

**Locality:** MAFFRA  
**Place address:** 95 JOHNSON STREET  
**Citation date** 2016  
**Place type (when built):** Hotel  
**Recommended heritage protection:** Local government level  
Local Planning Scheme: Yes  
Vic Heritage Register: No  
Heritage Inventory (Archaeological): No

**Place name:** Metropolitan Hotel (former)



**Architectural Style:** Victorian Filigree  
**Designer / Architect:** Not known  
**Construction Date:** 1889-90

## Statement of Significance

This statement of significance is based on the history, description and comparative analysis in this citation. The Criteria A-H is the Heritage Council Criteria for assessing cultural heritage significance (HERCON). Level of Significance, Local, State, National, is in accordance with the level of Government legislation.

### *What is significant?*

The former Metropolitan Hotel at 95 Johnson Street, Maffra, is significant. The original form, materials and detailing as constructed in 1889-90 are significant. The pre-1932 eastern bay of the facade is significant.

Later alterations and additions to the building are not significant.

### *How is it significant?*

The former Metropolitan Hotel is locally significant for its historical and aesthetic values to the Shire of Wellington.

### *Why is it significant?*

The former Metropolitan Hotel is **historically significant at a local level** as it illustrates the period of Maffra when it was established as a social and commercial centre of the surrounding pastoral and dairy industry, which continued to grow with the opening of the Maffra Railway Station, which had recently ended the region's isolation. The first Metropolitan Hotel operated in Maffra from as early as 1870, on the same site. The existing Metropolitan Hotel was built in 1889-90 for owner and publican James Knox, with additions made to the hotel at a later date (this may be the eastern bay of the facade; further investigation required). In the 1890s, it was the grandest of Maffra's hotels and the largest building in Maffra, besides the Maffra Beet Sugar Factory. The hotel comprised bars, a billiard room, dining room, kitchen, two drawing rooms, bedrooms and a wide balcony supported by iron columns. In 1996, the original verandah floor (to the first floor) collapsed while occupied by 17 people during a fire brigade demonstration. The remaining two-storey verandah structure was propped up and restored using the original decorative iron. The building has recently been acquired by Woolworths who have incorporated the building into a larger modern complex. (Criterion A)

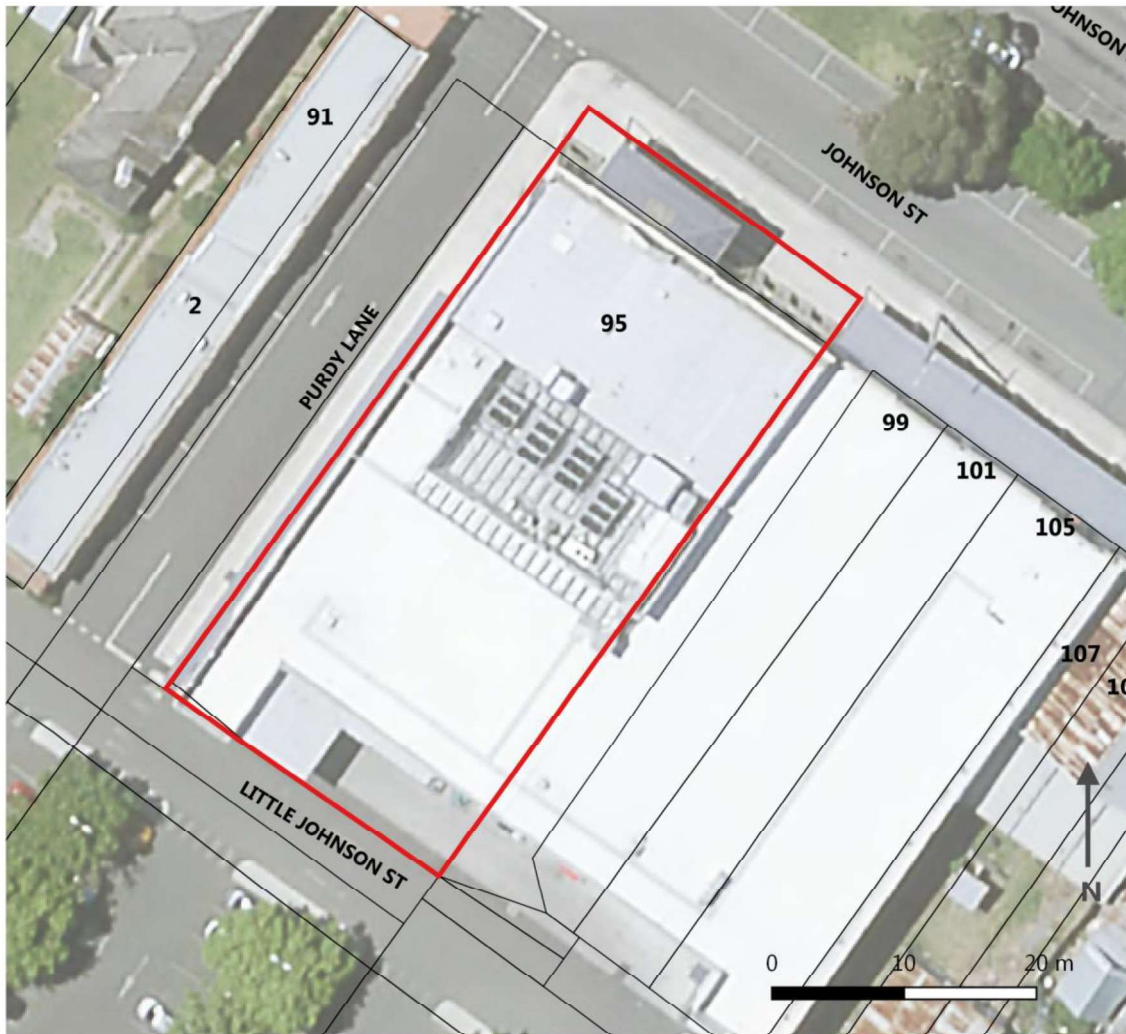
The former Metropolitan Hotel is **aesthetically significant at a local level** as an 1889-90 hotel reflecting the Victorian Filligree style. The former hotel is in very good condition and retains a high proportion of original fabric including the two main elevations fronting Johnson Street and Purdy Lane. The significant architectural details include the form and profile of the two-storey verandah, its hipped roof clad in (recent) corrugated iron, the original cast iron balustrade, frieze and brackets, as well as the elaborate parapet with vase shaped balusters and piers with panels of vermiculation, the pediment and the bold cornice moulding below the parapet. The pediment has a staghead, crown and floral motif in relief, below are the words 'Metropolitan Hotel' in relief (with space above for the owner's name) flanked by panels of vermiculation and consoles. Also notable are the brick construction, tuck pointing to the facade, rendered plinth, engaged piers with banded rustication which form quoining at the first floor, and the openings to the facade with bold segmental-arched mouldings to the top, inset with a rendered surround. The windows are timber-framed one-over-one sash windows and most have a recessed panel in the brickwork below the sill. The windows in the two bays flanking the verandah are particularly wide, with narrow sash windows creating sidelights. Windows to the west (brick) elevation facing Purdy Lane and underneath the first-floor of the verandah are square-headed openings with radiating voussoirs and a rendered sill. The eastern bay of the facade, accentuated by quoining, has the same architectural detail as the 1889-90 building but may date to a later period (definitely constructed by 1932). This corner building is aesthetically significant as a landmark historic building in the Johnson Street streetscape. (Criterion E)

