.A.O.C. observation posts in Victoria, the other known surviving coastal post being the stone hut in Queen's Park, Lorne.

- For its importance to the local community and tourists, both as a place of commemoration and recreational observation.

5.3 Significant Fabric (Drawings 1.01-1.02, Appendix 8.01)

It is policy that the significant fabric of the Loveridge Lookout is restored and repaired to reflect the original design and reinforced concrete construction method.

5.4 Landscaping

It is policy that landscaping immediately surrounding the Loveridge Lookout be kept low to allow uninterrupted oceanic views.

5.5 Use

It is policy that the Loveridge Lookout continues to be utilized as a tourist observation post, following its original purpose.

5.6 Statutory Constraints

Building Code of Australia and OH&S Requirements

Policy

It is policy that all buildings and works at the Loveridge Lookout are carried out in accordance with the appropriate Building Regulations.

It is policy that the use of the site conforms to the relevant Occupational, Health and Safety (OH&S) requirements, and other safety and regulatory requirements.

Heritage Controls

Surf Coast Planning Scheme: Heritage Overlay

Policy

It is policy that an amendment to the Surf Coast Planning Scheme be prepared for the inclusion of the Loveridge Lookout as a Heritage Overlay in the Schedule to the Heritage Overlay in the Surf Coast Planning Scheme. The extent of Heritage Overlay should include the land within 3 metres of the lookout.

5.7 Environmental Risk

The following environmental risk analysis provides details on the most likely threats on the significant fabric of the Loveridge Lookout, as a consequence of natural and human influences.

Threat	Likelihood of Threat	Recommendations to Mitigate Against Threat
Fire	Medium	The likelihood of fire is medium, given the nearby bushland. However, the open site and reinforced concrete construction should ensure minimal damage (the fixed timber slats to the seats may perish in a bushfire).
Storm & Weather	High	Given the poor condition of the fabric and its exposure to the coast, there is a high probability that the Lookout will suffer damage in the event of a severe storm. The unstable condition of the Lookout has been the result of salt and moisture attack given

		its exposed location. To reduce the potential for storm damage and further deterioration, the Lookout requires urgent and ongoing repair and maintenance (see Section 6).
Structural Stability	Very High	The Engineers' Reports identified in Section 2, together with physical evidence (the substantial spalling of concrete and exposure of reinforcement, and the need for props to the southern end of the roof), reveal that the structural stability of the Lookout is very poor. Urgent restoration and reconstruction are required to reduce the very high structural risk (see Section 6).
Vandalism & Civil Disturbance	High	<p>There have been a number of instances of graffiti attack in recent years. Consideration of additional lighting of the Lookout at night may help reduce the instance of graffiti attack and other damage caused by vandalism.</p> <p>Once restored, the Lookout may also attract additional tourists, possibly reducing opportunities for vandalism.</p> <p>The use of anti-graffiti coatings may also minimize damage.</p>
Vehicle Impact	Medium	The Lookout is at risk of suffering damage by vehicles, given its open location and the close proximity to the car park. Consideration could be given to the construction of bollards on the western side of the Lookout to reduce this risk.
Occupational Health & Safety	High	There is an absence of balustrades for access to the Lookout via the steps on the east side. However, any balustrades have the potential to diminish the original design qualities of the structure. Opportunities for unencumbered access remain on the east, adjacent to the car park.

5.8 Future Development & Control of Physical Intervention

Possible Future Building Developments

Any possible building developments on the coastal reserve should be physically separated from the Loveridge Lookout. The Lookout should also be retained as the dominant feature on the site and the unobstructed views retained.

Subject to further consideration with the relevant State and Local Government authorities, opportunities may be available for some commercial operation on the coastal reserve site, possibly with some type of low-scale tourist-related use. From a heritage viewpoint, this development should only be considered if there is a net heritage benefit gained for the regular maintenance of the Loveridge Lookout.

5.9 Interpretation

Policy

It is policy that appropriate interpretation be provided to give an understanding and appreciation of the history, associations and design of the Loveridge Lookout.

Interpretive opportunities may include:

- Continued inclusion of the history of the Loveridge Lookout on the Anglesea & District Historical Society Inc. website.
- Inclusion of the history of the Loveridge Lookout on the Surf Coast Shire website.
- Development of an appropriate, freestanding, weatherproof, historical display panel nearby the Loveridge Lookout, explaining the cultural heritage significance of the structure.
- Preparation of a small historical booklet on the history and significance of the Loveridge Lookout, available to tourists.

5.10 Management

Policy

It is policy that the appropriate management of the Loveridge Lookout includes the conservation, restoration, maintenance and security of the structure. This Report should be used as a reference document for all conservation works.

Management of the property should include:

- Undertaking urgent repair works as outlined in the recommendations in this Report.
- Regular maintenance plans that address the policies and recommendations in this Report.

5.11 Funding Opportunities

Policy

Funding opportunities may be available for restoration and repair works to the Loveridge Lookout from some Government Departments and other agencies. Some of the financial opportunities currently available include the following.

A. Support From Local Members of Parliament

Seeking the support of the local State and Federal Members of Parliament can help with the success of Government funding applications, as the Members can gain a good understanding of the local needs, and therefore lobby the cause for grant or other assistance.

B. Regional Partnership Program (Federal Government)

The Regional Partnerships program brings together the Commonwealth Government's key regional funding programs, operating between 2004-08. It aims to encourage partnerships with communities, government and the private sector to foster the development of self-reliant communities and regions.

The Government supports projects that focus on:

- Strengthening growth and opportunities for economic and social participation in the community.

- Improving access to services, giving priority to communities in regional Australia with a population of less than 5,000.
- Supporting planning, with projects that assist communities to identify and explore opportunities and to develop strategies for action, and
- Assisting structural adjustment, by helping identified communities and regions adjust to major economic, social or environmental change.

For further details, contact the Australian Government Regional Information Services on ph. 1800 026 222. Further details may also be obtained from the program website: <http://www.regionalpartnerships.gov.au/>

C. Australian Tourism Development Program (ATDP) (Federal Government)

This four-year program (commenced 2004) aims to assist in the development of tourism throughout Australia by supporting initiatives that:

- Promote tourism development in regional and rural Australia;
- Contribute to long term economic growth.
- Increase visitation and yield throughout Australia.
- Enhance visitor dispersal and tourism expenditure throughout Australia.
- Increase Australia's competitiveness as a tourist destination.

There are two categories for funding. Category 1 is for tourism projects, while Category 2 is for Integrated Tourism Development Projects. For further details, contact the AusIndustry Hotline on ph. 13 28 46 or visit <http://www.ausindustry.gov.au>. Opportunities may be available for the repair of the Loveridge Lookout and/or preparation of an interpretive display through this funding program.

D. Saluting Their Service Commemoration Program

Saluting Their Service is a Commonwealth Government commemoration program that aims to highlight the sacrifice and service of Australian servicemen and women in wars, conflicts and peacekeeping operations since Federation. It further aims to promote appreciation and understanding of the role that those who have served have played in shaping the nation. Saluting Their Service is administrated by the Department of Veterans' Affairs (DVA).

For further details, contact the Department of Veterans' Affairs on ph. 13 32 52 or go to <http://www.dva.gov.au/commem/commac/guidelin/guidelin.htm>.

E. Heritage Council Assistance Program, Heritage Victoria (State Government)

The Financial Assistance Program supports the conservation of recognized heritage places in Victoria. The program primarily assists privately-owned places listed on the Victorian Heritage Register, but may also fund places included in a Heritage Overlay of a local planning scheme. The inclusion of the Loveridge Lookout as a Heritage Overlay is therefore necessary in the first instance.

Funding is provided for the following types of projects:

- General conservation works.
- Urgent conservation works, and

- Facilitation of conservation projects, eg. Preparing Conservation Management Plans, conditions reports, and project management.

Applications are accepted all year round, with applications being considered four times a year.

The Program provides grants and loan funding for capital works and project facilitation. Generally, loans are for three-to-five year periods, and are repaid by quarterly installments of principal and interest. In some cases interest-free loans may be considered.

For further details, contact Heritage Victoria, ph. (03) 9637 9475.

F. Community Support Grant (State Government)

Community Support grants support projects that foster community planning, improved skills in the community, strengthened community organizations and community infrastructure. The Grants support initiatives to:

- Strengthen the capacity of communities.
- Increase local leadership.
- Involve a wide range of groups.
- Support the involvement of volunteers.
- Improve social, learning, cultural, employment and economic opportunities, and
- Improve community environments, resources and infrastructure.

Community organizations, local government; or the philanthropic sector may initiated proposal, provided that:

- Programs and projects are funded for the benefit of Victorians.
- The Applicant is a legal entity.
- The recipient has an Australian Business Number (ABN).
- Any underlying asset created by the project (eg. a building) must be owned by a Federal, State or Local Government, or a non-profit community organization.

For further details, contact the Department of Victorian Communities, Grants Management Unit, ph. 1300 366 356.

G. Heritagecare (State Government)

The Heritagecare program provides opportunities for volunteers to engage with the practical conservation of Victoria's heritage places, objects and collections. Heritagecare comprises two programs – Hands on Heritage and Community Stewardship.

Hands On Heritage: projects are short-term, involving a group of volunteers for up to 5 days. Projects must be suitable for unskilled volunteers, but must have public benefit and be on publicly accessible places, objects and collections with recognized heritage values.

Community Stewardship: projects will be longer term – typically up to six months duration, with a small group of volunteers (1-5) participating for 1-2 days a week. Projects will focus on 'skilling-up' volunteers so that they can sustainably participate in heritage management in their local area.

For further details, contact John Hawker by email at john.hawker@dse.vic.gov.au, or phone Heritage Victoria on ph (03) 9637 9475. Opportunities may be available for the painting of the Loveridge Lookout under the Heritagecare program, after repairs have been completed.

H. Regional Infrastructure Development Fund (State Government)

The Regional Infrastructure Development Fund (RIDF) provides funds for capital works in communities, which are broadly designed to enhance the development of rural and regional Victoria. The Program seeks to:

- Support new industry development.
- Link transport infrastructure.
- Improve tourism facilities, and
- Better link regional Victoria to new opportunities in education and Information and Communication Technologies (ICT) infrastructure.

Submissions for funding must demonstrate the applicant's ability to meet a significant number of following criteria: socio-economic, State and regional priority, project feasibility and delivery and financial.

For further details, contact Regional Development Victoria, ph. 132215 or email RIDF@rdv.vic.gov.au.

I. Creating Better Places, Heritage Grants (State Government)

Creating Better Places Grants Melbourne 2030 provides for physical improvements (capital works projects) in publicly owned and accessible places in and around metropolitan activity centres and in cities and towns along the Networked Cities Corridors (including the networked cities Geelong corridor).

Grants may be available for capital works projects for recognized heritage places. Works may include repairs and conservation in its broader sense, directed at increasing the use or viability of the place.

Grants are also available for project development, whereby a small number of grants are available to assist communities and councils with projects as being of high potential, by documenting them to a stage where there are accurate costings and are ready to implement.

Applications must be within the network cities corridors and demonstrate that the proposed project will confer a public benefit upon the wider community. The Loveridge Lookout may need to be included as a Heritage Overlay in the Surf Coast Planning Scheme for consideration of this assistance program.

For further details contact Sarita Narayan, ph 9637 8507 at DSE.

J. R.E. Ross Trust – Community Programs (Private Fund)

The R.E. Ross Trust is a perpetual charitable Trust which provides grants for charitable purposes in Victoria. The Trust gives priority to projects that are designed to develop, test and implement creative solutions to persistent, difficult social and environmental needs and problems. Areas of interest include: Aged Care, Arts and cultural activities, Environmental needs and problems, support for smaller community organizations.

The Trust will consider all applications for charitable purposes but prefers projects which involve volunteers and where there are expectations and plans for the positive impact of the project to be sustained beyond the grant period.

For further details, contact R.E. Ross Trust, ph. (03) 9690 6255.

