

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Witness statement for the City of Melbourne by Graeme Butler



'Melbourne and Its Suburbs' compiled by James Kearney, draughtsman; engraved by David Tulloch and James D. Brown. Victoria. Surveyor-General [Melbourne]: Andrew Clarke, Surveyor General 1855: (part, State Library of Victoria collection)

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Figure 1 Arden Macaulay Project Area (project brief)



Figure 2 West Melbourne Swamp as 'salt lake' in 'Map showing the site of Melbourne and the position of the Huts & Building previous to the foundation of the Township by Sir Richard Bourke'. Robert Russell 1837. (VPRO).

Introduction

The project area, being that part of North & West Melbourne and Kensington bordering the Moonee Ponds Creek, has a rich and varied history concentrated in the Victorian and Edwardian era. This history also includes inter-war development some of which paralleled the release of land along the creek's banks after flood control was achieved.

The creek itself, formerly combined with a marshlands and a lagoon, is closely linked with pre-contact indigenous occupation (as reflected by the existing Area of Aboriginal Cultural Heritage Sensitivity which follows its course¹).

...this is sheet of water was termed indifferently " The Blue Lake " and " The Salt-water Lake " or " Lagoon " also I have later heard it styled as Batman's " or the " North Melbourne Swamp."²

The creek also provided a potential water supply for the first surveyed Kensington Village of the 1840s, adjoining the area on the west. The creek, lagoon and swamp formed a barrier to settlement and set the western border of Melbourne's early development. Subsequently, this part of the Moonee Ponds Creek, perhaps more than any other water course in urban Melbourne, was the focus of ongoing human manipulation including flood control that was dedicated to improving railway and market access from the north and access to shipping from the south. The same measures yielded land and infrastructure for industrial expansion that provided for some major structures linked with key primary industries in Victoria, such as wool growing and marketing.

Once in place this reclaimed land and new land uses had to be protected by further extensive flood control infrastructure. Flooding also meant bridge replacement, as seen in the adoption of the inter-war reinforced concrete bridges over the Moonee Ponds Creek.

The area also borders the 1850s gold rush route of the Mount Alexander Road that led to and past the famed Mount Alexander near the Castlemaine and Bendigo or Sandhurst gold fields. This overland route was paralleled by the extensive development of railway in the vicinity and use of the creek to access new docking areas to the south. The combination of railway and maritime goods handling was unequalled in any other part of Victoria, with vast railway yards and canals that linked with expanded docking areas.

Contrasting with the other suburbs of the City of Melbourne, the adjoining heritage overlay area of North & West Melbourne has always been associated with primary industry, with the Metropolitan Meat Market and Queen Victoria Market as major and significant remnants of this special role in Victoria's and the local economy.

The Hay, Horse and Pig Markets were in the triangular area between the Sydney and the Flemington Roads, North Melbourne, from 1842. These markets were refurbished during 1873-4 and the Queen Victoria Market built. At Kensington, the Newmarket saleyards were completed in 1858 and the first sales were held January 1859. Early establishment of cattle sales at Newmarket and meat sales at the Victoria Market site and, later at the Metropolitan Meat Market (1874) made North Melbourne a major meat and allied trades centre.

In addition to these are landmark flour mill complexes that dominate visually and, historically, matching the Victorian-era growth period of the surrounding residential area. From 1874 a flour mill complex begins at Anderson streets and Munster Terrace, built up by Smith & Sons, later Thomas Brunton (1888-), TB Guest (c1896-) and Brockhoff in the 1880s, 1890s. Adjoining railway sidings and yards fed the complex.

At Kensington Kimpton & Son owned a five-level gabled brick flour mill at the west end of Arden Street since 1887, coexisting with another flour miller to the north. This was Alex Gillespie who had been a partner of Thomas Brunton and Company (see Anderson St) and who owned a similar gabled brick mill built one year before. Twentyman and Askew called tenders for Kimpton & Son's new Eclipse Hungarian Roller Flour Mills in early 1887. Both the Kimpton and Gillespie mills were strategically placed to receive wheat by rail and despatch the flour to the heavily populated areas of Footscray, North Melbourne, Carlton and Brunswick, as well as to the nearby docks for shipment overseas. Both mills have been replaced: WS Kimpton & Sons Flour Mills rebuilding from 1904,

¹ See *Aboriginal Heritage Act 2006*

² RHSVJ V2:117 Recollections of Melbourne in the forties

absorbing Gillespie on the north (see 52-112 Elizabeth Street). After the first decade of 1900, the Kimpton complex was hailed as the most up-to-date flour mill in Australia.

The largely Victorian and Edwardian era Kensington and North & West Melbourne residential heritage overlay areas to the west and east of the project area were also strongly linked with housing railways or flour mill employees.

Major landmark buildings in the area also reflect the importance of Australia's foremost wool export trade, with the pre and immediate post Second War trading peaks seen in Sutton Street with the massive Commonwealth Wool & Produce Company Ltd. later Elder Smith & Co. Wool Stores of the 1930s and the Victorian Producers Co-operative Company Ltd wool store, reflecting the 1950s era when Australia could truly be said to be riding on the sheep's back.

Flour mills and wool stores flank the Moonee Ponds Creek and rail network dominating the largely one and two storey houses around them, making the presence visually and historically powerful.

Background to the review

In 2011 the City of Melbourne commissioned Graeme Butler & Associates to provide heritage assessments of selected existing and potential heritage places in the Arden Macaulay Structure Plan area, straddling parts of North and West Melbourne and Kensington. Some of these places had been identified in the 1983-4 Graeme Butler North & West Melbourne and Flemington & Kensington urban conservation studies but others were highlighted by a review carried out by Meredith Gould Architects (MGA) in 2010, as the Heritage Assessment Arden Macaulay Structure Plan Area. Meredith Gould's work has formed the basis of the places selected in this review as has her judgment and evaluation. The Allom Lovell and Associates City of Melbourne Heritage Review 1999 had also assessed or documented some places within the study area but there has never been a comprehensive heritage review of either North & West Melbourne or Kensington since the 1980s urban conservation studies. The aim of the project was to examine these reviews and any subsequent data found on the selected places and make recommendations for inclusion or otherwise in the schedule to clause 43.01 of the *Melbourne Planning Scheme* on the basis of local heritage or State significance. The rest of the Kensington, North and West Melbourne heritage overlay areas are yet to be reviewed.

Scope of project

Review of existing and potential heritage places in the Arden Macaulay Structure Plan Area.

Project Objectives from the brief

- Prepare a Project Management Plan for approval by Project Manager;
- Meet with relevant Council officers as required;
- Inspect, photograph, assess, review and document supplied list of places including the Moonee Ponds Creek for the heritage overlay;
- Inspect, assess and document any place of potential significance that is not on the list, with the agreement of the Project Manager;
- Rank each place using heritage gradings consistent with those currently used outside the Capital City Zone, with cross-reference to those used in previous studies of the area;
- Assess the cultural significance of the identified heritage places, following Australian Heritage Commission Criteria;³
- Enter this information into the Heritage Places Database;
- Map all identified places of cultural significance;
- Make recommendations for the conservation of these places; and provide all necessary information, including Statements of Significance, and photographs of the places;
- Assessment to be prepared in accordance with the *Australia ICOMOS Burra Charter, 1999* and its Guidelines;
- A report on the above findings with recommended statutory planning controls and a draft Schedule to the Heritage Overlay; and
- Project completion by 1 March 2012 (as varied by the Project Management Plan).

³ HERCON criteria taken from the Heritage Victoria Model Consultants Brief for Heritage Studies (January 2010)

City of Melbourne representatives

Robyn Hellman Coordinator Local Policy Strategic Planning Branch.

Debbie Payne Strategic Planner, Local Policy, Strategic Planning Branch.

Project study team

- Graeme Butler (of Graeme Butler & Associates), Heritage architect and social historian: study coordinator, evaluation, management, assessment report, survey, and research;
- Lesley Butler (of Graeme Butler & Associates), horticulture, project management and assistant.

Heritage assessment methodology

Methodology for each place assessment

The following work was undertaken to document the subject places, using the following primary sources, where available or as required:

- Place recording with 12 and 21 mega pixel digital images, 24 bit colour;
- Assessment for further work based on physical and known historical evidence;
- Municipal rates search to establish first or major owners and/or occupiers;
- Melbourne City Council building permits to verify construction dates, owners, designers and builders;
- Sands & McDougall Directory of Victoria to discover occupiers;
- MMBW Detail and Record Plans of Melbourne typically from around 1895;
- Reference to: Meredith Gould Architects (MGA), 2010 Heritage Assessment Arden Macaulay Structure Plan Area; Allom Lovell and Associates City of Melbourne Heritage Review 1999; and Context 2011, City of Melbourne Thematic Environmental History (final).