## Statutory Recommendations



This place is recommended for inclusion in the Schedule to the Heritage Overlay of the Wellington Shire Planning Scheme to the boundaries as shown on the map.

|   |              |
|---|--------------|
| <b>External Paint Controls</b>  | Yes          |
| <b>Internal Alteration Controls</b>                                     | No           |
| <b>Tree Controls</b>  | No           |
| <b>Outbuildings or fences which are not exempt under Clause 43.01-3</b> | No           |
| <b>Prohibited Uses May Be Permitted</b>                                 | No           |
| <b>Incorporated Plan</b>  | No           |
| <b>Aboriginal Heritage Place</b>  | Not assessed |

## Map of recommended boundary for Heritage Overlay



### KEY

-  Recommended for Heritage Overlay
-  Title boundary

**Metropolitan Hotel (former)**  
**95 Johnson St, Maffra**

Project: Wellington Shire Stage 2 Heritage Study  
Client: Wellington Shire Council  
Author: Heritage Intelligence Pty Ltd  
Date: 12/2/16

## History

### Locality history

The first Europeans known to have reached this part of Gippsland was Angus McMillan and his party in January 1840, when they reached the Macalister River, downstream from the current town of Maffra. In 1842, New South Wales squatter Lachlan Macalister established the Boisdale Run in the region. Macalister may have named a sheep fold on the run 'Maffra' after one of Macalister's properties in New South Wales (which was named after a town in Portugal). In 1845, 640 acres of the Boisdale Run was designated as a Native Police Reserve, located in what was referred to as 'Green Hills' at the time. These 640 acres would become the site of the Maffra township (MDHS web).

With the discovery of gold in the hills to the north-west, travellers would cross the Macalister River in Green Hills. In 1862 Job Dan built a punt across the Macalister River at this point and the following year, in 1863, the Avon Roads Board surveyed a town at the crossing, which was named Maffra after Macalister's sheep fold. The town of Maffra was gazetted in 1864 (MDHS web). By 1866 the town had two hotels, a bakery, butchers, post office, blacksmith, two stores and a bridge (MDHS web; Fletcher & Kennett 2005:68). Avon District Roads Board was formed in 1864 and proclaimed a Shire in 1865, with Stratford serving as the administrative centre (Context 2005:38). The first selectors in the area grew wheat, oats and barley, but with the improvements in transport, selectors changed their focus to the beet growing and dairying (Fletcher & Kennett 2005:68).

The town's population grew from the late 1860s, with the establishment of churches, a school, and the national bank, with further commercial growth from the 1870s. Soon the town comprised a new hotel, more substantial churches replacing the earlier timber buildings, a newspaper, post office, two cheese factories and a flour mill (MDHS web; Fletcher & Kennett 2005:68-9). By the 1870s, Maffra and the surrounding district had prospered and councillors exerted pressure to move the seat of government to Maffra. This was achieved briefly from 1873 to 1874, before Maffra formed its own Shire in 1875. A courthouse and the railway station opened in Maffra in 1887; the latter ended the region's isolation, significantly shortening the travel time to Melbourne. It also stimulated industries, with cattle and dairy products sent to the Melbourne markets from Maffra (Context 2005:38, 29).

By 1903, Maffra had a National, Commercial and Victoria Bank, along with the Metropolitan, Maffra and Macalister hotels. The town also comprised State School No. 861, the Shire hall, a courthouse and Mechanics Institute at this date. While the four churches built by this date were the Anglican, Presbyterian, Wesleyan and Catholic. Maffra had become a 'great centre of the Gippsland cattle trade' in the northern part of the Shire, with cattleyards operated by three auction firms. In 1903, the beet sugar industry was 'being experimented with by the State Government' (*Australian handbook* 1903).