K. RACV Foundation Environment and Heritage (Private Fund)

The RACV Foundation provides support for charities and worthwhile community causes. Current areas of interest for the Foundation are smaller community based projects in the following categories:

- Conservation, environment and heritage.
- Cultural development and arts.
- Health and well-being.
- Recreation and leisure.
- Community education and training.
- Communication and information.

Projects that cover more than one area are encouraged, as are those which involve partnerships with other community organizations.

Eligible organizations are those that have a broad community reach and profile, meet the funding criteria and can demonstrate sound management and excellence in their activities. Organisations should have a high degree of community and/or volunteer involvement, and demonstrate other fundraising activities and strategies.

For further details, contact: Janice Robins, Executive Officer, RACV Foundation, ph. (03) 9944 8706.

L. The Ian Potter Foundation Grants Program (Private Fund)

The Ian Potter Foundation is one of Australia's largest private philanthropic foundations, providing grants for general charitable purposes in Australia. Its areas of interest are the arts, education, environment and conservation, health, social welfare, science and medical research.

The Foundation aims to encourage the recognition of Australia's cultural heritage as an important component of education and community development. Preservation of the built environment is a further area of support which includes restoration work on numerous important churches and other heritage buildings.

For further details, contact: The Ian Potter Foundation, ph. (03) 9650 3188.

5.12 Lodgment of the Conservation Management Plan

Policy

In addition to the provision of a copy of this Conservation Management Plan to the Surf Coast Shire and the Anglesea and District Historical Society Inc., it is policy that it also be lodged with the State Library Victoria and the Australian War Memorial. The State Library Victoria and the Australian War Memorial have provided permission for the use of historic photographs in this Report, on the understanding that a copy will be forwarded to these repositories.

5.13 Further Research

Further research may reveal the location of the original design drawings for the Lookout, together with further details on the Loveridge family.

SECTION 6

6.0 Recommendations, Works & Maintenance

SECTION 6

6.0 Conservation & Maintenance Items

6.1 High Priority Repairs to the Loveridge Lookout

It is recommended that urgent repairs to be carried out to the Loveridge Lookout within the next 12-24 months to ensure its long term sustainability. The Engineering Report by Vertitech (Appendix 8.05) provides details on the appropriate repairs required. These “best value” repair works are as follows:⁷¹

Roof Slab

- Remove all render and roughen the entire concrete surface.
- Repair all localized defective concrete locations followed by high pressure water washing.
- Saturate the surface with a polymer modified mortar with a high diffusion resistance.
- Apply a liquid membrane system to the roof slab top and sides (the membrane would need to be 100% acrylic with long term elasticity and good anti-carbonation properties).

Beams

- Suitably prop the beams in stages while repairs are carried out.
- Remove all render and concrete from around all longitudinal reinforcing bars, remove all reinforcement bars and replace with 316 grade stainless steel bars.
- Remove all render and concrete from around all ligature bars, followed by grit blasting the bars and coating with an electrically insulating epoxy coating, or replace them with 316 grade stainless steel bars.
- Prepare surface and rebuild the beams into their original shape using polymer modified repair mortar with a high diffusion resistance.

Columns

- Remove all render and roughen the entire concrete surface.
- Repair all localized defective concrete locations followed by high pressure water washing.
- Saturate the surface with a Migrate Corrosion Inhibitor for concrete.
- Re-render the surface to its original shape using polymer modified mortar with a high diffusion resistance.

Curved Ends to End Seats

- Prepare a measured drawing of the existing curved ends to the seats on the north and south faces, given their highly deteriorated state.
- Prepare a drawing of these curved seat ends to match the original design.
- Remove existing seat ends.
- Off-site fabricate the replacement precast walls using lightweight aggregate and corrosion resistant reinforcement, to match the original design.

71 Apart from some additional recommendations provided for the Curved Ends to the End Seats, these recommendations are taken from Vertitech Australia Pty Ltd, 'Anglesea Lookout Structure/Concrete Repair', prepared for the Surf Coast Shire, 26 August 2005.

- On-site install the walls into the original locations.

In addition to the above, it is also recommended that:

- The painted brick seat backrests/partition walls be retained. These walls appear to be in good condition.
- The missing timber slat to longitudinal seat (east side) be replaced in timber to match existing and painted.
- The steel brackets to the bench seats be treated with rust inhibitor and painted.
- The rotted timber slats in the bench seats be replaced to match existing and painted.

6.2 Colour Scheme

The following colour scheme is partly based on paint scrape analysis and an analysis of historical photographs. It is recommended that the lookout be painted as follows:

- Haymes Grey Lake (4095W) for all the structure except for:
 - Timber seat slats (Haymes Gunpowder Grey, 4096MT)
 - Bases of columns, seat ends, curved balustrades (north and south ends) and backrests/partition walls (Haymes Gunpowder Grey, 4096MT) of equivalent height as the mid tone colours shown in Figures 2.07 & 2.14.

SECTION 7

7.0 Bibliography

7.0 Bibliography

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SECTION 8

8.0 Appendices

8.01 Drawings

8.02 Historical Figures

8.03 Contemporary Photographs

8.04 P.J. Yttrup & Associates Pty Ltd, 'Loveridge Lookout, Anglesea', Engineering Report, 9 May 2005

8.05 Vertitech Australia Pty Ltd, 'Anglesea Lookout Structure/Concrete Repair', Engineering Report, 26 August 2005

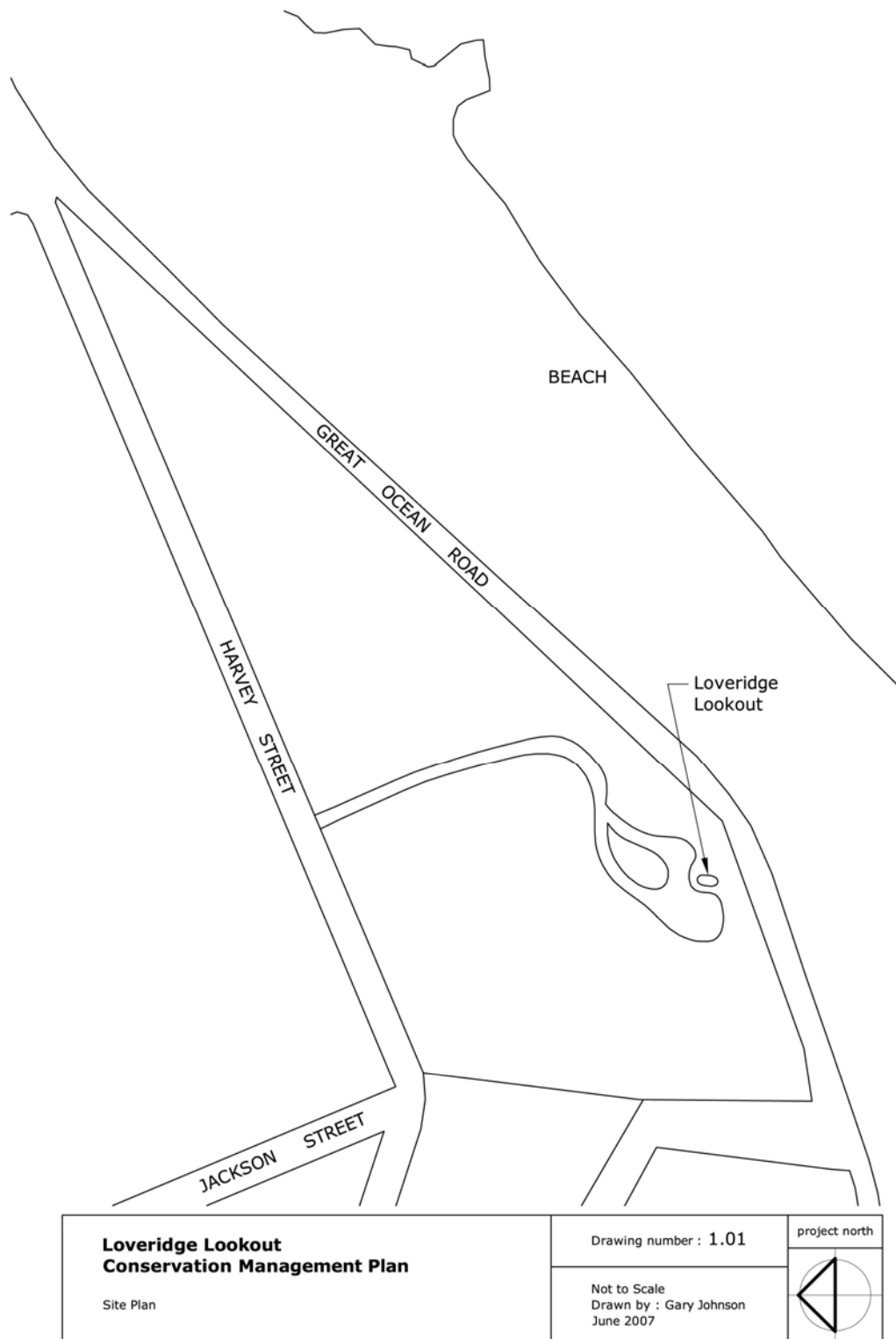
8.06 Australia ICOMOS Burra Charter

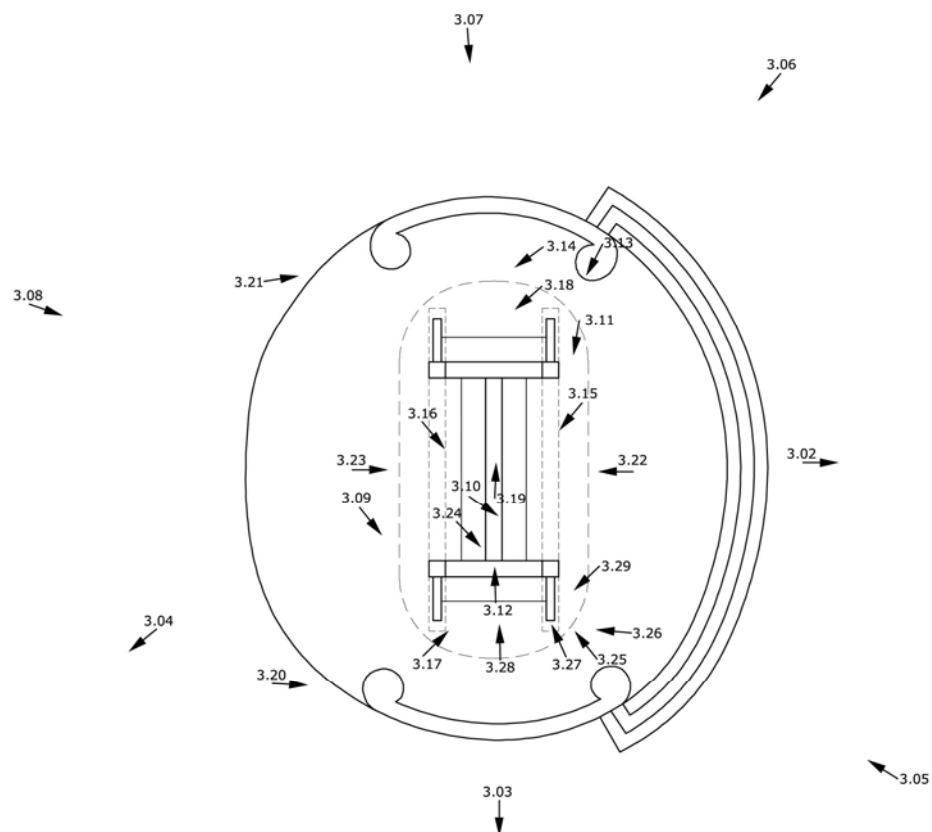
8.07 Assessment Criteria for Register of the National Estate