Place report, mapping and management for each place

- Each place report and Statement of Significance is based on the Heritage Victoria standard format and as specified by the brief, with management deriving from the *Applying the heritage overlay* VPP practice note;
- Comparative analysis and background draws from the North & West Melbourne and Flemington & Kensington conservation studies, subsequent reviews, Melbourne City Council data bases;
- Places are assessed individually and as a group, within the area context;
- Heritage gradings are consistent with those currently used in the area as described in the policy reference, *Urban Conservation in the City of Melbourne 1985*⁴ and the incorporated document *Heritage Places Inventory July 2008*, and assessment of the cultural significance of each heritage place, using criteria from *Applying the Heritage Overlay Practice Note 01* (as revised September 2012);
- Recommended planning controls are provided for places and buildings worthy of conservation;
- Draft Schedule to the Heritage Overlay for places recommended for a Heritage Overlay is provided (see table under Summary of relevant findings);
- All identified places of individual cultural significance are marked on a Planning Scheme base map or Melbourne City Council base map as supplied within each place assessment⁵;
- Covering report for each place assessed individually is provided,
- All reporting is in *Adobe* Portable Document Format (PDF) and *Microsoft Word* form as required;
- A database of the project which includes all the listed buildings and which can be used by the Council for future studies has been supplied as CSV delimited text.

⁴ *Heritage Places outside of the Capital City Zone*, Clause 22.05

⁵ Varied to include Land Victoria *Planning Maps Online*

The schedule of place assessments in *Appendix 1: Expert comment* on selected submissions to Amendment C is based in part on the following with added footnotes and updated information as required:

- Graeme Butler 1984, Flemington & Kensington Conservation Study,
- Graeme Butler 1983 North and West Melbourne Conservation Study, and
- Allom Lovell and Associates 1999 City of Melbourne Heritage Review.

Methodology details

Criteria and thresholds

(For more details see Appendix 4: Assessment criteria used in the report)

The places have been assessed under the broad categories of aesthetic, historic, social and scientific significance. The comparative geographic base used is that of the 'locality' (all or part of the project area being parts of North & West Melbourne and Kensington) and the State of Victoria. A place (an urban area, tree or tree groups, building or building groups, cultural landscape), must be at least of local significance to be included in the *Melbourne Planning Scheme* (MPS) Heritage Overlay⁶. The elements that make up these places have been assessed for their contribution to the cultural values of the place, as contributory or non-contributory.

Heritage criteria summary

The *Victorian Planning Provisions* (VPP) Practice Note, *Applying the heritage overlay* 2012 cites the following criteria as briefly described below:

A place may have:

- A importance to the course or pattern of our cultural or natural history (historical significance);
- B uncommon rare or endangered aspects of our cultural or natural history (rarity);
- C potential to yield information that will contribute to an understanding of our cultural or natural history (research potential);
- D importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness);
- E importance in exhibiting particular aesthetic characteristics (aesthetic significance);
- F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance);
- G. Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance);
- H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

Historical themes

The historical themes that form the background to place assessment derive from Context 2011: *City of Melbourne Thematic Environmental History* (final). The themes can be loosely associated with the Australian Historic Themes matrix and the Victoria Framework of Historic Themes developed by Heritage Victoria.

Refer to

⁶ See MPS schedule to clause 43.01

Appendix 2 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for details of themes and their links with the other thematic structures in the study area.

Statement of Significance format

The Statement of Significance format used for the detailed assessments in Appendix 2 is from *Applying the Heritage Overlay Practice Note 01* (as revised September 2012). This format is as follows:

- What is significant?
- How is it significant?
- Why is it significant?

Study findings

The following summary table of places in street alphabetical order were assessed in this project with proposed and existing heritage gradings provided, as derived from the incorporated document *Heritage Places Inventory July 2008*.

Summary of relevant findings

- Most places assessed in heritage overlays have changed little since identified in the 1983-4 conservation studies and hence the values identified then have remained, often with the addition of historical values

hitherto unknown (see the MGA 2010 work).

- Comparable places to those assessed have been reduced in number and hence this reduction has increased the relative significance of some of the buildings.
- The central role of North Melbourne and Kensington, within the industrial development of the Colony, the State, and Australia, has been recognised in the MGA work, as expressed by some of the assessed places in this report.
- A number of 1850s gold-rush era buildings remain in the area as included in this assessment.
- Some of the individually listed places within the heritage overlay and the study area had no Statement of Significance – these have typically been provided in this review.
- Some historical data provided in some of the past reviews of places within the project area is incorrect- this has been remedied in this review.
- The incorporated document, the *Heritage Place Inventory 2008* is, in part, incomplete and/or incorrect is being reviewed as part of the ongoing heritage assessments being undertaken by Melbourne City Council, including this review.
- .

Summary table of assessed places

(Refer to *Appendix 3: Heritage definitions used by Melbourne City Council* for A,B,C,D,E and 1, 2,3 building and streetscape grading definitions respectively. The table provides existing and proposed heritage status but for more detail refer to Appendix One of the Arden Macaulay Heritage Review 2012.)

Table 1 below shows the results for each potential heritage place or element assessed during the Arden Macaulay Heritage Review 2012. Following on from the findings of the 2012 Review, the table combines the original City of Melbourne A-E⁷ heritage grading system, with its proposed precinct contribution if any and/or individual significance heritage status, in the form recommended by the practice note, along with any existing or proposed heritage overlay controls in the *Melbourne Planning Scheme* under clause 43.01. Adjustments have been made to the contributory status of some places for consistency between the two grading systems as well as some clarification needed as a result of submissions: these are listed below in Table 2 *Places amended since the Arden Macaulay Heritage Review 2012*.

Table 1 assessed places

The heritage overlays referred to in the table are, or are proposed to be, listed in the *Melbourne Planning Scheme* (M.P.S.) under clause 43.01. The original place and streetscape gradings are taken from the incorporated document, the *Heritage Place Inventory 2008* using the definitions in that document. The proposed gradings are from the 2012 Review as amended (see table 2).

Name	address		suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor y to existing or proposed precinct?	significant individually?
	Albermarle Street	1	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	2	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	3	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	4	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	5	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	6	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	7	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	8	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	9	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	10	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	11	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	12	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	13	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	14 -16	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No

⁷ MCC have requested that E gradings be disbanded such that these have typically been changed to D or have been left ungraded, typically places dating from after the period of significance reflected by the locality (i.e. typically post Second War).

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	Albermarle Street	15	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	17	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	18	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	19	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	20	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	21	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	22	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	23	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Albermarle Street	25	Kensington	-	D	-	2	HO9	Kensington Precinct		Yes	No
MB Wragg & Co	Albermarle Street	43	Kensington	-	C	-	2	HO251	R Lohn & Co Pty Ltd offices, factory and stores, later Kensington Community High School, Part 369-391, 393-399 Macaulay Road, Kensington	HO251	Yes	Yes
MB Wragg & Co	Albermarle Street	45	Kensington	-	C	-	2	HO251	R Lohn & Co Pty Ltd offices, factory and stores, later Kensington Community High School, Part 369-391, 393-399 Macaulay Road, Kensington	HO251	Yes	Yes
MB Wragg & Co	Albermarle Street	47	Kensington	-	C	-	2	HO251	R Lohn & Co Pty Ltd offices, factory and stores, later Kensington Community High School, Part 369-391, 393-399 Macaulay Road, Kensington	HO251	Yes	Yes
MB Wragg & Co	Albermarle Street	49	Kensington	-	C	-	2	HO251	R Lohn & Co Pty Ltd offices, factory and stores, later Kensington Community High School, Part 369-391, 393-399 Macaulay Road, Kensington	HO251	Yes	Yes
MB Wragg & Co	Albermarle Street	51	Kensington	-	C	-	2	HO251	R Lohn & Co Pty Ltd offices, factory and stores, later Kensington Community High School, Part 369-391, 393-399 Macaulay Road, Kensington	HO251	Yes	Yes
North Melbourne Housing Commission of Victoria Estate	Alfred Street	1-33	North Melbourne	-	D-C? ⁸	-	-				No	No

⁸ well-preserved example, to be further assessed based on a typology developed across the State.