From 1897 the new venture of beet growing had begun in Maffra, which had a lasting effect on the town's economy. Standing on the outskirts of Maffra near the railway station are the remains of the Maffra sugar beet factory, the only beet sugar factory to operate in the southern hemisphere. The Maffra Sugar Company was formed by local landowners in 1896, and a factory built near the railway station, opening in 1898, the same date as the Commercial Bank was opened. It commenced manufacturing sugar from sugar beet, a root crop grown in temperate climates. However, the factory was closed in 1899 after its second season, to be reopened again by the Department of Agriculture in 1910. In the early twentieth century, the growing of beet sugar became important. To stimulate beet production, further government investment was expended on buying part of the Boisdale Estate and subdividing it into small closer settlement allotments where farmers were required to grow 10 acres of beet. However, with the rise of the local dairying industry, shortage of labour, high wage demands and increasing food prices, the beet industry declined and the factory closed in 1948. Still standing on the factory site is the large brick sugar store designed by Maffra architect Steve Ashton in 1922. The

factory's office and weigh station have been moved to Apex Park and are now the home of the Maffra Sugar Beet Museum (Context 2005:13-14).

The Maffra Sale area grew to become a major cheese-producing region in Victoria, with private operators and companies operating in the region. Subdivision of large estates in the Maffra Sale area also increased dairy production. The private subdivision of the Boisdale Estate in the 1890s inevitably created dairy farms, while the government closer settlement and soldier settlement schemes further increased the number of dairy farms. A series of milk factories were built near the railway station in Maffra, including Nestles, the Commonwealth Milk Factory and the Maffco Factory. Of particular note is the Commonwealth Milk Factory designed by Steve Ashton and completed in 1922 (Context 2005:12). After a series of takeovers, in 2015 there is now one large factory in Maffra, Murray Goulburn (Fletcher & Kennett 2005:68).

In the twentieth century, the town of Maffra was firmly established as the administrative, commercial and social centre of an agricultural and pastoral district. Dairying was widespread in the shire, facilitated by water for irrigation supplied from Glenmaggie Reservoir on the Macalister River. In 1994, Wellington Shire was created by the amalgamation of the former Shires of Alberton, Avon and Maffra, the former City of Sale, most of the former Shire of Rosedale, as well as an area near Dargo which was formerly part of Bairnsdale Shire (Context 2005:39).

## Thematic context

This place is associated with the following themes from the *Wellington Shire Thematic History* (2005):

### 9. Developing cultural Institutions and Way of Life

Hotels were often one of the first buildings erected in a new settlement, as the social centre for the growing community, as a resting place on a coaching route and in the northern part of the Shire, en route to the goldfields. They provided lodgings and stables for travellers and before the establishment of public, commercial and government buildings, the rooms could also serve as meeting rooms for local groups, public meetings and travelling doctors who periodically tended the community.

Some of the earliest remaining hotels in the study area are the Exchange Hotel, Rosedale (c1863), Macalister Hotel in Maffra (c1863, 1922 additions), Railway Hotel in Heyfield (1885, 1940 additions) and Briagolong Hotel (1874; altered). Later hotels appeared once the towns were further established and provided competition to the earlier hotels, such as the Maffra Hotel (1900). In the twentieth century, earlier buildings were replaced, or re-built due to fires, such as the Tinamba Hotel (1924), Cricket Club Hotel in Cowwarr (1929), and Commercial Hotel in Heyfield (1930). The hotels continue to serve as social and entertainment venues for the present communities.

## Place history

The first Metropolitan Hotel operated in Maffra from as early as 1870 (*Gippsland Times*, 24 Dec 1870:2). In 1872, the local newspaper referred to Williams' Metropolitan Hotel, Maffra, and the following year the hotel was advertised by proprietor J. R. Williams (*Gippsland Times*, 21 Dec 1872:2; 11 Jan 1873:2). From 1879, James Knox (late of the Thomson Hotel, Heyfield) advertised as the proprietor of the Metropolitan Hotel, Maffra. The advertisement noted that 'visitors will find first-class accommodation at this well-known Hostelry' with 'good stabling, cattle yards and paddocks' (*Gippsland Times*, 15 Dec 1879:1). In May 1888, the Maffra Spectator reported that 'our popular host of the Metropolitan Hotel, Mr James Knox, having yesterday become the purchaser of the property from Mr James Gibney for the sum of 1.2,000, intends shortly to erect a substantial brick edifice on what is considered to be the best situation in the town for the business' (*Maffra Spectator*, 24 May 1888:3). This suggests that the earlier hotel existed on the same site.

In 1889, a local newspaper stated that 'the contract for the erection of Mr Knox's new hotel at Maffra has been let to Messrs Napier and Geddes, who will commence operations in Monday next. The first

half of the structure is to be built in four months, and the remainder must be completed within eight months of the acceptance of the contract. We understand it will be one of the most convenient and best laid out hostelries for its dimensions in the colony' (*Maffra Spectator*, 15 Aug 1889:3). The existing Metropolitan Hotel was built in 1889-90 for owner James Knox (*Heyfield Herald*, 21 Feb 1918:2). Additions were made to the hotel at a later date (details not known) (Pearce 1991:19).

Prior to locating to Maffra, James Knox was the owner of the Toongabbie Hotel (in 1873), followed by the Thomson Hotel in Heyfield (*Gippsland Times*, 1 Feb 1873:2; Pearce 1991:19). Knox and his wife remained at the hotel for 25 years, before they were farewelled from Maffra in 1904 by a large gathering (Pearce 1991:19).