8.01 Drawings

Drawing 1.01: Loveridge Lookout Site Plan

Drawing 1.02: Loveridge Lookout Floor Plan & Photographic Key





<p>Loveridge Lookout Conservation Management Plan</p> <p>Floor Plan & Photographic Key</p>	<p>Drawing number : 1.02</p>	<p>project north</p>
	<p>Not to Scale Drawn by : Gary Johnson June 2007</p>	

8.02 Historical Figures

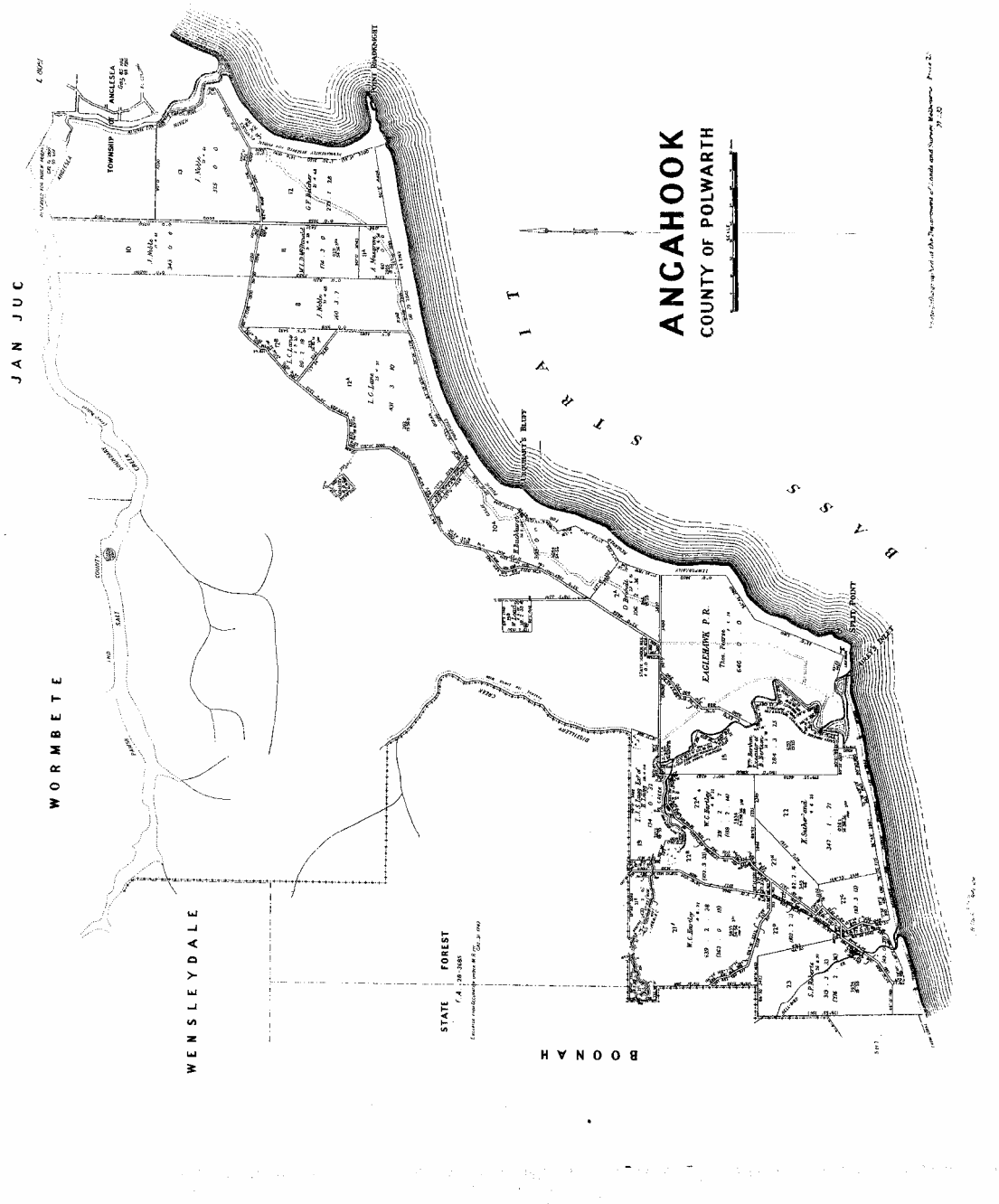


Figure 2.01: Parish Plan of Angahook, showing the Township of Anglesea and the land owned by J. Noble & G.F. Belcher, 27 January 1932 (based on 19th century Parish Plan). Source: Map collection, Geelong Heritage Centre, A35.

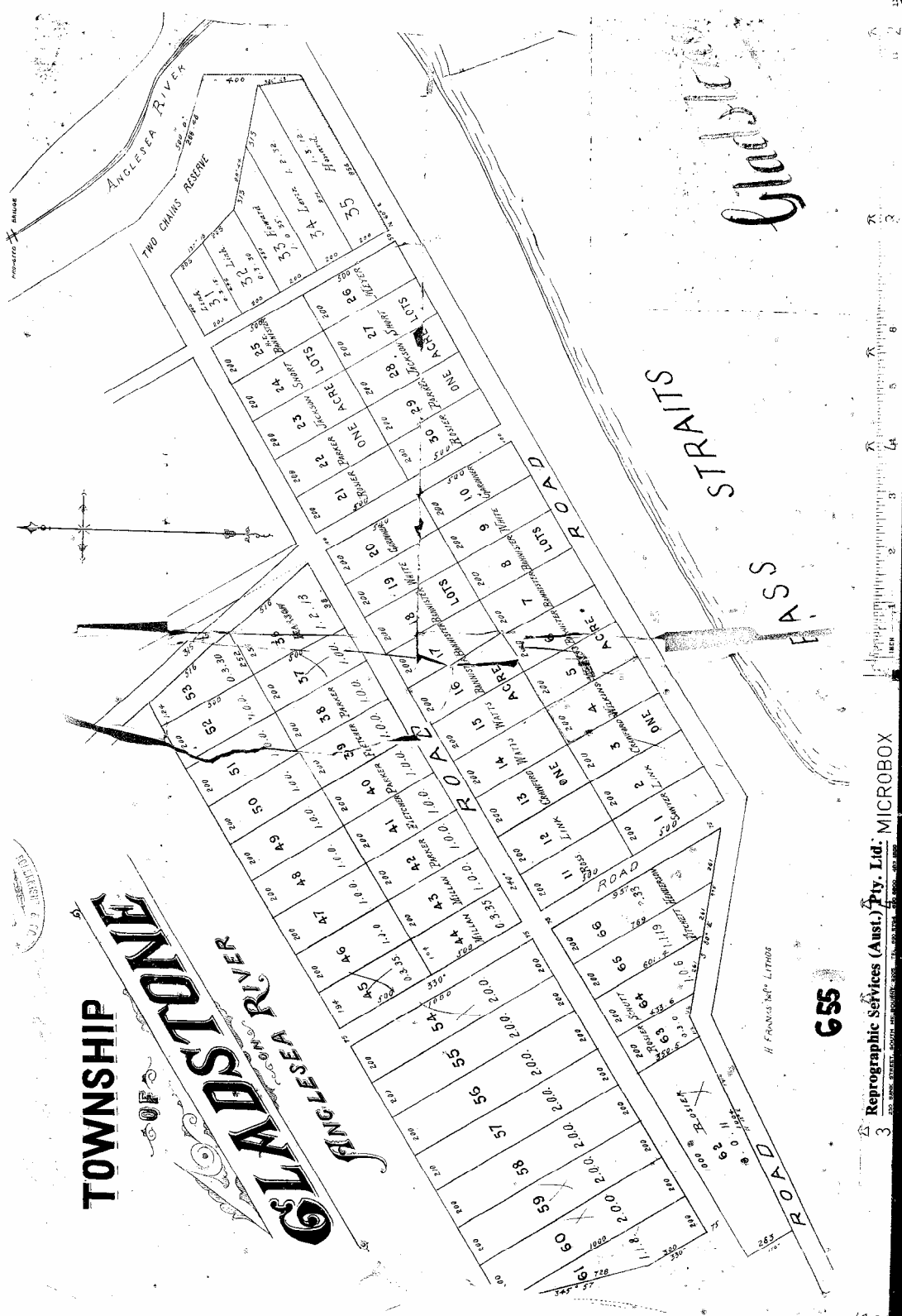


Figure 2.02: Township of Gladstone Subdivision plan, 1884. Source: Map collection, Geelong Heritage Centre, G55.

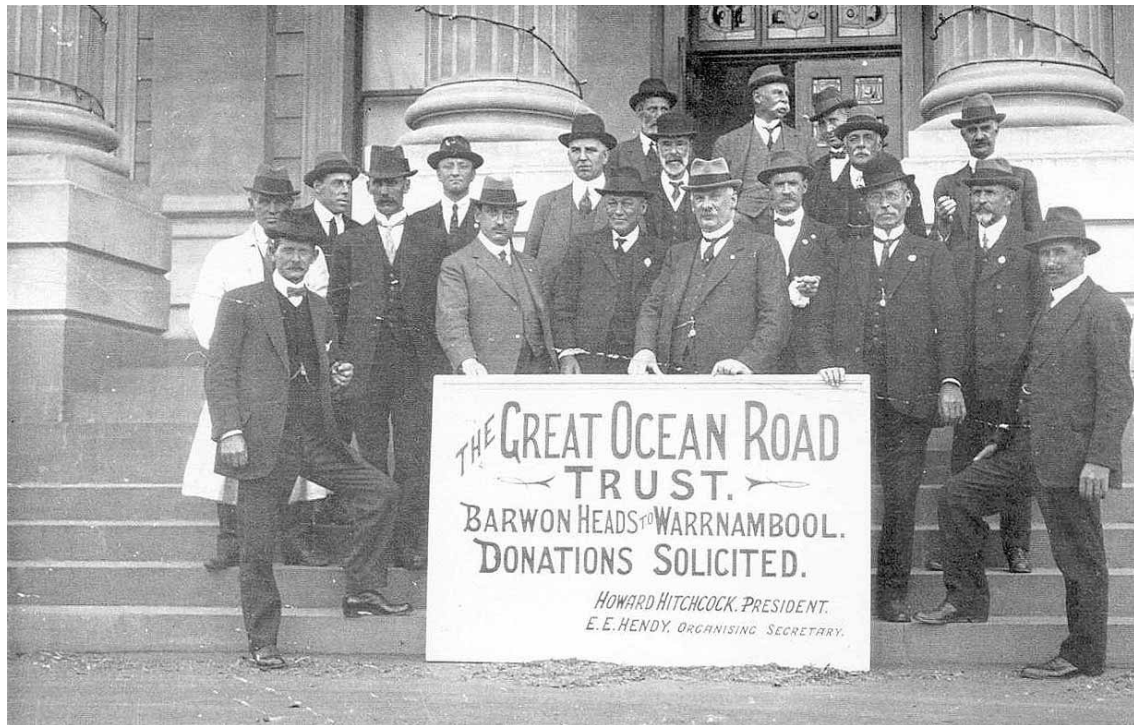


Figure 2.03: The Great Ocean Road Trust on the steps of the Geelong Town Hall, 1918. Source: D. Rowe, *The Pleasure Grounds of the Barwon Coast: A History*.

