

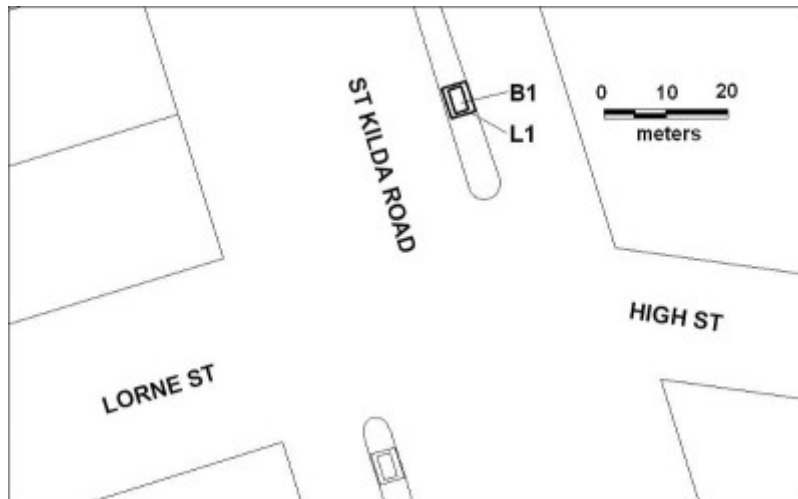
## TRAM SHELTER



TRAM SHELTER SOHE  
2008



1 tram shelter cnr st kilda rd  
& high st melbourne



tram shelter cnr st kilda rd & high st melbourne plan

### Location

ST KILDA ROAD AND HIGH STREET MELBOURNE, MELBOURNE CITY

### Municipality

MELBOURNE CITY

### Level of significance

Registered

### Victorian Heritage Register (VHR) Number

H1868

## Heritage Overlay Numbers

HO909

## VHR Registration

March 9, 2000

## Heritage Listing

Victorian Heritage Register

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## Statement of Significance

Last updated on - February 23, 2000

What is significant?

In the early years of the twentieth century the cable tram network of inner Melbourne, which had been built in the 1880s, was augmented by an electric tram network built and operated by municipal tramways trusts in the various expanding suburbs. The tram shelter at the corner of St Kilda Road and Dorcas Street South Melbourne is one of five remaining from of a distinct group of nine picturesque closed timber shelters built between 1912 and 1927 in a style based on Edwardian domestic fashion.

The tram shelters at the corner of St Kilda Road and High Street and St Kilda Road and Lorne Street were built in 1927. They replaced earlier shelters erected by the Prahran and Malvern Tramways Trust in 1913 and 1919. The shelters served passengers making the connection between the St Kilda Road cable trams and the departure point of the electric cars on P&MTT High Street route. The provenance of High Street corner shelter is not certain, but it may be the same as the Lorne Street shelter opposite, which was designed by architect AG Monsbrough for the Melbourne and Metropolitan Tramways Board. The design is heavily derivative of the earlier shelters of the same type.

The front wall of the shelter facing the tram stop is half open. The timber framed shelter is clad externally to sill height in horizontal weatherboards and internally in vertical v jointed lining boards. Similar boards cover the ceiling. The floor is the concrete slab upon which the shelter stands. The benches are of timber frames and slats. The upper halves of timber framed windows are in multi paned patterned translucent glass with a segmental arch head. Vertical boarding is continued between the frame members above window head height. The gable section of wall is clad in vertical slats spaced to give ventilation. The gable roof is clad in terracotta shingles with a crested terracotta ridge. The rafters are exposed under the projecting eaves with a spaced board lining above. The gables project a similar distance to the eaves and are supported on timber brackets with vertical infill. The upper section is filled with a horizontal board at ceiling height to match the barges and an infill of vertical spaced boards. This shelter shows more detailing than the St Kilda Road/Lorne Street shelter diagonally opposite, including scrolled carving of the projecting ridge beam and an upturn hiding the end of the gutter on the barge board ends.

How is it significant?

The tram shelter at the corner of St Kilda Road and High Street Melbourne is of historical and architectural significance to the State of Victoria.

Why is it significant?

The tram shelter at the corner of St Kilda Road and High Street Melbourne is of historical significance for its association with the cable tramway network that played an important part in the history of transport in Melbourne. It is also significant for the part it played in the history of the link between the cable and electric tramway systems, as it was located for customers waiting to transfer between the Prahran and Malvern Tramways Trust electric line on High Street and the Tramway Boards St Kilda Road cable tramway.

The tram shelter at the corner of St Kilda Rd and High Street Melbourne is of architectural significance as one of only five remaining tram shelters from the city cable tram network which were designed as picturesque pavilions

in the domestic Edwardian style of the period. The tram shelter is also of architectural significance as an important example of early twentieth century street architecture.

## Permit Exemptions

### General Exemptions:

General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.

**Places of worship:** In some circumstances, you can alter a place of worship to accommodate religious practices without a permit, but you must [notify](#) the Executive Director of Heritage Victoria before you start the works or activities at least 20 business days before the works or activities are to commence.

**Subdivision/consolidation:** Permit exemptions exist for some subdivisions and consolidations. If the subdivision or consolidation is in accordance with a planning permit granted under Part 4 of the *Planning and Environment Act 1987* and the application for the planning permit was referred to the Executive Director of Heritage Victoria as a determining referral authority, a permit is not required.

Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.

Find out more about heritage permit exemptions [here](#).

### Specific Exemptions:

- \* Maintenance and repairs that replace like with like
- \* Repainting in original colours

Construction dates	1927,
Heritage Act Categories	Registered place,
Hermes Number	6026
Property Number	

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## Extent of Registration

### NOTICE OF REGISTRATION

As Executive Director for the purpose of the Heritage Act, I give notice under section 46 that the Victorian Heritage Register is amended by including the Heritage Register Number 1868 in the category described as a Heritage place:

Tram Shelter, Corner St Kilda Road and High Street, Melbourne, Port Phillip City Council.

EXTENT:

1. All the building being the tram shelter marked B1 on plan 1868 held by the Executive Director.
2. All the land to the extent of the eaves overhang marked L1 on Plan 1868 held by the Executive Director.

Dated: 3 March 2000.

RAY TONKIN  
Executive Director

[Victoria Government Gazette G 10 9 March 2000 447]

*This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.*

*For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>*