In 1897-8, Johann Schwarzer, a German sugar-manufacturing machinery expert who oversaw the installation of the German equipment at the Maffra Beet Sugar factory, recounted Maffra and its buildings in his journals. In 1898, Schwarzer stated that within Maffra, 'only two hotels are bigger with the luxury of a second floor and built of bricks'. Schwarzer stayed at the 'Metropole', as he referred to it, which was the grandest of four hotels in Maffra at this date. It was the largest building in the town, apart from the Beet Sugar Factory, with 'six windows at the front and a first floor' (MDHS). He continued:

'Downstairs is the Bar and two rooms in which the better class guests stay, towards the front is the Billiard room, the Dining room and at the back a few private rooms belonging to the hotelier. The kitchen is in a separate building in the courtyard. Upstairs are two drawing rooms for the guests and their bedrooms. A nice wide balcony, as long as the building, reaches out over the pavement supported by iron columns ... One pays one shilling and sixpence for every meal and the same for the room' (MDHS).

In 1906, Ben Martin took over the Macalister Hotel. At this date the hotel was advertised as having the best accommodation, best brands of liquors and cigars, ample stable accommodation, livery at reasonable rates and a first-class billiard room. Prior to 1906, Martin had operated to the Orient Hotel in Warragul (*Maffra Spectator*, 2 Jul 1906:2). A photo dating to 1910 (Figure H1) showed the facade of the hotel (SLV). The parapet had urns atop each pier, while the pediment read '(indecipherable owner's name) Metropolitan Hotel'. The two-storey verandah had an ornate balustrade, a frieze to both floors, and round brackets to each supporting post (the same style as those that remain in 2015). The bays (divided by quoining) to each side of the verandah were also visible. The openings to the facade appeared as they remain in 2015.

A photo dating to 1932 (Figure H2) showed the hotel from a distance, from the north-west (SLV). The quoining to the corners was painted bright white and atop the parapet was the pediment, and five urns (since removed), indicating that the building comprised the eastern section).

Barrett's Metropolitan Hotel was shown in a photo dating to 1979 (Figure H3). The photo (SLV) showed that the pediment now read 'Barrett's (painted) Metropolitan Hotel' and that the urns had been removed by this date. Some of the round cast-iron brackets to the ground floor had been removed by this date and the verandah to the first floor had been in-filled at the east end. A more recent photo dating to the c1970s or 80s (Figure H4) showed the facade and west elevation which remained face-brick (NT).

In 1996, the original verandah floor (to the first floor) collapsed while occupied by 17 people during a fire brigade demonstration. The remaining two-storey verandah structure was propped up and restored (MDHS). It appears that the original cast-iron work was retained on the verandah and remains today.

In 2015, the building serves as Woolworths Supermarket, and has been incorporated as part of a larger modern structure that extends to the south and west. The height of the original eastern elevation has been raised and a modern addition continues to the south. The facade and west

elevation remain but have been over-painted. The openings to the facade remain unaltered, when comparing them to those that are visible in the 1910 photo. The verandah is now supported by metal poles, but appears to retain the original cast-iron and hipped roof.



**Figure H1.** A photo dating to 1910 that showed the facade of the hotel. The parapet had urns atop each pier, while the pediment read '[indecipherable owner's name] Metropolitan Hotel'. The two-storey verandah had an ornate balustrade, a frieze to both floors, and round brackets to each supporting post (SLV).



**Figure H2.** A photo dating to 1932 that showed the hotel from a distance, from the north-west. The quoining to the corners was painted bright white and atop the parapet was the pediment,

and five urns (since removed), indicating that the building comprised the eastern section) (SLV).



Figure H3. A photo dating to 1970 that showed that the pediment now read 'Barrett's (painted) Metropolitan Hotel' and that the urns had been removed by this date. Some of the round cast-iron brackets to the ground floor had been removed by this date and the verandah to the first floor had been in-filled at the east end (SLV).



Figure H4. Barrett's Metropolitan Hotel (c1970s-80s) showed the facade and west elevation when it remained face-brick (NT).

### Sources

*Australian handbook* (1903), as cited in Victorian Places 'Maffra', <<http://www.victorianplaces.com.au/maffra>>, accessed Feb 2016.

Context Pty Ltd (2005), *Wellington Shire Heritage Study Thematic Environmental History*, prepared for Wellington Shire Council.

Fletcher, Meredith & Linda Kennett (2005), *Wellington Landscapes, History and Heritage in a Gippsland Shire*, Maffra.

*Gippsland Times*

*Heyfield Herald* [Vic.]

Maffra & District Historical Society (MDHS) collection: historical information and photos generously provided by Linda Barraclough, Pauline Hitchins & Carol Kitchenn, provided Nov 2015 & website, 'Maffra Township History', <<http://www.maffra.net.au/heritage/histown.htm>>, accessed 2 Feb 2016.

National Trust (NT), record no. B4976, accessed via Hermes.

State Library of Victoria (SLV), picture collection, image nos. b51727, b51731, H97.250/2742, <<http://www.slv.vic.gov.au/>>, accessed 14 January 2016.

*The Maffra Spectator*

## Description

This section describes the place in 2016. Refer to the Place History for additional important details describing historical changes in the physical fabric.

The Metropolitan Hotel was built in 1889-90 and reflects the Victorian Filligree style. The large two-storey building is constructed to the title boundaries and is located on the south side of Johnson Street, at the corner of Purdy Lane, at the centre of the main commercial street in Maffra. The building was acquired by the Woolworths supermarket, which has extended the height of the building to the level of the parapet and have included the building in a large development that extends to the south and east. The north and west elevations of the 1889 building remain largely intact. Overall, the 1889-90 building is in very good condition and retains a moderate level of integrity.