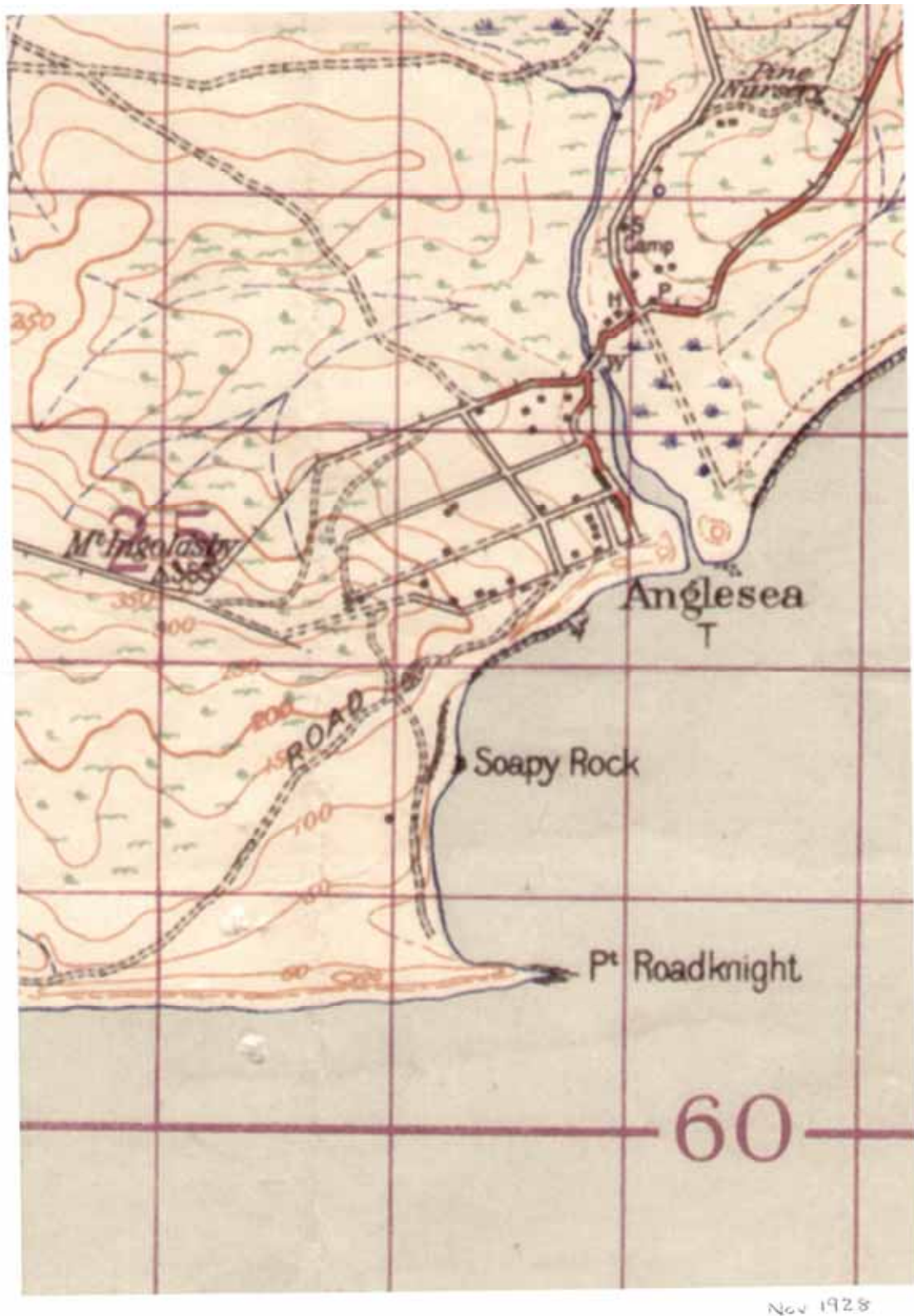


Figure 2.04: Military Survey Plan of Anglesea, November 1928. Source: Zada private collection.

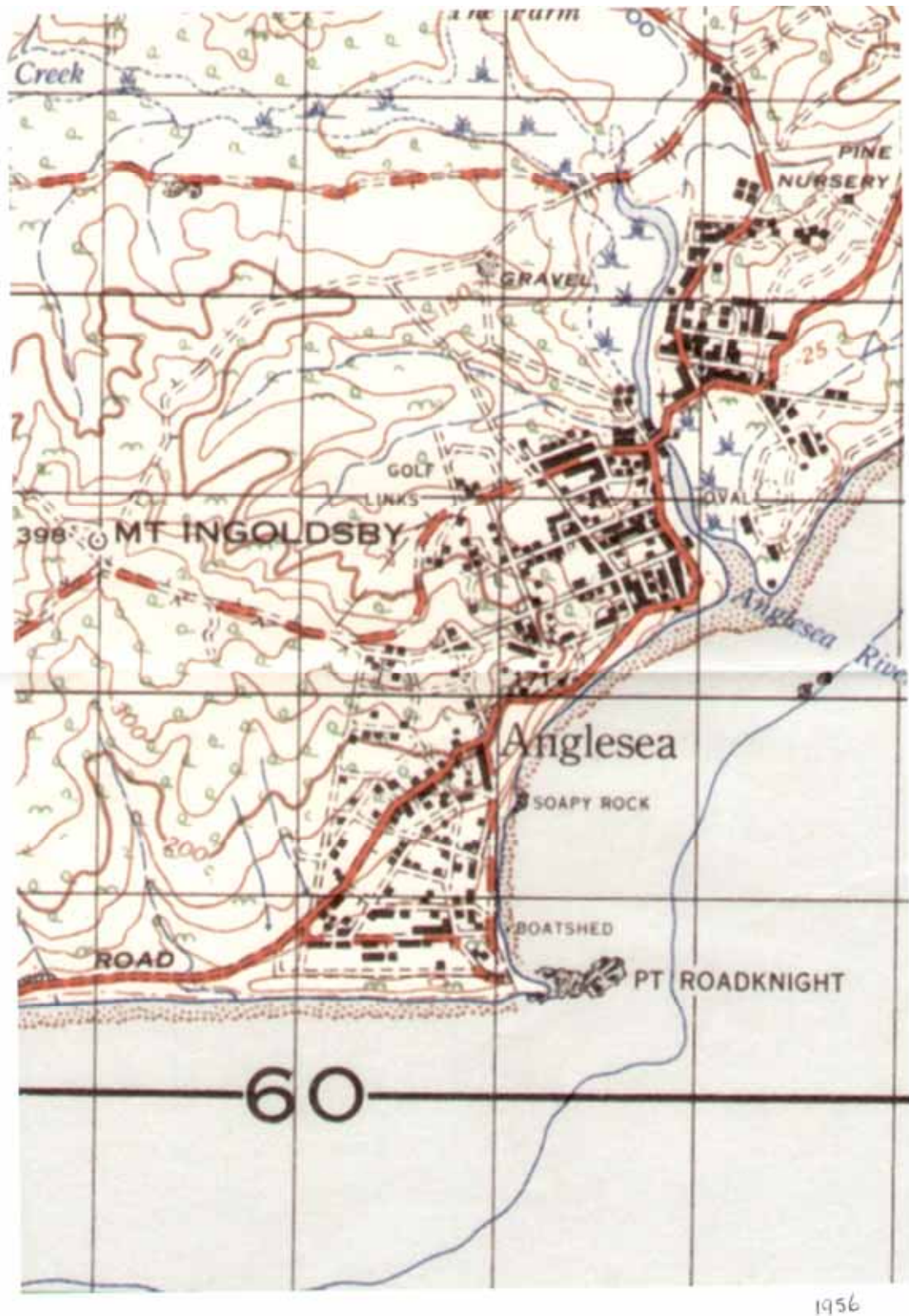


Figure 2.05: Military Survey Plan for Anglesea, 1956, showing considerable growth in the area when compared to Figure 2.04. Source: Zada private collection.



Figure 2.06: H.L. Coburn, Watercolour sketch of the Loveridge Lookout, 1938. Source: Anglesea & District Historical Society Inc.

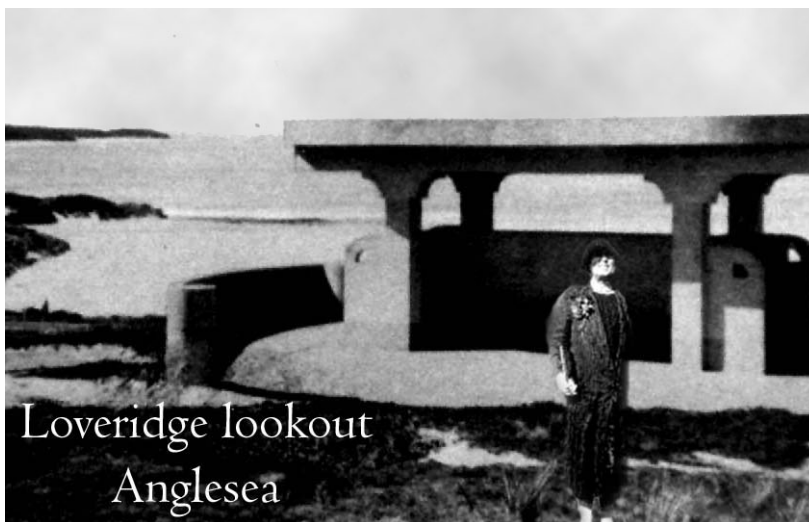


Figure 2.07: Mrs Loveridge at the Loveridge Lookout, 1938. Source: Anglesea & District Historical Society Inc.



Figure 2.08: Loveridge Lookout, Anglesea, c.1950-60. Source: La Trobe Picture Collection, State Library of Victoria, image no. b31225..



Figure 2.09: Loveridge Lookout, Anglesea, 1998, when painted mid Brunswick Green and white. Source: Context Pty Ltd, Surf Coast Shire Heritage Study – Report on Stage 1, Inventory of Places, 1998.



Figure 2.10: Loveridge Lookout, 2002, after graffiti attack (north face). Source: Anglesea On-line.



Figure 2.11: Loveridge Lookout, 2002, after repainting (north face). Source: Anglesea On-line.



Figure 2.12: Loveridge Lookout, 2002, after graffiti attack (west face). Source: Anglesea On-Line.



Figure 2.13: Loveridge Lookout, 2002, after repainting (west face). Source: Anglesea On-Line.



Figure 2.14: Loveridge Lookout as V.A.O.C. observation post, c.1943. Note the flat-roofed observation shelter at the rear (west) and the barbed wire fence. Source: Anglesea & District Historical Society Inc. See also Australian War Memorial collection, i.d. no. P00024.008 – donor: R. Piper.



Figure: 2.15: Aerial view showing Loveridge Lookout as a V.A.O.C. observation post, 7 February 1932. Note the flat roofed observation shelter attached to the west of the lookout. Source: Anglesea & District Historical Society Inc. See also Australian War Memorial collection, i.d. P00024.005 – donor: R. Piper.



Figure 2.16: William MacDougall & Joyce Graham taking observations at the Loveridge Lookout, c.1942. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H99.201/3015.



Figure 2.17: Loveridge Lookout V.A.O.C. observation post, c.1942, showing Joyce Graham awakening to go on duty, while Mrs H. Shovelton completes a report after her watch. Source: La Trobe Picture collection, State Library of Victoria, accession no. H99.201/4008.

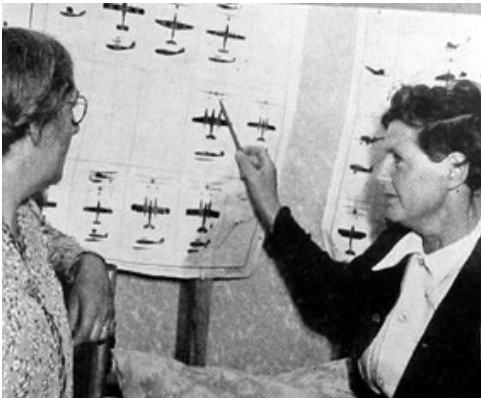


Figure 2.18: Joyce Graham showing Mrs. H. Shovelton a type of aircraft at the Loveridge Lookout, c.1943. Source: Anglesea & District Historical Society Inc.



Figure 2.19: Observers at the Loveridge Lookout observation post, c.1943. Source: Anglesea & District Historical Society Inc.

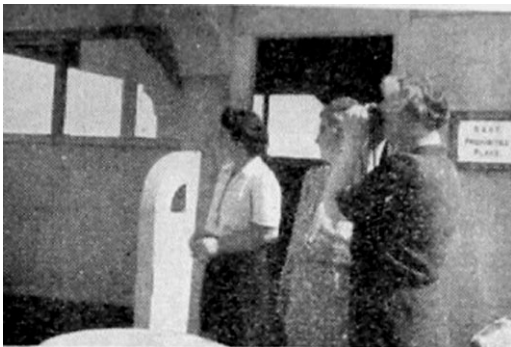


Figure 2.20: Observers at the Loveridge Lookout observation post, c.1943. Source: Anglesea & District Historical Society Inc.