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Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
Farrell's stables, part	Alfred Street	59	- 101 part	North Melbourne	-	C	-	3	proposed	Farrell' s stables Part 59-101 Alfred Street North Melbourne	HO1105	Yes	Yes
Henderson's Federal Spring Works site - now Vacant site	Alfred Street	59	- 101 part	North Melbourne	E	-	-	-				No	No
City of Melbourne Electric Company substation	Alfred Street	60		North Melbourne	-	D	-	3	Proposed part HO3?			Yes	No
	Alfred Street	62		North Melbourne	-	D	-	3	Proposed part HO3?			Yes	No
North & West Melbourne Biscuit Making & Flour Milling precinct	Anderson (3-21) & Laurens (2-78) Streets, Munster Terrace (1-27)		varies	West Melbourne	B	B	3	1	Recommended extended HO455	North and West Melbourne Biscuit Making & Flour Milling Precinct 3-21 Anderson Street 24-78 Laurens Street (including alternate address 1-25 Munster Terrace) North Melbourne	HO455	No	Yes
Smith & Sons, later Brockhoff & Co Victoria Steam Biscuit Factory	Anderson Street	3	-5	West Melbourne		C		1	Proposed part extended HO455	Part North and West Melbourne Biscuit Making & Flour Milling Precinct 3-21 Anderson Street 24-78 Laurens Street (including alternate address 1-25 Munster Terrace) North Melbourne	HO455	Yes	Yes
Dovedale Cottage or Bentley's House	Anderson Street	6	-8	West Melbourne	D	C	3	2	HO839	Bentley's row houses 6-12 Anderson Street, West Melbourne	HO839	Yes	Yes
Bentley's row Houses, part	Anderson Street	10		West Melbourne	D	C	3	2	HO839	Bentley's row houses 6-12 Anderson Street, West Melbourne	HO839	Yes	Yes
Bentley's row Houses, part	Anderson Street	12		West Melbourne	D	C	3	2	HO839	Bentley's row houses 6-12 Anderson Street, West Melbourne	HO839	Yes	Yes
Gadsden P/L warehouse, later City West Auto Wreckers	Anderson Street	14	-16	West Melbourne	D	C	-	2	Proposed			Yes	Yes
Harrison's house	Anderson Street	20		West Melbourne	C	C	-	2	Proposed			Yes	Yes
TB Guest biscuit factory complex, part ⁹	Anderson Street and Laurens	7	-21, 2-22	West Melbourne	B	B	3	1	Proposed part	Part North and West Melbourne Biscuit Making & Flour Milling	HO455	Yes	Yes

⁹ also part Thomas Brunton & Co

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Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
	Street								extended HO455	Precinct 3-21 Anderson Street 24-78 Laurens Street (including alternate address 1-25 Munster Terrace) North Melbourne			
	Arden Street	161	-167	North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
Mature pepper tree row, CityWide site	Arden Street	208	-290	North Melbourne	-	C	-	3	Proposed	Mature pepper tree row Part 208-292 Arden Street, North Melbourne. The heritage place is the pepper tree row and land within the Tree Protection Zone which is calculated as being twelve times the measured trunk diameter	HO1095	No	Yes
	Arden Street	243		North Melbourne	-	-	-	-				No	No
Moonee Ponds Creek Arden Street Bridge	Arden Street	269	-273	Kensington	C	C	3	3	HO814, proposed part Heritage Overlay Area	Part Moonee Ponds Creek and Infrastructure Precinct. The heritage place consists of the Racecourse Road, Macaulay Road, Arden Street and Dynon Road Bridges (plus 3m from the bridge perimeter), Pumping stations 1-5, the water course with vegetated banks and existing channel widths and creek reserve including bluestone	HO1092, part	Yes	Yes
Kimpton & Sons Barastoc Products Provender Mill, later part Gaston Bros P/L works site	Arden Street	329	-351	Kensington	-	C	-	2	Proposed part Heritage Overlay Area	Kimpton & Sons Barastoc Products Provender Mill, later part Gaston Bros P/L work site Part 329-351 Arden Street, Kensington	HO1091	Yes	Yes
Alfred Lawrence & Co Ltd offices and warehouse (bulk & general stores)	Barrett Street	13	-19	Kensington	C	C	3	3	HO195 extended	Alfred Lawrence & Co Ltd offices and Warehouse 13-19 Barrett Street, Kensington	HO195	Yes	Yes
Limb Scurry & Limb (part), Alfred Lawrence (main part) Laboratories and works	Barrett Street	21	-37 (35)	Kensington	-	C	-	3	Proposed	Limb Scurry & Limb and Alfred Lawrence Laboratories and works 29-37 Barrett Street, Kensington (including alternate address 43 Bruce Street,	HO1098	Yes	Yes

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Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
										Kensington)			
Railway gravitation shunting yards retaining wall, and trees	Bellair Street		east side	Kensington	B	B	-	2	Proposed	Railway gravitation shunting yards retaining wall and two Canary Island palms which includes land within the Tree Protection Zone which is calculated as being twelve times the measured trunk diameter. East side of Bellair Street, Kensington	HO1099	Yes	Yes
Victorian Railways Kensington signal box	Bellair Street	206	-214	Kensington	B	B	2	2	Proposed	Victorian Railways Kensington Signal Box and Pepper Tree which includes land within the Tree Protection Zone which is calculated as being twelve times the measured trunk diameter Bellair Street	HO1100	Yes	Yes
Railway foot bridge, Arden Street	Bellair Street at Arden St			Kensington	D	C	3	2	HO863	Railway Bridge, Bellair Street, Kensington		Yes	Yes
	Bent Street	1		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Bent Street	2		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Bent Street	3		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Bent Street	4		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Bent Street	5		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Bent Street	6		Kensington	-	D	-	2	HO9	Kensington Precinct		Yes	No
	Bent Street	7		Kensington	-	-	-	3	HO9	Kensington Precinct		No	No
	Bent Street	8		Kensington	-	-	-	3	HO9	Kensington Precinct		No	No
	Bent Street	9		Kensington	-	D	-	2	HO9	Kensington Precinct		Yes	No
	Bent Street	10		Kensington	-	D	-	2	HO9	Kensington Precinct		Yes	No
	Bent Street	11		Kensington	-	D	-	2	HO9	Kensington Precinct		Yes	No
	Bent Street	12		Kensington	-	-	-	3	HO9	Kensington Precinct		No	No
	Bent Street	13		Kensington	-	-	-	2	HO9	Kensington Precinct		No	No
Kensington Hotel, former	Boundary Road	2		North Melbourne	E	C	3	3	Proposed	Kensington Hotel, former 2 Boundary Road, North Melbourne	HO1108	Yes	Yes
McCandlish house and stable	Bruce Street	5	-7	Kensington	-	C	-	3	HO816	McCandlish house and stable 5-7 Bruce Street, Kensington	HO816	No	Yes
Kenealy's houses	Bruce Street	6		Kensington	D	D	3	3	HO817, disband or potential			Yes	No