**Figure D1.** The two-storey building was constructed of brick (overpainted), with tuckpointing to the facade, on a rendered plinth. A decorative parapet to the facade stops at a pediment. The urns to the piers of the parapet were lost by 1970. Below the parapet is a bold cornice moulding. The pediment sits central over the two-storey verandah below. Following a collapse of the verandah floor in 1996, the verandah has been reconstructed and reinforced with metal bearers and pole supports. The original cast iron balustrade, frieze and brackets have been retained (the brackets to the ground floor are missing; lost by 1970, see Figure H3). The verandah roof retains its original hipped profile, clad with (recent) corrugated iron. Either side of the verandah are bays created by engaged piers with banded rustication which form quoining at the first floor.

Modern signage has been installed on the west elevation.

**Figure D2.** A detail of the pediment shows the staghead, crown and floral motif in relief. The words 'Metropolitan Hotel' (which has space above allowing for former owners' names; 'Knox's' can be made out) is flanked by panels of vermiculation and consoles.

**Figure D3.** The west elevation fronting Purdy Lane, while overpainted, retains the original openings (one at the south end has been closed over). The square-headed openings have radiating voussoirs and a rendered sill.

**Figure D4.** At the east end of the facade is a wide bay (accentuated by the quoining) with the same architectural detail as the 1889 building; this may be the addition constructed at a later date (and was definitely built by 1932, see Figure H2). Further investigation is required.

The far east section of the ground floor has a rendered wall, indicating this section was altered (Figure H4) and has since been sympathetically restored to match the details of the remainder of the facade.

**Figures D4 & 5.** The many openings to the facade (except those under the verandah on the first floor) have bold segmental-arched mouldings to the top and are recessed within rendered surrounds. All windows have timber-framed one-over-one sash windows and most have a recessed panel below the sill. The windows in the two bays flanking the verandah are particularly wide, with narrow sash windows creating sidelights each side.

The windows under the verandah on the first floor have the same treatment as those on the east elevation, fronting Purdy Lane.

**Figure D1 & Aerial.** The roof has been replaced with a modern flat structure, which raised the height of the wall on the west elevation; this additional height is clad with a metal panelling. The doors to the exterior are later alterations. The building now forms part of a large modern Woolworths building, which extends to the south and east.



**Figure D1.** The two-storey building was constructed of brick (overpainted), with tuck pointing to the facade, on a rendered plinth. A decorative parapet to the facade stops at a pediment. The pediment sits central over the two-storey verandah below (reconstructed in 1996).



Figure D2. A detail of the pediment shows the staghead, crown and floral motif in relief. The words 'Metropolitan Hotel' (which has space above allowing for former owners' names; 'Knox's' can be made out) is flanked by panels of vermiculation and consoles.



Figure D3. The west elevation fronting Purdy Lane retains the original openings (one at the south end has been closed over). The square-headed openings have radiating voussoirs and a rendered sill.



Figure D4. At the east end of the facade is a wide bay (accentuated by the quoining) with the same architectural detail as the 1889 building; this may be the addition constructed at a later date (and was definitely built by 1932, see Figure H2).



**Figure D5.** The many openings to the facade (except those under the verandah on the first floor) have bold segmental-arched mouldings to the top and are recessed within rendered surrounds. All windows have timber-framed one-over-one sash windows. The verandah posts are not original.

### Sources

All photos taken in 2015 by Heritage Intelligence Pty Ltd as part of Wellington Shire Stage 2 Heritage Study.

## Comparative Analysis

It is common, in many parts of the State, for many of the historic posted verandahs to have been removed from this type of building, (often due to road safety concerns of Shire engineers around the State, during the 1960s) and this comparative analysis illustrates that it does not impact the overall significance of the place in Wellington Shire, especially as the verandahs are being reconstructed when finances permit ( eg Maffra Hotel verandah 2016) and engineers have found innovative ways such as moving the kerb further from the posts or installing low concrete bollards, to ensure cars do not crash into the posts.

Metropolitan Hotel (former), 95 Johnson St, Maffra – 1889-90 two-storey brick hotel built in the Victorian Filigree style with elaborate Classical details. The two-storey verandah structure was rebuilt, but retains the original cast iron work. The building has been incorporated into a large supermarket building, but retains the two highly intact main elevations which are dominant elements in the Maffra streetscape. Recommended for the Heritage Overlay as part of this Study.

Comparable places:

Maffra Hotel, 122 Johnson St, Maffra – 1900 (with a 20<sup>th</sup> century addition at the north end of the facade) two-storey brick hotel in the Federation Queen Anne style. The elaborate Queen Anne

verandah had been removed, but it was recently reconstructed using early photographs for historical accuracy. The hotel and its corner tower are intact, with some alterations to the openings on the ground floor. Recommended for the Heritage Overlay as part of this Study.

Exchange Hotel (former), 2-10 Prince St, Rosedale – 1863 two-storey rendered brick hotel on a corner lot that addresses two streets, in the Victorian Georgian style. The two storey timber verandah structure probably dates to 1911, with a modern balustrade. The hotel is highly intact except for slight alterations to the openings on the ground floor. It is a landmark building located on a prominent site in Rosedale and significant as an early building in the town, and for its association with local builder William Allen. Recommended for the Heritage Overlay as part of this Study.