OBSERVERS' LOG—V.A.O.C.					
DATE	OBSERVER ON DUTY (Signature)	TIME ON	TIME OFF	(Cont.)	REMARKS
11.12.44	<i>[Signature]</i>	1105 hrs	1110 hrs	1105 hrs	Reported Mitchell had crashed into sea approx 6 miles due E of O.P. reported kept sand boat 5th aircraft
11.12.44	M. Bennett	1110 hrs	1315 hrs	1130 hrs	Control room for further information about crashed a/c
				1145 hrs	Reported boat from land side
				1147 hrs	Reported planes circling in NE
				1233 hrs	Control room to say ambulance was being sent to Torquay
				1307 hrs	Control room to say planes up to 1000 ft in air on strength
					Requesting ambulance to be sent to Torquay
11.12.44	H. Allen	1316 hrs	1401 hrs	1401 hrs	Reported Boomerang Fg O.P. circling
				1422 hrs	Fg Heath visited O.P.
11.12.44	M. Bennett	1401 hrs	1715 hrs		
11.12.44	M. Russell	1730	1810	1735 hrs	Rep'd Beaufighter NE of O.P. then SW slightly
				1805 hrs	Rep'd Beaufighter SE of O.P. then NE
					Control checked clock correct

Figure 2.21: V.A.O.C. Observer's Log no. W.Q.1, 11 December 1944, showing report of the crash of the Mitchell aircraft (top of page). Source: Anglesea & District Historical Society Inc.

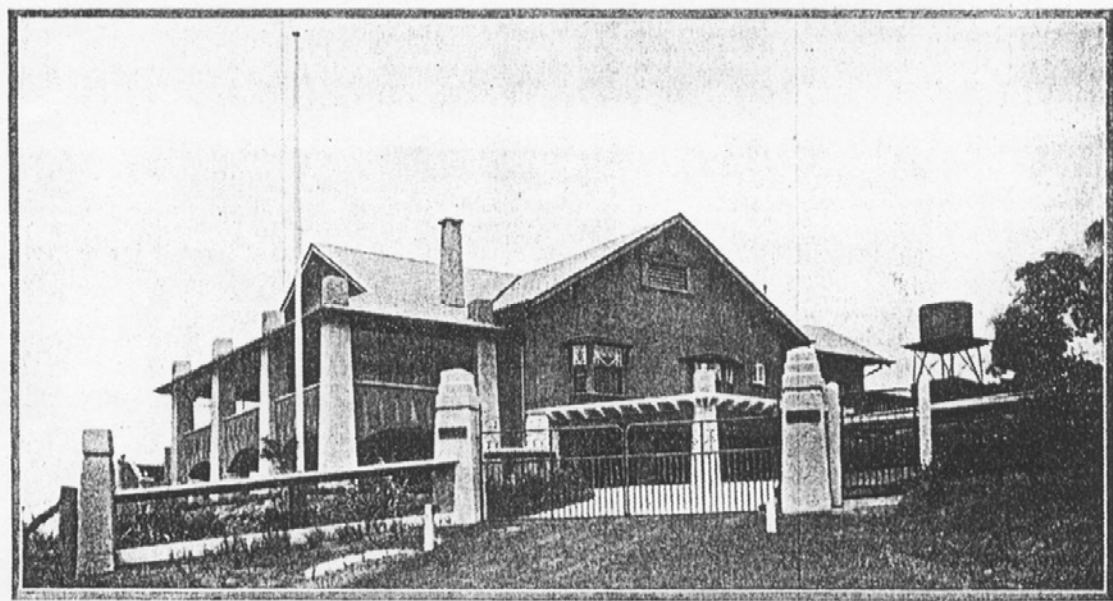


Figure 2.22: 'Anglecrest', Anglesea, 1928. Source: *The Australian Home Beautiful*, 2 April 1928, p.13, Anglesea & District Historical Society Inc.

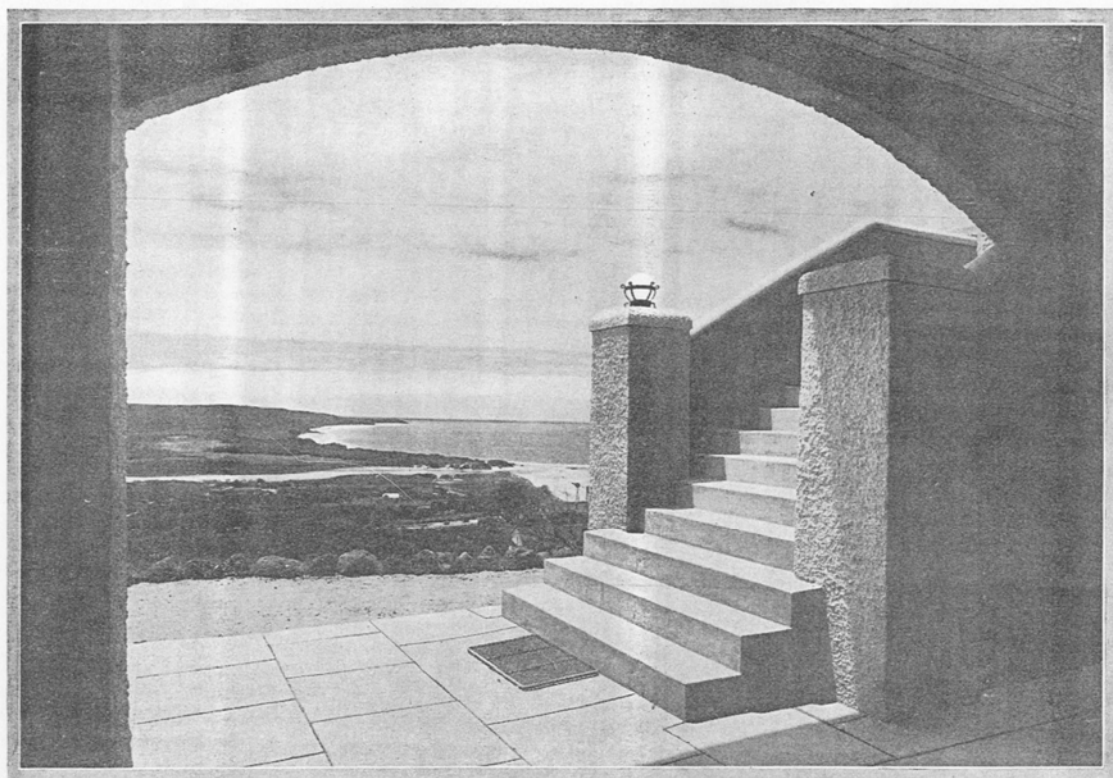


Figure 2.23: 'Anglecrest', Anglesea, showing view from verandah, 1928. Source: *The Australian Home Beautiful*, 2 April 1928, p.13, Anglesea & District Historical Society Inc.



Figure 2.24: The Loveridges' Graf Und Stift car, c.1930, outside 'Anglecrest', Anglesea. The photograph appears to show Mrs Loveridge in the foreground (left), with Mr Loveridge behind the front of the car. Source: 01600: Museum Victoria Archives – Science Museum of Victoria – Vehicles – Graf & Stift Car, 1938-1981.



Figure 2.25: Herbert Leslie Coburn, c.1945. Source: Peter Coburn private collection (possibly photograph from the *Ballarat Courier* newspaper, c.1945).

8.03 Contemporary Photographs



Photo 3.01: Aerial Image, Loveridge Lookout in coastal reserve, Anglesea, 2004. Source: Surf Coast Shire.



Photo 3.02: View looking east from the lookout towards the Anglesea township.



Photo 3.03: View looking south from the lookout to the ocean.



Photo 3.04: Survey marker-trig point nearby the lookout.



Photo 3.05: Loveridge Lookout from the south-east.



Photo 3.06: Loveridge Lookout from the north-east.



Photo 3.07: Loveridge Lookout from the north.



Photo 3.08: Loveridge Lookout from the west.



Photo 3.09: Detail of concrete pier and cantilevering beam, south-west corner. Note the temporary steel prop supporting the beam.



Photo 3.10: Detail of roof soffit and junction of beams with column. Note the cracking in the west beam and spalled bracket to the column.



Photo 3.11: Detail of east side, showing columns with curved brackets and widely-projecting roof.



Photo 3.12: View looking west (from the east end) showing spalled beam (foreground) and dividing wall (that acts as a backrest for the bench seating on the east and west faces).



Photo 3.13: Roof detail.



Photo 3.14: Rainwater outlet detail (west roof face).



Photo 3.15: Detail of bench seat, east face. Note the missing timber slat to the seat and also the spalled concrete at the base of the column.



Photo 3.16: Detail of bench seat, west face. Note the solid brick wall that acts as a backrest.



Photo 3.17: Detail of bench seat, south face. Note the substantially spalled concrete end to the seat.



Photo 3.18: Detail of bench seat, west face, showing the original design.



Photo 3.19: Detail of rounded capping to central solid brick wall separating the east and west seats.



Photo 3.20: Detail of curved balustrade (south end) showing peeled paintwork and spalled concrete.



Photo 3.21: Detail of curved balustrade (north end).



Photo 3.22: Detail of plaque on east-facing beam. The plaque reads: Erected by Mrs J.E. Loveridge 1938".



Photo 3.23: Detail of plaque on west-facing beam. The plaque reads: "Remembering the 56 Volunteer Aircraft Observers Who Manned This Post Up To 24 Hours A Day From 1942 To 1945. Erected in 1997 by the Anglesea and District Historical Society Inc."



Photo 3.24: Detail of spalled south-facing beam exposing reinforcement.



Photo 3.25: Detail of substantially spalled eastern end of south-facing seat.



Photo 3.26: Detail of projecting southern portion of the roof showing supporting introduced steel props.



Photo 3.27: Detail of spalled southern end of the east-facing beam supported by an introduced steel prop.



Photo 3.28: Detail of substantially spalled south-facing beam.



Photo 3.29: Detail of substantially spalled and cracked eastern end to the south-facing seat.

8.04 P.J. Yttrup & Associates Pty Ltd, 'Loveridge Lookout, Anglesea', Engineering Report, 9 May 2005

P. J. YTTRUP & ASSOCIATES PTY. LTD.

A.C.N. 005 909 916
A.B.N. 71 667 759 203

CONSULTING ENGINEERS

16628/PJY/dls
9th May 2005

Mr. H. Mensinga,
Building Maintenance Officer,
Surfcoast Shire,
PO Box 350,
TORQUAY, 3228.

Dear Henk,

Re: Loveridge Lookout, Anglesea

P.J.Yttrup & Associates Pty Ltd, consulting engineers, have been engaged by the Surfcoast Shire to provide an opinion on the structural adequacy of the Loveridge Lookout, Anglesea. This report was commissioned by Order N° 05840.

The Loveridge lookout is a reinforced concrete structure built in 1938, making the structure almost seventy years old. Compared with the service life of other reinforced concrete structures in the region, 70 years is fairly typical. Reinforced concrete does have a finite service life, contrary to the expectation of many.

The Loveridge lookout is in a very poor state with extensive corrosion of reinforcement and spalling of concrete, see Photographs 1 & 2. The relatively recent paint covers many of the problems where a rather remarkable paint film has managed to span over open cracks in the concrete, see Photographs 3 & 4.

The risk to the public is considered to be a fall of concrete due to the extent of spalling present in the structure. This risk is real and present at this time. Serious injury rather than loss of life is the likely consequence of a fall of spalled concrete.

A major structural failure, such as total collapse, is not considered likely to occur without warning in the form of large cracks and distortions. However, there is a growing risk as the probability of collapse increases with increasing age.