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									contributor y part HO9				
Kenealy's houses	Bruce Street	8		Kensington	D	D	3	3	HO817 disband or potential contributor y part HO9			Yes	No
XL Colour Printer Factory	Bruce Street	28	-32	Kensington	D	-	3	-				No	No
Gaston Bros P/L storage, former	Bruce Street	34	-70	Kensington	-	D	-	3				No	No
Alfred Lawrence & Co Ltd works, part	Bruce Street	43		Kensington	-	C	-	2	Proposed	Part Limb Scurry & Limb and Alfred Lawrence Laboratories and works 29-37 Barrett Street, Kensington (including alternate address 43 Bruce Street, Kensington)	HO1098	Yes	No
Scrubb & Co Ammonia works, later Hotham or North Melbourne Community Centre, part	Buncle Street	49	-53	North Melbourne	-	C	-	3	Proposed	Scrubb & Co Ammonia works, later Hotham or North Melbourne Community Centre Part, 49-53 Buncle Street, North Melbourne	HO1109	Yes	Yes
	Chelmsford Street	5	-7	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Chelmsford Street	9		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Chelmsford Street	11		Kensington	C	C	3	2	HO9	Kensington Precinct		Yes	Yes
	Chelmsford Street	13		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Chelmsford Street	15		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Chelmsford Street	17		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Chelmsford Street	19		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Chelmsford Street	21		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Chelmsford Street	23	,25	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Chelmsford Street	27	-31	Kensington	-	-	-	3	HO9	Kensington Precinct		No	No
	Chelmsford Street	33		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Chelmsford Street	35		Kensington	D	-	3	2	HO9	Kensington Precinct		No	No
	Chelmsford Street	37		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Chelmsford Street	39		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Chelmsford Street	41		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
	Chelmsford Street	43		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Chelmsford Street	45		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
Latrobe Engineers P/L	Chelmsford Street	47	-51	Kensington	D	D	3	3	HO9	Kensington Precinct		Yes	No
Latrobe Engineers P/L workshop	Chelmsford Street	53	-59	Kensington	-	D	-	3	HO9	Kensington Precinct		Yes	No
Kensington Flour Milling & Wool Store Heritage Precinct ¹⁰	Chelmsford, Elizabeth and Arden Streets area, Macaulay Road sites			Kensington	varies	A	2	1	Proposed	(proposed heritage overlays over part, see HO1162, HO1091)		Yes	Yes
Leach's foundry, later Austral Home and Hospital Equipment P/L, later Romano Motors	De Feu Street	1	-3	North Melbourne	-	D	-	3	HO3	North and West Melbourne Precinct		Yes	No
	De Feu Street	2		North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
	De Feu Street	5		North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
	De Feu Street	7		North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
	De Feu Street	8	Ground	North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
	De Feu Street	9		North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
	Dryburgh Street	95		North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	97		North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	99	-101	North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	103		North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	105	-107	North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
	Dryburgh Street	109	-111	North	-	-	-	-	HO3	North and West Melbourne		No	No

¹⁰ proposed option to individual listings in heritage overlay schedule

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address		suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
			Melbourne						Precinct			
	Dryburgh Street	113 -117	North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
Victoria	Dryburgh Street	119	North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
Camperdown	Dryburgh Street	121	North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	123	North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
Pulleng house, later White house ¹¹	Dryburgh Street	125	North Melbourne	D	C	2	2	HO3	North and West Melbourne Precinct		Yes	Yes
	Dryburgh Street	129	North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	131	North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	133	North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	135	North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	137	North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
Moxham's houses	Dryburgh Street	139	North Melbourne	B	B	2	2	HO3	North and West Melbourne Precinct		Yes	Yes
Moxham's houses	Dryburgh Street	141	North Melbourne	B	B	2	2	HO3	North and West Melbourne Precinct		Yes	Yes
	Dryburgh Street	143	North Melbourne	D	-	2	3	HO3	North and West Melbourne Precinct		No	No
John Lees houses, part	Dryburgh Street	147	North Melbourne	C	C	2	2	HO3	North and West Melbourne Precinct		Yes	Yes
John Lees houses, part	Dryburgh Street	149	North Melbourne	C	C	2	2	HO3	North and West Melbourne Precinct		Yes	Yes
	Dryburgh Street	151	North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	153	North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No

¹¹ name of place adjusted after submission

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
Amess house	Dryburgh Street	155	-157	North Melbourne	C	C	2	2	HO3	North and West Melbourne Precinct		Yes	Yes
	Dryburgh Street	159	-161	North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	163	-165	North Melbourne	-	D* ¹²	2	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	167		North Melbourne	D	D	2	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	169	-171	North Melbourne	-	D	-	2	HO3	North and West Melbourne Precinct		No	No
The Hotel, former Shakespeare Hotel (demolished)	Dryburgh Street	175	-191	North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
	Dryburgh Street	209		North Melbourne	-	-	-	2	HO3	North and West Melbourne Precinct		No	No
	Dryburgh Street	211		North Melbourne	D	D	3	2	HO3	North and West Melbourne Precinct		Yes	No
Rose Cottage or Henderson's house	Dryburgh Street	213	-215	North Melbourne	B	B	3	2	HO3	North and West Melbourne Precinct		Yes	Yes
Qualos Sales P/ factory	Dryburgh Street	217	-219	North Melbourne	D	D	3	2	HO3	North and West Melbourne Precinct		Yes	No
	Dryburgh Street	221	-227	North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
Gillespie's houses	Dryburgh Street	229		North Melbourne	B	B	3	3	HO3	North and West Melbourne Precinct		Yes	Yes
Gillespie's houses	Dryburgh Street	231		North Melbourne	B	B	3	3	HO3	North and West Melbourne Precinct		Yes	Yes
	Dryburgh Street	233	-239	North Melbourne	-	-	-	3	HO3	North and West Melbourne Precinct		No	No
	Dryburgh Street	241	-247	North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
Ornamental Plantation Reserve, later Gardiner Reserve, trees, MCC Substation	Dryburgh Street	287	-315	North Melbourne	-	C	-	3	HO3	Ornamental Plantation Reserve, later Gardiner Reserve, including the Melbourne City Council Substation, trees and land within the Tree Protection Zone which is	HO1096	Yes	Yes

¹² Graded as E in the 2012 Review, adjusted to D after request from MCC to disband all E gradings, not part of C207 amendment or Inventory.

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
										calculated as being twelve times the measured trunk diameter. 287-315 Dryburgh Street, North Melbourne			
Moonee Ponds Creek Dynon Road Bridge	Dynon Road	64	-70 near	West Melbourne	-	C	-	3	Proposed	Part Moonee Ponds Creek and Infrastructure Precinct. The heritage place consists of the Racecourse Road, Macaulay Road, Arden Street and Dynon Road Bridges (plus 3m from the bridge perimeter), Pumping stations 1-5, the water course with vegetated banks and existing channel widths and creek reserve including bluestone	HO1092, part	Yes	Yes
	Eastwood Street	141		Kensington	D	D	2	2	HO9	Kensington Precinct		Yes	No
	Eastwood Street	143		Kensington	D	D	2	2	HO9	Kensington Precinct		Yes	No
	Eastwood Street	145		Kensington	D	D	2	2	HO9	Kensington Precinct		Yes	No
	Eastwood Street	147		Kensington	D	D	2	2	HO9	Kensington Precinct		Yes	No
	Eastwood Street	149		Kensington	D	D	2	2	HO9	Kensington Precinct		Yes	No
	Eastwood Street	151		Kensington	D	D	2	2	HO9	Kensington Precinct		Yes	No
	Eastwood Street	153		Kensington	D	D	2	2	HO9	Kensington Precinct		Yes	No
	Eastwood Street	155		Kensington	-	-	-	2	HO9	Kensington Precinct		No	No
	Eastwood Street	157		Kensington	D	D	2	2	HO9	Kensington Precinct		Yes	No
	Eastwood Street	159		Kensington	D	D	2	2	HO9	Kensington Precinct		Yes	No
	Eastwood Street	161		Kensington	D	D	2	2	HO9	Kensington Precinct		Yes	No
	Eastwood Street	163		Kensington	D	D	2	2	HO9	Kensington Precinct		Yes	No
	Eastwood Street	165		Kensington	E	D	3	2	HO9	Kensington Precinct		Yes	No
	Eastwood Street	167	-169	Kensington	D	D	2	2	HO9	Kensington Precinct		Yes	No
Goldsbrough Row and Co., later Younghusband, Row & Company Pty Ltd. later Younghusband Pty. Ltd. Wool and grain warehouses	Elizabeth Street	2	-50	Kensington	B	B	-	1	Proposed	Goldsbrough Row and Co. later Younghusband P/L Wool and Grain Warehouses 2-50 Elizabeth Street, Kensington	HO1162	Yes	Yes

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
James Bradbury's houses, part	Elizabeth Street	31		Kensington	D	D	3	2	Potentially Contributory part HO9?			Yes	No
James Bradbury's houses, part	Elizabeth Street	33	-35	Kensington	D	D	3	2	Potentially Contributory part HO9?			Yes	No
WS Kimpton & Sons Flour Mills later Allied Mills Industries Pty Ltd	Elizabeth Street	52	- 112	Kensington	C	B	-	1	Proposed			Yes	Yes
Sterling Tube & Pipe P/L factory	Fogarty Street	8		North Melbourne	-	D	-	2	Proposed part HO3?			Yes	No
Peacock Kiddle & Dalton's Watsonia Mills	Fogarty Street	12		North Melbourne	-	D	-	2	Proposed part HO3?			Yes	No
Temporary Home for Lost and Starving Dogs, later Lost Dogs Home & Animal Hospital	Gracie Street	2	-52	North Melbourne	D	C	3	3	HO869	Home for Lost and Starving Dogs, later Lost Dogs Home & Animal Hospital 2-52 Gracie Street, North Melbourne	HO869	No	Yes
Melbourne City Council Asphalt Work, part, later Citywide	Green Street	2	-54	North Melbourne	-	D	-	3				No	No
	Hardiman Street	9		Kensington	-	-	-	2	HO9	Kensington Precinct		No	No
	Hardiman Street	10		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	11	A	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	11		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	12		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	15		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	16	-18	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	17		Kensington	-	D	-	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	19 ¹³		Kensington	-	-	-	2	HO9	Kensington Precinct		No	No
	Hardiman Street	20		Kensington	-	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	22		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	23		Kensington	-	D	-	2	HO9	Kensington Precinct		Yes	No