Yarram Club Hotel, 287 Commercial Rd, Yarram – c1912 rendered brick Federation Free Style hotel. A highly intact and elaborately detailed dominant building that is a landmark in the Yarram streetscape. The c1908 Stockdale Building and the c1912 Yarram Club Hotel are notable for the very early use of an extensive cantilevered verandah on a commercial building in a rural town, illustrating the bold adoption of new technology of the time. This compares with Geelong where the earliest use of a cantilevered verandah is a small shop built in 1912 on the NE corner of Gheringhap and Ryrrie Streets and designed by Geelong architects Tombs and Durran for Norris Macrow. The Federation Free Style building is also comparable with the exuberant design of the 1909 Provincial Hotel, in Lydiard St North, Ballarat, by architect P S Richards. Recommended for the Heritage Overlay as part of this Study.

Victoria Hotel, 53 Turnbull St, Alberton – 1889 two-storey Victoria hotel is Classical in style originally with Second Empire influences. It is significant as one of the best examples of a boom style hotel in the Gippsland region, historically associated with the railway, and one of the few remaining 19<sup>th</sup> century commercial buildings in Turnbull Street. The building is rendered (overpainted), the doors replaced, the two-storey cast-iron verandah has been removed and the tower and widows walk appears to have been removed (a dominant element). (HO10)

Rosedale Hotel, 29-31 Lyons St, Rosedale – built as a single-storey building in 1858 with additions dating to 1927. A two-storey brick construction with a facade, roof form and parapet that dates to the Interwar period. It is significant as an important early hotel complex in Gippsland, for its association with builder William Allen (and others), for the plan of the complex, and for their contribution to the townscape. Retains 1858 stables and a two-storey kitchen and staff quarters dating to 1863. (VHR H645)

Criterion Hotel, 90-94 Macalister Street, Sale – 1866 two-storey rendered brick hotel with simple Classical detailing, located on a corner lot that addresses two streets. It is significant as one of the oldest and largest, intact, 19<sup>th</sup> century hotels in Victoria, with a two-storey cast iron verandah which is amongst the largest in Victoria. The two-storey cast iron verandah dating to c1877 was restored (or reconstructed) c2008, probably with the original cast-iron re-installed. (VHR H215)

Star Hotel, 173-85 Raymond St, Sale – 1888-89 two-storey (overpainted) brick hotel with rendered Classical details. Located on a corner lot, the hotel addresses two streets. It is significant for representing one of the finest architectural expressions of the period in the work of Sale architect J.H.W. Pettit and as a landmark corner building in the town centre precinct. The two-storey timber verandah (early but not original) has been removed. (HO277)

## Management Guidelines

This building has had a major development without any heritage overlay in place. It appears to have been entirely demolished except for the brick walls along Johnson Street and Purdy Lane. Apart from the demolition of the roof, this is a logical outcome for all heritage buildings without interior controls on the Heritage Overlay. The historic roof structure is important and can be seen in Figs H2 and H4;

in this case, the historic parapet was designed to hide the hipped roof from view along the front (Johnson St) façade. Unfortunately the Purdy Lane view now has an inappropriate vertical steel deck parapet to hide the structure of the new flat, steel deck roof. Nevertheless, overall, this development of a large open space supermarket within the historic external walls is a very good example of adapting the historic building to a new use, because the historic building still has the same landmark historic architectural quality in the Johnson streetscape; most of the extension cannot be seen from Johnson Street and it is only marginally higher than the Purdy Lane historic facade. The high tilt slab walls to the rear of Purdy Lane have been divided into bays using thin rectangular 'blind windows' which reflect the form of the historic windows, and the verandah helps to visually reduce the large bland tilt slab wall, by providing a strong horizontal line accentuated by the shadow it creates.

Due to recent works, the historic portion of the building is in very good condition and well maintained, however, there are some recommendations below especially relating to the missing roof, the painted historic finishes, sub-floor footing ventilation, down pipe outlets into drainage pits, and some guidelines for future heritage enhancement.

Whilst landowners are not obliged to undertake restoration works, these guidelines provide recommendations to facilitate the retention and enhancement of the culturally significant place, its fabric and its setting, when restoration works or alterations to the building are proposed. They also identify issues particular to the place and provide further detailed advice where relevant. The guidelines are not intended to be prescriptive and a pragmatic approach will be taken when considering development proposals. Alternative approaches to those specified in the guidelines will be considered where it can be demonstrated that a desirable development outcome can be achieved that does not impact on a place's heritage integrity.

## 1. Setting

- 1.1. Retain clear views of the front section and side elevations from along Johnson Street.
- 1.1. Ensure signs and services such as power poles, bus shelters, signs, etc are located so that they do not impact on the important views.
- 1.2. New interpretation storyboards should be placed to the side of the building not directly in front of it.
- 1.3. Paving
  - 1.3.1. Ensure the asphalt or concrete does not adhere to the building itself. Insert 10mm x 10mm grey polyurethane seal over a zipped Ableflex joint filler around the plinth, to ensure concrete does not adhere to it, and to allow expansion and joint movement and prevent water from seeping below the building.

## 2. Additions and New Structures

- 2.1. New structures should be restricted to the area as shown in the blue polygon on the aerial map below.
- 2.2. Sympathetic extensions are preferred. E.g. New parts that are in the same view lines as the historic building as seen from Johnson Street, should be parallel and perpendicular to the existing building, no higher than the existing building, similar proportions, height, wall colours, steep gable or hip roofs, with rectangular timber framed windows with a vertical axis. But the parts that are not visible in those views could be of any design, colours and materials.
- 2.3. Where possible, make changes that are easily reversible. E.g. The current needs might mean that a doorway in a brick wall is not used, or located where an extension is desired. Rather than bricking up the doorway, frame it up with timber and sheet it over with plaster, weatherboards, etc.