33 Roberts Road, Belmont, Victoria 3216
Telephone: + 61 3 5243 3388 Facsimile: + 61 3 5244 3023
Email: admin@yttrup.com Web Address: www.yttrup.com

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P.J. Yttrup & Associates Pty. Ltd.

Due to the very advanced corrosion of reinforcing steel, remedial works is considered unlikely to be effective, and may not be technically possible.

My recommendation is that the current structure should be demolished due to the high risk of injury to the users of the structure; the general public. The very poor condition of the structure is partly masked by the paint on the structure.

Yours faithfully,



Peter J. Yttrup
P. J. YTTRUP & ASSOCIATES PTY. LTD.

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P.J. Yttrup & Associates Pty. Ltd.



Photograph 1

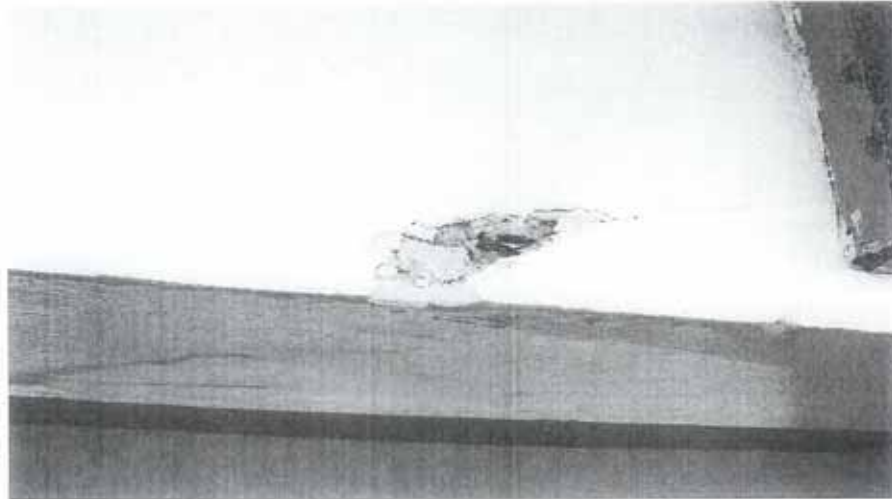


Photograph 2

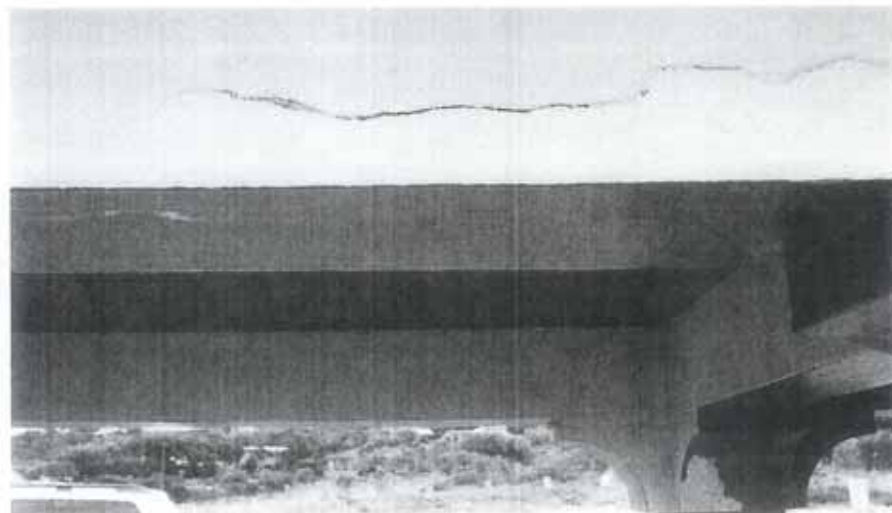
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P.J. Yttrup & Associates Pty. Ltd.



Photograph 3



Photograph 4

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Email: admin@yttrup.com Web Address: www.yttrup.com

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8.05 Vertitech Australia Pty Ltd, 'Anglesea Lookout Structure/Concrete Repair', Engineering Report, 26 August 2005



Quote No: Q3407
Date: 26.08.05

SurfCoast Shire
P.O. Box 350
Torquay, VIC 3228
Fax: 5261 0626

Attention: Henk Mensinga

Re: Anglesea lookout structure / Concrete repair

Dear Sir,

Thank you for considering the services of Vertitech Australia Pty Ltd for the remedial works on the subject structure.

We have inspected the Lookout Structure and have noticed the following:

Current Condition

The structure is in a relatively good condition for its age. However, concrete is spalling in a number of locations due to the corrosion of reinforcement and should you decide to retain and durably repair the structure, the causes of this problem will need to be addressed.

Corrosion of reinforcement generally

The steel reinforcement bars are, in some locations, virtually without any concrete cover, merely covered by the render layer. These are the locations where the corrosion initially starts.

The rendered concrete is carbonated to a substantial depth and the carbonation depth varies in proportion to the render & concrete quality / porosity.

Vertitech Australia Pty Ltd, ABN 32 063 175 486, 7 Export Drive Brooklyn VIC 3025, Australia
Telephone (03) 9316 5440 Fax (03) 9318 0414

The carbonation zone has reached, in various locations, the depth of the steel reinforcement.

The alkalinity of the concrete / render in carbonated locations / areas is no longer sufficient to sustain a passivation layer on the surface of the steel reinforcement and this insufficiency has allowed the steel reinforcement to corrode. Presence of chlorides from sea salt exacerbates the attack on the reinforcement passivation layer and increases the risk of corrosion.

The corrosion product (rust), which has gradually formed on the steel surface, is many times greater in volume than the original steel. The corrosion of the steel reinforcement has led to the gradual buildup of internal pressures in the concrete (or between the concrete and render) and has resulted in cracking, spalling & material detachment.

Roof slab

The roof slab has been screeded to shape with a thin render / screed. This screed is, in some locations detached and/or cracked, allowing water to be absorbed into the concrete. This process is causing the chloride content of concrete to increase, which in turn increases the risk of corrosion of the reinforcement.

The best value repair of the roof slab would consist from:

- Removal of all render and roughening of the entire concrete surface.
- Localized repair of all concrete defect locations followed by high pressure water washing.
- Saturating the surface with a Migrating Corrosion Inhibitor for concrete.
- Re-rendering the surface with a polymer modified mortar with a high diffusion resistance.
- Applying a liquid membrane system to the roof slab top, and sides.
(The membrane would need to be 100% acrylic with long term elasticity and good anticarbonation properties).

Budget repair of the roof slab would consist from:

- Localized repair of all render and concrete defect locations followed by high

pressure water washing.

- *Applying a liquid membrane system to the rooftop slab top, and sides.
(The membrane would need to be 100% acrylic with long term elasticity and good anticarbonation properties).*

Beams (integral with roof slab)

Longitudinal reinforcing bars are corroding and causing concrete spalls alongside the beam corners. Ligatures are likewise expected to be corroding in a number of locations (closer to concrete surface).

The best value repair of the beams would consist from:

- *Suitably propping the beams in stages while proceeding with repairs.*
- *Removing all render and concrete from around all longitudinal reinforcing bars,
removing all reinforcement bars and replacing them with 316 grade stainless steel bars.*
- *Removing all render and concrete from around all ligature bars, followed by grit
blasting the bars and coating with an electrically insulating epoxy coating, or
replacing them with 316 grade stainless steel bars.*
- *Surface preparation and rebuilding of the beams into their original shape using
polymer modified repair mortar with a high diffusion resistance.*

The budget repair of the beams would consist from:

- *Suitably propping the beams in stages while proceeding with repairs.*
- *Removing all render and concrete from around reinforcing bars within the detectable problem locations and extending the repairs alongside any corroding
reinforcement as far as active corrosion is noticeable.*
- *Grit blast cleaning the reinforcement and coating it with an electrically insulating
epoxy coating.*

- *Surface preparation and rebuilding of the beams into their original shape using polymer modified repair mortar with a high diffusion resistance.*

Columns

We have identified a number of drummy locations on the column surfaces. The drumminess usually corresponds to delaminated render or honeycombed concrete (poorly compacted).

The best value repair of the columns would consist from:

- *Removing all render and roughening the entire concrete surface.*
- *Localized repair of all concrete defect locations followed by high pressure water washing.*
- *Saturating the surface with a Migrating Corrosion Inhibitor for concrete.*
- *Re-rendering the surface to it's original shape using polymer modified mortar with a high diffusion resistance.*

The budget repair of the columns would consist from:

- *Localized removal of render and concrete at detectable defect locations.*
- *Localized repair of concrete defect locations and rebuilding the defect locations to their original shape using polymer modified mortar with a high diffusion resistance*

Vertical feature / partition walls

These walls have deteriorated to a stage where replacement would be more economical then repair.

The best value repair of the walls would consist from:

- *Demolition and disposal of the walls.*
- *Off site precast fabrication of replacement walls using lightweight aggregate and corrosion resistant reinforcement.*
- *On site installation of the walls into their original positions.*

The budget repair of the walls would consist from:

- Demolition and disposal of the walls.
- Making good to the surfaces of columns and demolished wall bases.
(Walls would not be replaced)

Our Prices

Our GST inclusive price for the **Best Value** options on all the items above is **\$49,100.00**

Our GST inclusive price for the **Budget options** on all the items above is **\$27,900.00**

Our prices allow for the works to proceed during a reasonable weather season while avoiding the periods when the coast becomes busy.

We have made no allowance for painting of the structure after the completion of repairs. Painting would be best achieved using a local contractor as it should not proceed < 28 days following the completion of repairs.

Our prices are subject to the attached General Conditions of Quotation/Contract.

Warranty

Written 10 years Vertitech Australia P/L warranty against defects arising from the use of inferior materials or workmanship would be issued on completion of the works.

Please note:

The **Best Value** repair package is likely to result in > 30 years of problem free lifespan for beams, columns, and walls. However, if the chloride content in the roof slab concrete is already high, some defects could

gradually start appearing on the roof slab surfaces. These would typically only be isolated small defects easily manageable by a 5 yearly minor maintenance works program. Some more repair works by professionals could be eventually (in > 25years) required on the roof slab. The structure could be maintained in a safe and serviceable condition for period of > 100 years.

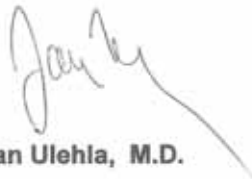
The **Budget** repair package is likely to result in 5 – 8 years of problem free lifespan.

Some defects would most likely start to gradually appear in various locations. The structure would most likely require 3 yearly minor maintenance works, and 10 – 12 yearly more substantial repair works by professionals. By such a periodic intervention the structure could be maintained in a safe and serviceable condition for period > 50 years.

Should you prefer the proposed scope of works to be anyhow varied, or if you have any other queries, please contact the undersigned.

Yours faithfully

Vertitech Australia Pty Ltd

A handwritten signature in black ink, appearing to read 'Jan Ulehla', with a long, sweeping horizontal line extending to the right.

Jan Ulehla, M.D.

8.06 Australia ICOMOS Burra Charter

The Burra Charter

(The Australia ICOMOS Charter for Places of Cultural Significance)

Preamble

Considering the International Charter for the Conservation and Restoration of Monuments and Sites (Venice 1964), and the Resolutions of the 5th General Assembly of the International Council on Monuments and Sites (ICOMOS) (Moscow 1978), the Burra Charter was adopted by Australia ICOMOS (the Australian National Committee of ICOMOS) on 19 August 1979 at Burra, South Australia. Revisions were adopted on 23 February 1981, 23 April 1988 and 26 November 1999.

The Burra Charter provides guidance for the conservation and management of places of cultural significance (cultural heritage places), and is based on the knowledge and experience of Australia ICOMOS members.

Conservation is an integral part of the management of places of cultural significance and is an ongoing responsibility.

Who is the Charter for?

The Charter sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance, including owners, managers and custodians.