¹³ demolition since review, not part C207

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
	Hardiman Street	23	A	Kensington	-	-	-	2	HO9	Kensington Precinct		No	No
	Hardiman Street	24		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	25		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	26		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	27	-29	Kensington	-	-	-	2	HO9	Kensington Precinct		No	No
	Hardiman Street	28		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	30		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	31		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	32		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	33		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	34		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	35		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	36		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	37		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	39		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	41		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	43		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	45		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	47		Kensington	-	D	-	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	54		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	56	-58	Kensington	-	-	-	2	HO9	Kensington Precinct		No	No
	Hardiman Street	60	-62	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	64		Kensington	-	D	-	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	66		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	68		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	70		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	71	-93	Kensington	-	-	-	-				No	No
	Hardiman Street	72		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	74		Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	76	-78	Kensington	D	D	3	2	HO9	Kensington Precinct		Yes	No
	Hardiman Street	80	-86	Kensington	-	-	-	3	HO9	Kensington Precinct		No	No
Harrison's Railway Hotel	Ireland Street	118	-126	West Melbourne	B	B	3	2	HO840	Harrison's Railway Hotel 118-126 Ireland Street, West Melbourne	HO840	Yes	Yes
Melbourne City Council	Langford Street	8	-18	North	-	C		3	proposed	Melbourne City Council Depot	HO1107	No	Yes

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
Depot offices, later Citywide				Melbourne						offices and workshop, later Citywide Part 208-292 Arden Street, North Melbourne (historic address is 8-18 Langford Street, North Melbourne)			
Younghusband Ltd wool store	Langford Street	63	-119	North Melbourne	-	D	-	3	Proposed part HO3?			Yes	No
Trevor Boiler & Engineering Co P/L offices & amenities, works	Langford Street	134		North Melbourne	-	C	-	3	Proposed	Trevor Boiler & Engineering Co P/L offices and amenities 126-134 Langford Street, North Melbourne	HO1110	Yes	Yes
Thomas Brunton & Co flour mill complex, later N.B. Love	Laurens Street	24	-78	North Melbourne	B	B	2	2	Proposed part HO455	part North and West Melbourne Biscuit Making & Flour Milling Precinct 3-21 Anderson Street, West Melbourne 24-78 Laurens Street (including alternate address 1-25 Munster Terrace) North Melbourne	HO455, part	Yes	Yes
Peters American Delicacy Company, part, later Pannifex & Co complex	Laurens Street	86	-108	North Melbourne	-	D	-	3	Further assessment			Yes	No
Way & Works Maintenance Workshop, Railways Reserve site ¹⁴	Laurens Street	139	-169 (171)	North Melbourne	-	D	-	2	Potentially contributor y part proposed adjoining heritage overlay area			Yes	No
Melbourne City Council Electric Supply substation and coal yard, later CitiPower	Laurens Street	146	-166	North Melbourne	-	C	-	3	Proposed	Melbourne City Council Electric Supply substation and coal yard, later CitiPower 146-166 Laurens Street, North Melbourne	HO1111	Yes	Yes
Victorian Railways Carpenters Shop, later Printing Works	Laurens Street	173	-189	North Melbourne	-	C	-		Proposed	Part Railways Reserve precinct 173-199 Laurens Street, North Melbourne	HO1093, part	Yes	Yes

¹⁴ Address should include 171 Laurens St (ie 139-171) which has a significant date stone from the Melbourne & Geelong Railway Werribee railway Station 1857: recommended for Victorian Heritage Register

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address		suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
Victorian Railways Way and Works workshop (part)	Laurens Street	191 -199	North Melbourne	-	C	-	-	Proposed	Part Railways Reserve precinct 173-199 Laurens Street, North Melbourne	HO1093, part	Yes	Yes
North Melbourne Swimming Baths	Macaulay Road	1 -39 part (also known as 210 Arden Street)	North Melbourne	C	C	3	3	HO286	North Melbourne Swimming Baths and pepper tree row (5) which includes land within the Tree Protection Zone which is calculated as being twelve times the measured trunk diameter 210 Arden Street, 1-39 Macaulay Road, North Melbourne	HO286	Yes	Yes
Hotham Cricket Ground, later Recreation Reserve, later North Melbourne Recreation Reserve, also North Melbourne football ground and Arden Street Oval	Macaulay Road	1 -39 part (also known as 204-206 Arden Street)	North Melbourne	-	C	-	3	Proposed	Hotham Cricket Ground, later Recreation Reserve, later North Melbourne Recreation Reserve, also North Melbourne football ground and Arden Street Oval. The heritage place is the oval and ramped margins only 204-206 Arden Street, North Melbourne (historic address is part 1-39 Macaulay Road, North Melbourne)	H1106	Yes	Yes
Melbourne Omnibus Company Ltd. Stables, Former	Macaulay Road	36 -58 part	North Melbourne	A	A	2	2	HO870	Melbourne Omnibus Company Stables, Former 36-58 Macaulay Road, North Melbourne	HO870	Yes	Yes
Austral Manufacturing Co offices, showroom, workshop, Former	Macaulay Road	36 -58 part	North Melbourne	C?	C	2?	2	Proposed	Austral Manufacturing Co offices, showroom, workshop Part 36-58 Macaulay Road, North Melbourne	HO1112	Yes	Yes
Melbourne Gas Company Gas Regulating House,	Macaulay Road	60 -96	North Melbourne	A	A	2	2	HO891	Gas Regulating House 60-96 Macaulay Road, North Melbourne		Yes	Yes
Melbourne Gas Company gateway wall, and caretaker's house ¹⁵	Macaulay Road	60 -96, part 98-166	North Melbourne	A, part	A, part	2	2	Proposed	Melbourne Gas Company gateway wall, and caretaker's house part 98-166 Macaulay Road, North Melbourne	HO1113	Yes	Yes
Clayton Reserve and drinking fountain, ¹⁶	Macaulay Road	201 -241	North Melbourne	-	C	-	-	Proposed	Clayton Reserve, drinking fountain and plane trees which includes land within the Tree Protection	HO1096	Yes	Yes

¹⁵ assessed as integral with HO891 in Review

¹⁶ Canning St & Macaulay Rd reserve formerly part of this place , not part of amendment.

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
										Zone which is calculated as being twelve times the measured trunk diameter 201-241 Macaulay Road, North Melbourne			
Ball's service station, later Vic Catalanos Auto Centre	Macaulay Road	243	- 251	North Melbourne	-	D	-	3				No	No
Collie & Co Pty Ltd factory and offices	Macaulay Road	287	- 313	North Melbourne	-	D	-	3				No	No
Moonee Ponds Creek Macaulay Road Bridge	Macaulay Road	296	near	North Melbourne		C		-	Proposed	Part Moonee Ponds Creek and Infrastructure Precinct. The heritage place consists of the Racecourse Road, Macaulay Road, Arden Street and Dynon Road Bridges (plus 3m from the bridge perimeter), Pumping stations 1-5, the water course with vegetated banks and existing channel widths and creek reserve including bluestone	HO1092, part	Yes	Yes
R Lohn & Co Pty Ltd vat stores	Macaulay Road	391		North Melbourne	-	D	-	2	Proposed part HO251	Part R Lohn & Co Pty Ltd offices, factory and stores, later Kensington Community High School 393-411 Macaulay Road, Kensington Part 369-391, 393-399 Macaulay Road, Kensington	HO251, part	Yes	No
R Lohn & Co Pty Ltd offices, factory & stores, later Kensington Community High School	Macaulay Road	393	-399	Kensington	C	C	3	2	HO251, part	Part R Lohn & Co Pty Ltd offices, factory and stores, later Kensington Community High School 393-411 Macaulay Road, Kensington Part 369-391, 393-399 Macaulay Road, Kensington	HO251, part	Yes	Yes
Duncan & Yeo wool store, later R Lohn & Co Pty Ltd warehouse	Macaulay Road	407	-411 (also also 43-51 Albermarle St)	Kensington	C	C	3	2	HO251 proposed new heritage overlay	Duncan & Yeo Wool Store later R Lohn & Co P/L warehouse precinct 407-411 Macaulay Road, 43-51 Albermarle Street, Kensington	HO1094	Yes	Yes
Johnson & Johnson P/L, later Goodyear Autocare motor garage. Part	Macaulay Road	413	-415?	Kensington	-	E	-	3	part HO252, abandon			No	No