- 2.4. To avoid damage to the brick walls, signs should be attached in such a way that they do not damage the brickwork. Preferably fix them into the mortar rather than the bricks.
- 2.5. If an extension is to have a concrete slab floor, ensure it will not reduce the air flow under the historic brick building.
- 2.6. Avoid hard paths against the walls. Install them 500mm away from the walls and 250mm lower than the ground level inside the building. Fill the gap between the path and wall with very coarse gravel to allow moisture to evaporate from the base of the wall. See section 7.

### 3. Reconstruction and Restoration

If an opportunity arises, consider restoring and reconstructing the following.

- 3.1. Roofing, spouting and down pipes
  - 3.1.1. Use galvanised corrugated iron roofing, spouting, down pipes and rain heads.
  - 3.1.2. Don't use Zinalume or Colorbond.
  - 3.1.3. Use Ogee half-round, and round diameter down pipes.

### 4. Brick and Rendered Walls

- 4.1. Mortar: Match the lime mortar, do not use cement mortar. Traditional mortar mixes were commonly 1:3 lime:sand.
- 4.2. Tuck pointing is now a rare craft and expensive to repair or reconstruct, which makes caring for the existing remnants particularly important.
- 4.3. Paint and Colours (also see Paint Colours and Paint Removal)
  - 4.3.1. Note, even though some paints claim to 'breathe', there are no paints available, that adequately allow the walls to 'breathe'.
  - 4.3.2. Paint removal: It is strongly recommended that the paint be removed chemically from the historic façade, (never sand, water or soda blast the building as this will permanently damage the bricks, mortar and render. Never seal the bricks or render as that will create perpetual damp problems). Removal of the paint will not only restore the elegance of the architecture, but it will remove the ongoing costs of repainting it every 10 or so years.
  - 4.3.3. However, if it is decided to repaint the render, it should closely resemble the light grey colour of 'new render' and the bricks should be painted the same colour as the historic bricks. The colour scheme for the extensions could be changed to blend with the new colour scheme.
- 4.4. Remove any dark grey patches to the mortar joints - this is cement mortar which will damage the bricks, as noted above, and reduce the longevity of the walls. Repoint those joints with lime mortar. The mortar is not the problem it is the messenger, alerting you to a damp problem (also see Water Damage and Damp)
- 4.5. Modern products: Do not use modern products on these historic brick and render as they will cause expensive damage. Use lime mortar to match existing.
- 4.6. **Do not seal** the bricks and render with modern sealants or with paint. Solid masonry buildings **must be able to evaporate water** when water enters from leaking roofs, pipes, pooling of water, storms, etc. The biggest risk to solid masonry buildings is permanent damage by the use of cleaning materials, painting, and sealing agents and methods. None of the modern products that claim to 'breathe' do this adequately for historic solid masonry buildings.

### 5. Care and Maintenance

- 5.1. Retaining and restoring the heritage fabric is always a preferable heritage outcome than replacing original fabric with new.

## 5.2. Key References

5.2.1. Obtain a copy of "Salt Attack and Rising Damp" by David Young (2008), which is a free booklet available for download from Heritage Victoria website. It is in plain English, well illustrated and has very important instructions and should be used by tradesmen, Council maintenance staff and designers.

5.2.2. Further assistance is available from the Shire's heritage advisor.

## 5.3. Roofing, spouting and down pipes

5.3.1. Use galvanised corrugated iron roofing, spouting, down pipes and rain heads.

5.3.2. Do not use Zinalume or Colorbond or plastic.

5.3.3. Use Ogee profile spouting, and round diameter down pipes.

## 5.4. Joinery

5.4.1. It is important to repair rather than replace where possible, as this retains the historic fabric. This may involve cutting out rotten timber and splicing in new timber, which is a better heritage outcome than complete replacement.

## 6. Water Damage and Damp

6.1. Along the street boundaries of these historic walls, many of the sub floor vents have been blocked by the footpath being too high and some have nearly 50% of the air holes, blocked by paint. It is not apparent from the outside, to see what has been done inside, but it is likely that a new concrete floor has been poured. If this is the case, it is hoped that the engineering design has provided an adequate method for the moisture in the walls to evaporate, otherwise if concrete is next to the historic walls, chronic damp is likely, and the demise of the walls is a long term possibility.

6.2. Signs of damp in the walls include: lime mortar falling out of the joints, moss growing in the mortar, white (salt) powder or crystals on the brickwork, existing patches with grey cement mortar, or the timber floor failing. These causes of damp are, in most cases, due to simple drainage problems, lack of correct maintenance, inserting concrete next to the solid masonry walls, sealing the walls, sub floor ventilation blocked, or the ground level too high on the outside.

6.3. Always remove the **source** of the water damage first (see Care and Maintenance).

6.4. Water falling, splashing or seeping from damaged spouting and down pipes causes severe and expensive damage to the brick walls.

6.5. Repairing damage from damp may involve lowering of the ground outside so that it is lower than the ground level inside under the floor, installation of agricultural drains, running the downpipes into drainage inspection pits instead of straight into the ground. The reason for the pits is that a blocked drain will not be noticed until so much water has seeped in and around the base of the building and damage commenced (which may take weeks or months to be visible), whereas, the pit will immediately fill with water and the problem can be fixed before the floor rots or the building smells musty.

6.6. Cracking: Water will be getting into the structure through the cracks (even hairline cracks in paint) and the source of the problem needs to be remedied before the crack is filled with matching mortar, or in the case of paint on brick, stone or render, the paint should be chemically removed, to allow the wall to breathe properly and not retain the moisture.