Using the Charter

The Charter should be read as a whole. Many articles are interdependent. Articles in the Conservation Principles section are often further developed in the Conservation Processes and Conservation Practice sections. Headings have been included for ease of reading but do not form part of the Charter.

The Charter is self-contained, but aspects of its use and application are further explained in the following Australia ICOMOS documents:

- Guidelines to the Burra Charter: Conservation Policy;
- Guidelines to the Burra Charter: Procedures for Undertaking Studies and Reports;
- Code on the Ethics of Coexistence in Conserving Significant Places.

What places does the Charter apply to?

The Charter can be applied to all types of places of cultural significance including natural, indigenous and historic places with cultural values.

The standards of other organisations may also be relevant. These include the Australian Natural Heritage Charter and the Draft Guidelines for the Protection, Management and Use of Aboriginal and Torres Strait Islander Cultural Heritage Places.

Why conserve?

Places of cultural significance enrich people's lives, often providing a deep and inspirational sense of connection to community and landscape, to the past and to lived experiences. They are historical records, that are important as tangible expressions of Australian identity and experience. Places of cultural significance reflect the diversity of our communities, telling us about who we are and the past that has formed us and the Australian landscape. They are irreplaceable and precious.

These places of cultural significance must be conserved for present and future generations.

The Burra Charter advocates a cautious approach to change: do as much as necessary to care for the place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained.

Articles

Article 1. Definitions

For the purposes of this Charter:

- 1.1 *Place* means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.
- 1.2 *Cultural significance* means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the *place* itself, its *fabric*, *setting*, *use*, *associations*, *meanings*, records, *related places* and *related objects*.

Places may have a range of values for different individuals or groups.
- 1.3 *Fabric* means all the physical material of the *place* including components, fixtures, contents, and objects.
- 1.4 *Conservation* means all the processes of looking after a *place* so as to retain its *cultural significance*.
- 1.5 *Maintenance* means the continuous protective care of the *fabric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves restoration or reconstruction.
- 1.6 *Preservation* means maintaining the *fabric* of a *place* in its existing state and retarding deterioration.
- 1.7 *Restoration* means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.
- 1.8 *Reconstruction* means returning a *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.
- 1.9 *Adaptation* means modifying a *place* to suit the existing use or a proposed use.
- 1.10 *Use* means the functions of a place, as well as the activities and practices that may occur at the place.
- 1.11 *Compatible use* means a use which respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.
- 1.12 *Setting* means the area around a *place*, which may include the visual catchment.
- 1.13 *Related place* means a place that contributes to the *cultural significance* of another place.

Explanatory Notes

The concept of place should be broadly interpreted. The elements described in Article 1.1 may include memorials, trees, gardens, parks, places of historical events, urban areas, towns, industrial places, archaeological sites and spiritual and religious places.

The term cultural significance is synonymous with heritage significance and cultural heritage value.

Cultural significance may change as a result of the continuing history of the place.

Understanding of cultural significance may change as a result of new information.

Fabric includes building interiors and sub-surface remains, as well as excavated material.

Fabric may define spaces and these may be important elements of the significance of the place.

The distinctions referred to, for example in relation to roof gutters, are:

- maintenance — regular inspection and cleaning of gutters;
- repair involving restoration — returning of dislodged gutters;
- repair involving reconstruction — replacing decayed gutters.

It is recognised that all places and their components change over time at varying rates.

New material may include recycled material salvaged from other places. This should not be to the detriment of any place of cultural significance.

Articles	Explanatory Notes
<p>1.14 <i>Related object</i> means an object that contributes to the <i>cultural significance</i> of a <i>place</i> but is not at the place.</p> <p>1.15 <i>Associations</i> mean the special connections that exist between people and a <i>place</i>.</p> <p>1.16 <i>Meanings</i> denote what a <i>place</i> signifies, indicates, evokes or expresses.</p> <p>1.17 <i>Interpretation</i> means all the ways of presenting the <i>cultural significance</i> of a <i>place</i>.</p>	<p>Associations may include social or spiritual values and cultural responsibilities for a place.</p> <p>Meanings generally relate to intangible aspects such as symbolic qualities and memories.</p> <p>Interpretation may be a combination of the treatment of the fabric (e.g. maintenance, restoration, reconstruction); the use of and activities at the place; and the use of introduced explanatory material.</p>
<h2 data-bbox="268 779 730 824">Conservation Principles</h2> <h3 data-bbox="268 853 719 880">Article 2. Conservation and management</h3> <p>2.1 <i>Places of cultural significance</i> should be conserved.</p> <p>2.2 The aim of <i>conservation</i> is to retain the <i>cultural significance</i> of a <i>place</i>.</p> <p>2.3 <i>Conservation</i> is an integral part of good management of <i>places of cultural significance</i>.</p> <p>2.4 <i>Places of cultural significance</i> should be safeguarded and not put at risk or left in a vulnerable state.</p> <h3 data-bbox="268 1137 587 1164">Article 3. Cautious approach</h3> <p>3.1 <i>Conservation</i> is based on a respect for the existing <i>fabric, use, associations</i> and <i>meanings</i>. It requires a cautious approach of changing as much as necessary but as little as possible.</p> <p>3.2 Changes to a <i>place</i> should not distort the physical or other evidence it provides, nor be based on conjecture.</p> <h3 data-bbox="268 1429 746 1456">Article 4. Knowledge, skills and techniques</h3> <p>4.1 <i>Conservation</i> should make use of all the knowledge, skills and disciplines which can contribute to the study and care of the <i>place</i>.</p> <p>4.2 Traditional techniques and materials are preferred for the <i>conservation</i> of significant <i>fabric</i>. In some circumstances modern techniques and materials which offer substantial conservation benefits may be appropriate.</p>	<p>The traces of additions, alterations and earlier treatments to the fabric of a place are evidence of its history and uses which may be part of its significance. Conservation action should assist and not impede their understanding.</p> <p>The use of modern materials and techniques must be supported by firm scientific evidence or by a body of experience.</p>

Articles

Article 5. Values

- 5.1 *Conservation of a place* should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others.
- 5.2 Relative degrees of *cultural significance* may lead to different *conservation* actions at a place.

Article 6. Burra Charter process

- 6.1 The *cultural significance* of a *place* and other issues affecting its future are best understood by a sequence of collecting and analysing information before making decisions. Understanding cultural significance comes first, then development of policy and finally management of the place in accordance with the policy.
- 6.2 The policy for managing a place must be *based* on an understanding of its *cultural significance*.
- 6.3 Policy development should also include consideration of other factors affecting the future of a *place* such as the owner's needs, resources, external constraints and its physical condition.

Article 7. Use

- 7.1 Where the *use* of a place is of *cultural significance* it should be retained.
- 7.2 A *place* should have a *compatible* use.

Article 8. Setting

Conservation requires the retention of an appropriate visual *setting* and other relationships that contribute to the *cultural significance* of the *place*.

New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate.

Explanatory Notes

Conservation of places with natural significance is explained in the Australian Natural Heritage Charter. This Charter defines natural significance to mean the importance of ecosystems, biological diversity and geodiversity for their existence value, or for present or future generations in terms of their scientific, social, aesthetic and life-support value.

A cautious approach is needed, as understanding of cultural significance may change. This article should not be used to justify actions which do not retain cultural significance.

The Burra Charter process, or sequence of investigations, decisions and actions, is illustrated in the accompanying flowchart.

The policy should identify a use or combination of uses or constraints on uses that retain the cultural significance of the place. New use of a place should involve minimal change, to significant fabric and use; should respect associations and meanings; and where appropriate should provide for continuation of practices which contribute to the cultural significance of the place.

Aspects of the visual setting may include use, siting, bulk, form, scale, character, colour, texture and materials.

Other relationships, such as historical connections, may contribute to interpretation, appreciation, enjoyment or experience of the place.

Articles

Article 9. Location

- 9.1 The physical location of a *place* is part of its *cultural significance*. A building, work or other component of a place should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival.
- 9.2 Some buildings, works or other components of *places* were designed to be readily removable or already have a history of relocation. Provided such buildings, works or other components do not have significant links with their present location, removal may be appropriate.
- 9.3 If any building, work or other component is moved, it should be moved to an appropriate location and given an appropriate use. Such action should not be to the detriment of any *place* of *cultural significance*.

Article 10. Contents

Contents, fixtures and objects which contribute to the *cultural significance* of a *place* should be retained at that place. Their removal is unacceptable unless it is: the sole means of ensuring their security and *preservation*; on a temporary basis for treatment or exhibition; for cultural reasons; for health and safety; or to protect the place. Such contents, fixtures and objects should be returned where circumstances permit and it is culturally appropriate.

Article 11. Related places and objects

The contribution which *related places* and *related objects* make to the *cultural significance* of the *place* should be retained.

Article 12. Participation

Conservation, *interpretation* and management of a *place* should provide for the participation of people for whom the place has special *associations* and *meanings*, or who have social, spiritual or other cultural responsibilities for the place.

Article 13. Co-existence of cultural values

Co-existence of cultural values should be recognised, respected and encouraged, especially in cases where they conflict.

Explanatory Notes

For some places, conflicting cultural values may affect policy development and management decisions. In this article, the term *cultural values* refers to those beliefs which are important to a cultural group, including but not limited to political, religious, spiritual and moral beliefs. This is broader than values associated with cultural significance.

Articles	Explanatory Notes
<h2 data-bbox="248 383 732 421">Conservation Processes</h2> <p data-bbox="248 459 647 486">Article 14. Conservation processes</p> <p data-bbox="248 501 962 607"><i>Conservation</i> may, according to circumstance, include the processes of: retention or reintroduction of a <i>use</i>; retention of <i>associations</i> and <i>meanings</i>; <i>maintenance</i>, <i>preservation</i>, <i>restoration</i>, <i>reconstruction</i>, <i>adaptation</i> and <i>interpretation</i>; and will commonly include a combination of more than one of these.</p> <p data-bbox="248 678 461 705">Article 15. Change</p> <p data-bbox="248 721 962 828">15.1 Change may be necessary to retain <i>cultural significance</i>, but is undesirable where it reduces cultural significance. The amount of change to a <i>place</i> should be guided by the <i>cultural significance</i> of the place and its appropriate <i>interpretation</i>.</p> <p data-bbox="248 846 930 902">15.2 Changes which reduce <i>cultural significance</i> should be reversible, and be reversed when circumstances permit.</p> <p data-bbox="248 958 946 1064">15.3 Demolition of significant <i>fabric</i> of a <i>place</i> is generally not acceptable. However, in some cases minor demolition may be appropriate as part of <i>conservation</i>. Removed significant fabric should be reinstated when circumstances permit.</p> <p data-bbox="248 1081 962 1267">15.4 The contributions of all aspects of <i>cultural significance</i> of a <i>place</i> should be respected. If a place includes <i>fabric</i>, <i>uses</i>, <i>associations</i> or <i>meanings</i> of different periods, or different aspects of cultural significance, emphasising or interpreting one period or aspect at the expense of another can only be justified when what is left out, removed or diminished is of slight cultural significance and that which is emphasised or interpreted is of much greater cultural significance.</p> <p data-bbox="248 1317 520 1344">Article 16. Maintenance</p> <p data-bbox="248 1359 930 1438"><i>Maintenance</i> is fundamental to <i>conservation</i> and should be undertaken where <i>fabric</i> is of <i>cultural significance</i> and its maintenance is necessary to retain that <i>cultural significance</i>.</p>	<p data-bbox="1018 488 1345 533">There may be circumstances where no action is required to achieve conservation.</p> <p data-bbox="1018 721 1350 810">When change is being considered, a range of options should be explored to seek the option which minimises the reduction of cultural significance.</p> <p data-bbox="1018 851 1353 936">Reversible changes should be considered temporary. Non-reversible change should only be used as a last resort and should not prevent future conservation action.</p>
6 Australia ICOMOS Inc	The Burra Charter, 1999

Articles

Article 17. Preservation

Preservation is appropriate where the existing *fabric* or its condition constitutes evidence of *cultural significance*, or where insufficient evidence is available to allow other *conservation* processes to be carried out.