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
Pinckney & Co P/L factory	Macaulay Road	425	-427	Kensington	D	-	3	3	part HO252, abandon			No	No
Baker's shop & residence	Macaulay Road	429		Kensington	D	D	3	3	HO253, disband			No	No
Greengrocer's shop & residence	MacAulay Road	431		Kensington	D	D	3	3	HO253, disband			No	No
	Macaulay Road	433		Kensington	D	-	3	-	HO253, disband			No	No
Bell and Wilson wool store	Macaulay Road	435	(435-451)	Kensington	D	C	3	3	HO253, amended	Bell and Wilson wool store Part 435-451 Macaulay Road, Kensington	HO253	Yes	Yes
	Macaulay Road	455		Kensington	D	-	3	-	HO864, remove			No	No
Melbourne Electric Supply, later Citywide Substation	Mark Street	46		North Melbourne	-	C	-	3	Proposed	Melbourne Electric Supply, later, Citywide Substation 46 Mark Street, North Melbourne	HO1114	Yes	Yes
St Georges church hall (Anglican) & kindergarten, later St Alban's Church of England	Melrose Street	55	-57	North Melbourne	-	C	-	3	Proposed	St Georges church hall (Anglican) & kindergarten, later St Albans Church of England 55-57 Melrose Street, North Melbourne	HO1115	Yes	Yes
Sisalkraft Distributors P/L store and offices, later CFMEU offices	Miller Street	152	-160	West Melbourne	-	C	-	3	Proposed	Sisalkraft Distributors P/L store and offices, later CFMEU offices 152-160 Miller Street, West Melbourne	HO1119	Yes	Yes
Moonee Ponds Creek and infrastructure	Moonee Ponds Creek			Kensington, North Melbourne	-	C	-	-	Proposed	Moonee Ponds Creek and Infrastructure Precinct. The heritage place consists of the Racecourse Road, Macaulay Road, Arden Street and Dynon Road Bridges (plus 3m from the bridge perimeter), Pumping stations 1-5, the water course with vegetated banks and existing channel widths and creek reserve including bluestone	HO1092	Yes	Yes
Melbourne City Council Macaulay Stormwater Pumping Stations 1-5	Moonee Ponds Creek			Kensington, North Melbourne	-	D	-	3	Proposed	Part Moonee Ponds Creek and Infrastructure Precinct. The heritage place consists of the Racecourse Road, Macaulay	HO1092, part	Yes	No

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address		suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
									Road, Arden Street and Dynon Road Bridges (plus 3m from the bridge perimeter), Pumping stations 1-5, the water course with vegetated banks and existing channel widths and creek reserve including bluestone			
TB Guest biscuit factory complex ¹⁷ , part, later Weston Milling factory, also Filigree P/L	Munster Terrace	1 -21 (also part of 24-78 Laurens street)	North Melbourne	B	B	3	2	part extended HO455	part North and West Melbourne Biscuit Making & Flour Milling Precinct 3-21 Anderson Street, West Melbourne 24-78 Laurens Street (including alternate address 1-25 Munster Terrace) North Melbourne	HO455	Yes	Yes
Shandon & Moher cottages or maisonettes	Munster Terrace	4 -6	North Melbourne	-	C	-	3	Proposed	Shandon & Moher cottages or maisonettes 4-6 Munster Terrace, North Melbourne	HO1116	Yes	Yes
Paddings P/L factory and amenities wing	Munster Terrace	28	North Melbourne	-	D	-	2				Yes	No
Leech's factory, later Swift Automotive Engineers workshop	Munster Terrace	30 -30A	North Melbourne	-	D	-	2				No	No
	Munster Terrace	62 -74	North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
	Munster Terrace	76 Mezz & Level 1	North Melbourne					HO3	North and West Melbourne Precinct		No	No
	Munster Terrace	76 -78	North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
	Munster Terrace	80	North Melbourne	E	D	-	3	HO3	North and West Melbourne Precinct		Yes	No
	Munster Terrace	82	North Melbourne	E	D	-	3	HO3	North and West Melbourne Precinct		Yes	No
	Munster Terrace	84	North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
	Munster Terrace	84 A, Unit 2	North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
	Munster Terrace	84 A, Unit 1	North	-	-	-	-	HO3	North and West Melbourne		No	No

¹⁷ included in Thomas Brunton complex in Review.

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
				Melbourne						Precinct			
	Munster Terrace	84	A	North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
Qualos Machine Tools P/L	Munster Terrace	86		North Melbourne	-	D	-	3	HO3	North and West Melbourne Precinct		Yes	No
	Munster Terrace	98		North Melbourne	-	-	-	3	HO3	North and West Melbourne Precinct		No	No
AR Nash bulk store warehouse	Munster Terrace	98	-100 part	North Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
Shakespeare Syndicate's cottages, part	Queensberry Street	722		North Melbourne	D	D	3	2	HO3	North and West Melbourne Precinct		Yes	No
Shakespeare Syndicate's cottages, part	Queensberry Street	724		North Melbourne	D	D	3	2	HO3	North and West Melbourne Precinct		Yes	No
Shakespeare Syndicate's cottages, part	Queensberry Street	726		North Melbourne	D	D	3	2	HO3	North and West Melbourne Precinct		Yes	No
	Queensberry Street	730	-732	North Melbourne	D	D	3	2	HO3	North and West Melbourne Precinct		Yes	No
	Queensberry Street	736	-738	North Melbourne	D	D	3	2	HO3	North and West Melbourne Precinct		Yes	No
Racecourse Road Railway Bridge, Upfield line	Racecourse Road	87	near	Kensington	-	C	-	3	Proposed	Racecourse Road Railway Bridge, Upfield line Racecourse Road, Kensington	HO1101	Yes	Yes
Burge Bros Factory, Former	Racecourse Road	135	-137	Kensington	B	A	-	3	HO959	Burge Bros Factory, Former, 135-157 Racecourse Road		Yes	Yes
Moonee Ponds Creek Racecourse Road Bridge	Racecourse Road	157	near	Kensington		C		3	Proposed part Heritage Overlay Area	Part Moonee Ponds Creek and Infrastructure Precinct. The heritage place consists of the Racecourse Road, Macaulay Road, Arden Street and Dynon Road Bridges (plus 3m from the bridge perimeter), Pumping stations 1-5, the water course with vegetated banks and existing channel widths and creek reserve including bluestone	HO1092, part	Yes	Yes

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
James Hill's factory and drop forge	Robertson Street	57	-59	Kensington	-	C	-	2	Proposed	James Hill's factory and drop forge 57-59 Robertson Street, Kensington	HO1102	No	Yes
Hamilton's, later Beckett's house	Stawell Street	29		North Melbourne	C	C	3	3	HO473	Hamilton's, later Beckett's house 29 Stawell Street, North Melbourne	HO473	Yes	Yes
	Stawell Street	38		West Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
Sutcliffe	Stawell Street	40		West Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
	Stawell Street	49	-51	West Melbourne	D	-	3	-	HO474-remove			No	No
	Stawell Street	50		West Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
Busch house	Stawell Street	56		North Melbourne	-	C	-	3	HO3	North and West Melbourne Precinct		Yes	Yes
Crescent Manufacturing Company factory and offices, later Cork & Seals P/L	Stubbs Street	64		Kensington	-	C	-	3	Proposed	Crescent Manufacturing Company factory and offices later Cork & Seals P/L 64-68 Stubbs Street, Kensington	HO1103	No	Yes
Gibson & Son factory and offices, later Ross, Robbins Pty Ltd.	Stubbs Street	106	-116	Kensington	-	C	-	3	Proposed	Gibson & Son Pynerzone factory and offices, later Ross, Robbins P/L 106-166 Stubbs Street, Kensington	HO1104	No	Yes
Commonwealth Wool & Produce Company Ltd. later Elder Smith & Co. Wool Stores	Sutton Street	64	-90	North Melbourne	E	B	3	2	Proposed	Commonwealth Wool Store & Produce Company Ltd. Later Elder Smith & Co. Wool Stores 64-90 Sutton Street, North Melbourne	HO1117	Yes	Yes
Victorian Producers Co-operative Company Ltd. No. 5 Wool Store	Sutton Street	85		North Melbourne	-	C	-	2	Proposed	Victoria Producers Co-operative Company Ltd. No. 5 Wools Store Part 85-105 Sutton Street, North Melbourne	HO1118	Yes	Yes
North and West Melbourne Precinct	Varies			North and West Melbourne	-	B	-	-	HO3	North and West Melbourne Precinct		Yes	Yes
Kensington Residential Heritage Precinct	Various			Kensington	B	B	-	-	HO9	Kensington Precinct		Yes	Yes
	Victoria Street	503	-509	West Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Name	address			suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	existing or proposed HO number from 2012 Review	Existing or proposed HO name deriving from C207	Proposed HO number from C207	contributor to existing or proposed precinct?	significant individually?
	Victoria Street	505	Basement & Part Ground	West Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
	Victoria Street	505	Part Ground	West Melbourne	-	-	-	-	HO3	North and West Melbourne Precinct		No	No
Mulcahy's Hotel	Victoria Street	700	-708	North Melbourne	A	A	3	2	HO305	Mulcahy's Hotel 700-708 Victoria Street, North Melbourne	HO305	Yes	Yes