6.7. Subfloor ventilation of the wall footings is critical. Ensure the exterior ground level is 250mm or more, lower than the ground level inside the building. This may require air drains to be inserted. (See the reference, by David Young, for details.)

6.8. Engineering: If a structural engineer is required, it is recommended that one experienced with historic buildings and the Burra Charter principle of doing 'as little as possible but as much as necessary', be engaged. Some of them are listed on Heritage Victoria's Directory of Consultants and Contractors.

6.9. Never install a concrete floor inside a solid masonry building, as it will, after a year or so,

cause long term chronic damp problems in the walls.

- 6.10. Never use cement mortar, always match the original lime mortar. Cement is stronger than the bricks and therefore the bricks will eventually crumble, leaving the cement mortar intact! Lime mortar lasts for hundreds of years. When it starts to powder, it is the 'canary in the mine', alerting you to a damp problem – fix the source of the damp problem and then repoint with lime mortar.
- 6.11. Do not install a new damp proof course (DPC) until the drainage has been fixed, even an expensive DPC may not work unless the ground has been lowered appropriately.

## 7. Paint Colours and Paint Removal

- 7.1. A permit is required if you wish to paint a previously unpainted exterior, and if you wish to change the colours from the existing colours.
- 7.2. Even if the existing colour scheme is not original, or appropriate for that style of architecture, repainting using the existing colours is considered maintenance and no planning permit is required.
- 7.3. If it is proposed to change the existing colour scheme, a planning permit is required and it would be important to use colours that enhance the architectural style and age of the building.
- 7.4. Rather than repainting, it would be preferred if earlier paint was chemically removed from brick, and rendered surfaces, revealing the original finish.
- 7.5. Chemical removal of paint will not damage the surface of the stone, bricks or render or even the delicate tuck pointing, hidden under many painted surfaces. Removal of the paint will not only restore the elegance of the architecture, but it will remove the ongoing costs of repainting it every 10 or so years.
- 7.6. Sand, soda or water blasting removes the skilled decorative works of craftsmen as well as the fired surface on bricks and the lime mortar from between the bricks. It is irreversible and reduces the life of the building due to the severe damp that the damage encourages. Never seal the bricks or render as that will create perpetual damp problems.

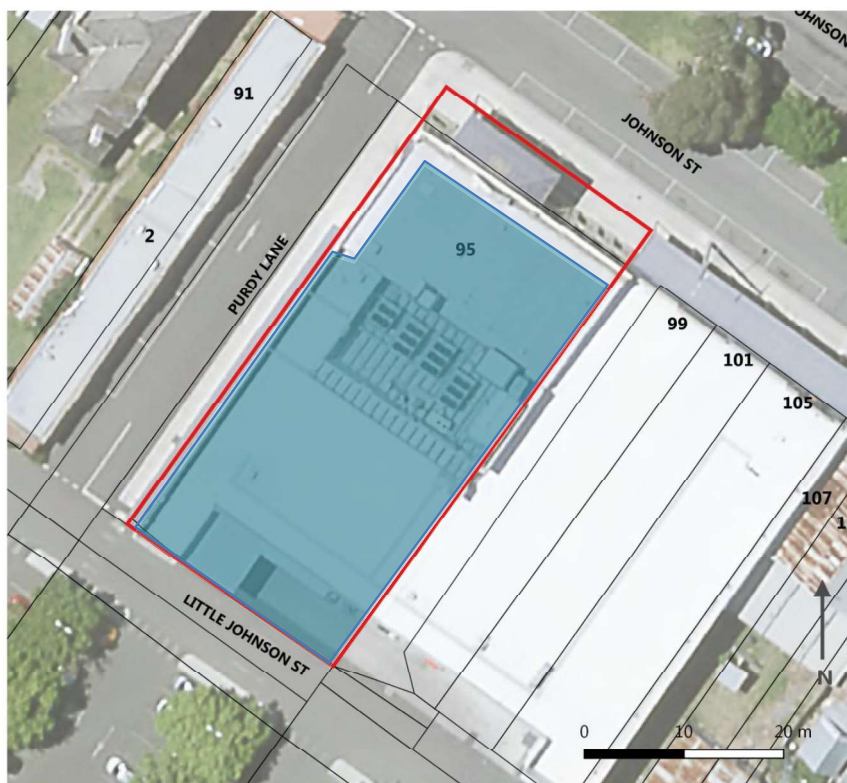
## 8. Services

- 8.1. Ensure new services and conduits, down pipes etc, are not conspicuous. Locate them at the rear of the building whenever possible, and when that is not practical, paint them the same colour as the building or fabric behind them, or enclose them behind a screen the same colour as the building fabric that also provides adequate ventilation around the device. Therefore, if a conduit goes up a red brick wall, it should be painted red, and when it passes over say, a cream coloured detail, it should be painted cream.

## 9. Signage (including new signage and locations and scale of adjacent advertising signage)

- 9.1. Ensure all signage is designed to fit around the significant architectural design features, not over them. The existing signage in Fig D1 is appropriate.

NOTE: The blue shaded area is the preferred location for additions and new development



**KEY**

- Recommended for Heritage Overlay
- Title boundary

**Metropolitan Hotel (former)**  
**95 Johnson St, Maffra**

Project: Wellington Shire Stage 2 Heritage Study  
 Client: Wellington Shire Council  
 Author: Heritage Intelligence Pty Ltd  
 Date: 12/2/16

## Resources

Wellington Shire Heritage Advisor

Young, David (2008), "Salt Attack and Rising Damp, a guide to salt damp in historic and older buildings" Technical Guide, prepared for Heritage Victoria.