Article 18. Restoration and reconstruction

Restoration and *reconstruction* should reveal culturally significant aspects of the *place*.

Article 19. Restoration

Restoration is appropriate only if there is sufficient evidence of an earlier state of the *fabric*.

Article 20. Reconstruction

20.1 *Reconstruction* is appropriate only where a *place* is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the *fabric*. In rare cases, reconstruction may also be appropriate as part of a use or practice that retains the *cultural significance* of the place.

20.2 *Reconstruction* should be identifiable on close inspection or through additional *interpretation*.

Article 21. Adaptation

21.1 *Adaptation* is acceptable only where the adaptation has minimal impact on the *cultural significance* of the place.

21.2 *Adaptation* should involve minimal change to significant fabric, achieved only after considering alternatives.

Article 22. New work

22.1 New work such as additions to the *place* may be acceptable where it does not distort or obscure the *cultural significance* of the place, or detract from its *interpretation* and appreciation.

22.2 New work should be readily identifiable as such.

Explanatory Notes

Preservation protects fabric without obscuring the evidence of its construction and use. The process should always be applied:

- where the evidence of the fabric is of such significance that it should not be altered;
- where insufficient investigation has been carried out to permit policy decisions to be taken in accord with Articles 26 to 28.

New work (e.g. stabilisation) may be carried out in association with preservation when its purpose is the physical protection of the fabric and when it is consistent with Article 22.

Adaptation may involve the introduction of new services, or a new use, or changes to safeguard the place.

New work may be sympathetic if its siting, bulk, form, scale, character, colour, texture and material are similar to the existing fabric, but imitation should be avoided.

Articles

Article 23. Conserving use

Continuing, modifying or reinstating a significant *use* may be appropriate and preferred forms of *conservation*.

Article 24. Retaining associations and meanings

- 24.1 Significant *associations* between people and a *place* should be respected, retained and not obscured. Opportunities for the *interpretation*, commemoration and celebration of these associations should be investigated and implemented.
- 24.2 Significant *meanings*, including spiritual values, of a *place* should be respected. Opportunities for the continuation or revival of these meanings should be investigated and implemented.

Article 25. Interpretation

The *cultural significance* of many places is not readily apparent, and should be explained by *interpretation*. Interpretation should enhance understanding and enjoyment, and be culturally appropriate.

Conservation Practice

Article 26. Applying the Burra Charter process

- 26.1 Work on a *place* should be preceded by studies to understand the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and disciplines.
- 26.2 Written statements of *cultural significance* and policy for the *place* should be prepared, justified and accompanied by supporting evidence. The statements of significance and policy should be incorporated into a management plan for the place.
- 26.3 Groups and individuals with *associations* with a place as well as those involved in its management should be provided with opportunities to contribute to and participate in understanding the *cultural significance* of the place. Where appropriate they should also have opportunities to participate in its *conservation* and management.

Article 27. Managing change

- 27.1 The impact of proposed changes on the *cultural significance* of a *place* should be analysed with reference to the statement of significance and the policy for managing the place. It may be necessary to modify proposed changes following analysis to better retain cultural significance.
- 27.2 Existing *fabric*, *use*, *associations* and *meanings* should be adequately recorded before any changes are made to the *place*.

Explanatory Notes

These may require changes to significant fabric but they should be minimised. In some cases, continuing a significant use or practice may involve substantial new work.

For many places associations will be linked to *use*.

The results of studies should be up to date, regularly reviewed and revised as necessary.

Statements of significance and policy should be kept up to date by regular review and revision as necessary. The management plan may deal with other matters related to the management of the place.

Articles

Article 28. Disturbance of fabric

- 28.1 Disturbance of significant *fabric* for study, or to obtain evidence, should be minimised. Study of a *place* by any disturbance of the fabric, including archaeological excavation, should only be undertaken to provide data essential for decisions on the *conservation* of the place, or to obtain important evidence about to be lost or made inaccessible.
- 28.2 Investigation of a *place* which requires disturbance of the *fabric*, apart from that necessary to make decisions, may be appropriate provided that it is consistent with the policy for the place. Such investigation should be based on important research questions which have potential to substantially add to knowledge, which cannot be answered in other ways and which minimises disturbance of significant fabric.

Article 29. Responsibility for decisions

The organisations and individuals responsible for management decisions should be named and specific responsibility taken for each such decision.

Article 30. Direction, supervision and implementation

Competent direction and supervision should be maintained at all stages, and any changes should be implemented by people with appropriate knowledge and skills.

Article 31. Documenting evidence and decisions

A log of new evidence and additional decisions should be kept.

Article 32. Records

- 32.1 The records associated with the *conservation* of a *place* should be placed in a permanent archive and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.
- 32.2 Records about the history of a *place* should be protected and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.

Article 33. Removed fabric

Significant *fabric* which has been removed from a *place* including contents, fixtures and objects, should be catalogued, and protected in accordance with its *cultural significance*.

Where possible and culturally appropriate, removed significant fabric including contents, fixtures and objects, should be kept at the place.

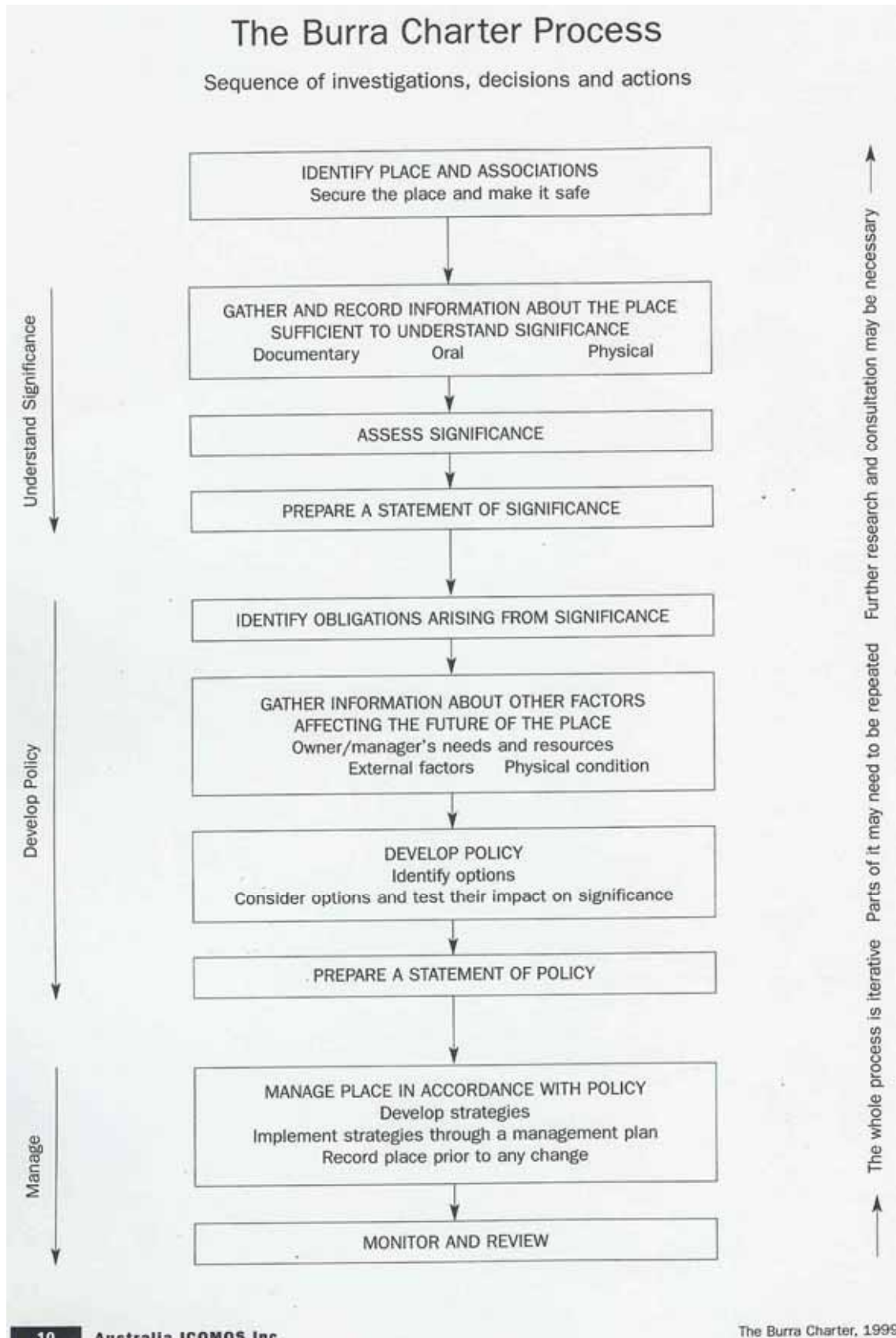
Article 34. Resources

Adequate resources should be provided for conservation.

Words in italics are defined in Article 1.

Explanatory Notes

The best conservation often involves the least work and can be inexpensive.



8.07 Australian Heritage Council Assessment Criteria

**CRITERION A:
ITS IMPORTANCE IN THE COURSE, OR PATTERN, OF AUSTRALIA'S
NATURAL OR CULTURAL HISTORY**

- A.1 Importance in the evolution of Australian flora, fauna, landscapes or climate.
- A.2 Importance in maintaining existing processes or natural systems at the regional or national scale.
- A.3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscapes or cultural features.
- A.4 Importance for association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, State, region or community.

**CRITERION B:
ITS POSSESSION OF UNCOMMON, RARE OR ENDANGERED ASPECTS OF
AUSTRALIA'S NATURAL OR CULTURAL HISTORY**

- B.1 Importance for rare, endangered or uncommon flora, fauna, communities, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.
- B.2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.

**CRITERION C:
ITS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN
UNDERSTANDING OF AUSTRALIA'S NATURAL OR CULTURAL HISTORY**

- C.1 Importance for information contributing to a wider understanding of Australian natural history, by virtue of its use as a research site, teaching site, type locality, reference or benchmark site.
- C.2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.

**CRITERION D:
ITS IMPORTANCE IN DEMONSTRATING THE PRINCIPAL
CHARACTERISTICS OF: (I) A CLASS OF AUSTRALIA'S NATURAL OR
CULTURAL PLACES; OR (II) A CLASS OF AUSTRALIA'S NATURAL OR
CULTURAL ENVIRONMENTS**

- D.1 Importance in demonstrating the principal characteristics of the range of landscapes, environments or ecosystems, the attributes of which identify them as being characteristic of their class.

- D.2 Importance in demonstrating the principal characteristics of the range of human activities in the Australian environment (including way of life, philosophy, custom, process, land use, function, design or technique).

**CRITERION E:
ITS IMPORTANCE IN EXHIBITING PARTICULAR AESTHETIC
CHARACTERISTICS VALUED BY A COMMUNITY OR CULTURAL GROUP**

- E.1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.

**CRITERION F:
ITS IMPORTANCE IN DEMONSTRATING A HIGH DEGREE OF CREATIVE OR
TECHNICAL ACHIEVEMENT AT A PARTICULAR PERIOD**

- F.1 Importance for its technical, creative, design or artistic excellence, innovation or achievement.

**CRITERION G:
ITS STRONG OR SPECIAL ASSOCIATIONS WITH A PARTICULAR
COMMUNITY OR CULTURAL GROUP FOR SOCIAL, CULTURAL OR
SPIRITUAL REASONS**

- G.1 Importance as a place highly valued by a community for reasons of religious, spiritual, symbolic, cultural, educational, or social associations.

**CRITERION H:
ITS SPECIAL ASSOCIATION WITH THE LIFE OF WORKS OR A PERSON,
OR GROUP OF PERSONS, OF IMPORTANCE IN AUSTRALIA'S NATURAL
OR CULTURAL HISTORY**

- H.1 Importance for close associations with individuals whose activities have been significant within the history of the nation, State or region.