Table 2 Places amended since the exhibition of Amendment C207

(**Bolded** entries changed)

Address			Suburb	Original grading	Proposed grading	Original streetscape level	Proposed streetscape level	Existing HO number	Existing Heritage Overlay name	Contributory to precinct	Significant individually?
Bent Street	1		Kensington	D	D	3	2	HO9	Kensington Precinct	Yes	No
Chelmsford Street	21		Kensington	D	D	3	2	HO9	Kensington Precinct	Yes	No
Chelmsford Street	33		Kensington	D	D	3	2	HO9	Kensington Precinct	Yes	No
Chelmsford Street	35		Kensington	D	- ¹⁸	3	2	HO9	Kensington Precinct	No	No
Chelmsford Street	37		Kensington	D	D	3	2	HO9	Kensington Precinct	Yes	No
Chelmsford Street	43		Kensington	D	D	3	2	HO9	Kensington Precinct	Yes	No
Chelmsford Street	45		Kensington	D	D	3	2	HO9	Kensington Precinct	Yes	No
De Feu Street	1	-3	North Melbourne	-	D	-	3	HO3	North and West Melbourne Precinct	Yes	No
Dryburgh Street	163	-165	North Melbourne	-	D ¹⁹	2	2	HO3	North and West Melbourne Precinct	Yes	No
Dryburgh Street	233	-239	North Melbourne	-	- ²⁰	-	3	HO3	North and West Melbourne Precinct	No	No
Elizabeth Street	33	-35	Kensington	D	D	3	2	Proposed part HO9		Yes	No
Hardiman Street	19		Kensington	-	- ²¹	-	2	HO9		No	No
Hardiman Street	23		Kensington	-	D	-	2	HO9	Kensington Precinct	Yes	No
Hardiman Street	30		Kensington	D	D	3	2	HO9	Kensington Precinct	Yes	No
Hardiman Street	35		Kensington	D	D	3	2	HO9	Kensington Precinct	Yes	No

¹⁸ Graded E in Review, MCC disbanded E so left ungraded.

¹⁹ Graded as E in the 2012 Review, adjusted to D after request from MCC to disband all E gradings, not part of C207 amendment or Inventory

²⁰ Graded E in review, MCC disbanded E so regraded to -

²¹ Demolition since review, not part of C207

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Hardiman Street	36		Kensington	D	D	3	2	HO9	Kensington Precinct	Yes	No
Munster Terrace ²²	1	-21	North Melbourne	B	B	3	2	Proposed part HO455 extended		Yes	Yes
Munster Terrace	98	-100 part	North Melbourne	-	- ²³	-	-	HO3	North and West Melbourne Precinct	No	No

²² now included with TB Guest complex sites.

²³ Graded D in review as reflecting its construction date but revised to '-' to make clear not contributory to the Heritage Overlay Area a post Second War building and outside of the significant period of the Heritage Overlay Area 3.

Study recommendations

The above table, arranged in street alphabetical order, shows recommendations for inclusion or retention in:

- The *Melbourne Planning Scheme* (M.P.S): heritage overlay, to be included in the schedule to clause 43.01, assessed as either locally significant (and contributory), and a Melbourne City Council place grading of **A, B, or C** or potentially *contributory only* to an existing or proposed heritage overlay and of Melbourne City Council place grading of **D**, typically in a level 1 or 2 streetscape;
- The Victorian Heritage Register (V.H.R.), being assessed as of potential State significance, and Melbourne City Council place grading of **A**.

Note that any place recommended for assessment for inclusion in the Victorian Heritage Register is automatically recommended for the *Melbourne Planning Scheme* heritage overlay and failure to achieve entry to the register should not prevent its inclusion in the heritage overlay. Similarly if only part of the place is included on the Victorian Heritage Register the balance of the place should be included in the Schedule to the Heritage Overlay.

Previous heritage gradings are included for comparison, with some proposed upgrades evident on the basis of hitherto unknown historical information.

Detailed recommendations

This report recommends that:

- Where not already included, the places and associated land, where recommended above, should be added to the *Schedule to the Heritage Overlay* Clause 43.01 of the *Melbourne Planning scheme*, as informed by the detailed recommendations in each assessment, *Appendix 1: Expert comment* on selected submissions to Amendment C209;
- *External Paint Controls* should apply within the Schedule to the Heritage Overlay for all additional built places and *Tree Control* for identified trees or park reserves recommended for inclusion;
- the buildings and associated land, where assessed to be of State

significance (such as Mulcahy's Hotel), should be nominated by Melbourne City Council for assessment by the Victorian Heritage Council for inclusion on the Victorian Heritage Register;

- the proposed Melbourne City Council heritage grading extract in this report (A-D) should be applied in the context of the associated level of management outlined in the local policy (*Heritage Places outside of the Capital City Zone*, Clause 22.05 of the *Melbourne Planning Scheme*) and the reference document *Urban Conservation in the City of Melbourne* also the heritage contribution identified in Appendix 1 of the Arden Macaulay heritage review 2012;
- The contributory elements or fabric described in each assessment (typically those from the creation date or dates of the place) should be conserved and enhanced following the stated purpose of clause 43.01;
- The proposed gradings once adopted should be added to or replace those existing in the *Heritage Place Inventory 2008*;
- The existing North & West Melbourne and Kensington heritage overlays should be reviewed in the near future and associated data relating to significant or contributory places be entered into or replace existing data in the Melbourne City Council online heritage database, *i-Heritage* as well as the review of associated entries in the in the *Heritage Place Inventory 2008*;
- The City of Melbourne should encourage or aid in the digitisation and flat storage of the significant collection of MCC building permit application drawings held at the Victorian Public Records Office that are currently rolled up in tubes, with consequent access and conservation issues.

Planning Control options

The draft report provided options for inclusion in individual heritage overlays or as **significant** or **contributory** parts of existing heritage overlay areas. Melbourne City Council has determined which of these options is best suited for administration of the heritage overlay and this is reflected in the final report.

Management

The following are existing heritage management policies set out in the *Melbourne Planning Scheme*.

Melbourne City Council heritage management policies

The management policies applied by Council when considering relevant permit applications are dependent on the particular building and streetscape grading. These performance standards are set out in the *“Heritage Places Outside the Capital City Zone”* local policy at Clause 22.05 of the *Melbourne Planning Scheme*. This local policy only applies to places within Heritage Overlays that are situated outside of the Capital City Zone.

Melbourne City Council heritage policy reference

The heritage policy references for the project area are as follows.

Relevant heritage policy references in the Melbourne Planning Scheme

- Urban Conservation in the City of Melbourne 1985;
- Harbour, Railways, Industrial Conservation;
- North & West Melbourne Conservation Study 1985 & 1993;
- Flemington & Kensington Conservation Study 1985.

Conclusion

As the author of the Arden Macaulay Heritage Review, I believe that the review has been carried out in a comprehensive manner and forms a sound basis for the amendment and future management of the City's heritage assets. The format of the reviews and the amendment has followed wherever possible that recommended by the C186 panel report, with for example progress towards replacement of the A-E heritage grading system with that recommended by the practice note. .

The review's recommendations are consistent with the findings of previous expert assessments and provide a logical outcome for heritage planning in the area, after the 30 year duration since the original study of 1983.

Author: Graeme Butler, 21 Alphington St, Alphington, Victoria.

Expertise and contribution to the report.

Graeme Butler graduated as a Bachelor of Architecture with a history major at Melbourne University in 1972. He has acted professionally in the heritage field since the 1970s. This evidence and the Arden Macaulay Heritage Review 2012 were undertaken by Graeme Butler as a principal of Graeme Butler & Associates. Graeme Butler also conducted the North & West Melbourne and Kensington urban conservation studies in the 1980s which included the Review project area.

Places assessed in the Review were from the above urban conservation studies, a list of places provided by the City of Melbourne based on Meredith Gould's work on the area (Meredith Gould Architects, 2010, the Heritage Assessment Arden Macaulay Structure Plan Area) and survey work undertaken by Graeme Butler in 2011-2012.

Appendix 1: Expert comment on selected submissions to Amendment C207

Background

The City of Melbourne exhibited the findings of the Arden Macaulay Heritage Review as the basis for planning scheme amendment C207 to the *Melbourne Planning Scheme*, resulting in submissions on the amendment by interested parties.

The following appendix sets out the Statement of Significance for each relevant place, a summary of the submission on Amendment C207, and my expert comment as a response to abstracts of these submissions sent to me by the City of Melbourne. The proposed changes shown in red have typically resulted from the submissions made as a result of the Amendment C207 exhibition.

The following are arranged in place street alphabetical order and include all places commented on directly or indirectly.

Appendix 1: Contents

Farrell's stables, part, 59 -101 Alfred Street, North Melbourne HO1105	35
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Smith & Sons, later Brockhoff & Co Victoria Steam Biscuit Factory, 3 -5 Anderson Street, West Melbourne, south part existing HO455	52
TB Guest biscuit factory complex, part, 7 -21 Anderson Street, 1-21 Munster Terrace and 22 Laurens Street, West Melbourne, south part within existing HO455, proposed as extended	55
Mature pepper tree row, CityWide site, 208 -290 Arden Street, North Melbourne	60
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Kimpton & Sons Barastoc Products Provender Mill, later part Gaston Bros P/L works site, 329 -351 Arden Street, Kensington proposed HO1091	69
Railway gravitation shunting yards retaining wall (part), and trees, railway reserve east side of Bellair Street, Kensington, proposed HO1099.....	74
Victorian Railways Kensington signal box & pepper tree, 206 -214 Bellair Street, Kensington HO110079	
Kensington Hotel, former, 2 Boundary Road, North Melbourne, HO1108.....	84
Kensington Flour Milling & Wool Store Heritage Precinct, Chelmsford, Elizabeth and Arden Streets area, Macaulay Road sites, Kensington, includes HO1162 and HO1091	Error! Bookmark not defined.
Pulleng house, later White house, 125 Dryburgh Street, North Melbourne, part HO3	87
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Moxham's houses, 141 Dryburgh Street, North Melbourne, part HO3	93
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John Lees houses, part, 149 Dryburgh Street, North Melbourne, part HO3.....	98
Amess house, 155 -157 Dryburgh Street, North Melbourne, part HO3	100
Rose Cottage or Henderson's house, 213 -215 Dryburgh Street, North Melbourne, part HO3.....	103
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Gillespie's houses, 231 Dryburgh Street, North Melbourne, part HO3	111
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Melbourne City Council Electric Supply substation and coal yard (later CitiPower), 146 -166 Laurens Street, North Melbourne, HO1111.....	132
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Clayton Reserve, drinking fountain, 201 -241 Macaulay Road, North Melbourne, HO1097.....	147
Moonee Ponds Creek Macaulay Road Bridge, near 296 Macaulay Road, North Melbourne, part HO1092150	
St Georges church hall (Anglican) & kindergarden, later St Alban's Church of England, 55 -57 Melrose Street, North Melbourne, HO1115	153
Sisalkraft Distributors P/L store and offices, later CFMEU offices, 152 -160 Miller Street, West Melbourne, HO1119.....	157
Moonee Ponds Creek and infrastructure, Moonee Ponds Creek, Kensington, North Melbourne, HO1092	164

Heritage Assessment of Farrell's stables, part, 59 - 101 part Alfred Street, North Melbourne

Racecourse Road Railway Bridge, Upfield line, near 87 Racecourse Road, Kensington, HO1101	175
Moonee Ponds Creek Racecourse Road Bridge, near 157 Racecourse Road, Kensington, part HO1092178	
James Hill's factory and drop forge, 57 -59 Robertson Street, Kensington, HO1102.....	181
Gibson & Son Pynerzone factory and offices, later Ross, Robbins Pty Ltd., 106 -116 Stubbs Street, Kensington, proposed HO1104.....	184
Victorian Producers Co-operative Company Ltd. No. 5 Wool Store, 85 Sutton Street, North Melbourne, HO1118	188
North and West Melbourne Precinct, Varies, North and West Melbourne, existing HO3	192

**Farrell's stables, part, 59 -101
Alfred Street, North Melbourne
HO1105**

**Place evaluation: locally
significant**

Existing place grading and streetscape level¹:
A,B,C,D,E): ungraded

Place grading level 2012: A,B,C,D,E): **C 3**

**Melbourne City Council Place Value Definition
2008:**

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

**Assessed Cultural Values for the Melbourne
Planning Scheme**

Historical significance? Yes
Aesthetic significance? No
Scientific significance? No
Social significance? No

Heritage values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion B: Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).

**Proposed or existing heritage overlay?
Proposed**

Proposed Heritage Overlay HO1105, Heritage overlay name? Proposed as Farrell's stables Part 59-101 Alfred Street North Melbourne



Figure 1 View from north-east

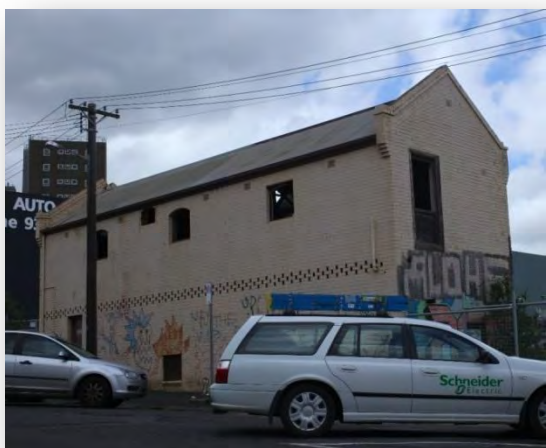


Figure 2 View from north-west

**Historical associations with persons
or events?**

Creation or major development date: 1911

Major owners or occupiers: Farrell, John & William Farrell, John & William

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? No

Edwardian-era (1900-1915)? Yes

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

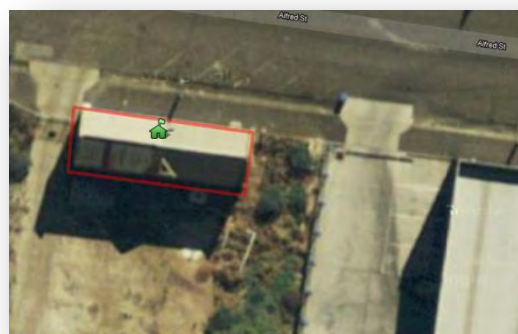


Figure 3 significant extent of proposed heritage overlay (red) from Google Maps

¹ Referenced in the Melbourne Planning Scheme clause 22.05



Figure 4 Part Melbourne Planning Scheme map 4 heritage overlay proposed heritage overlay (red dash)

Origin of place identification:

North & West Melbourne Conservation Study,
Melbourne City Council list

History & description

This red brick six-stall stable and loft of 1911 is all that survives from John and William Farrell's large stable complex, located just east of the large and contemporary Federal Spring Works. The Farrells owned and operated this complex into the late 1930s. Designed in a simple traditional gabled form and sited near the railway among industrial structures, the former stable has face brick walls (since painted), parapet walls with stretcher bond cappings at each gable end and a corbel transition to the wall below. Upper level openings are typically segmentally arched, ornamental wall vents are used and three courses of hit-and-miss brickwork make the first floor line. The roof is clad with corrugated iron.

Because of the area's proximity to major racecourses such as Flemington, the tramway network and concentrated industrial development, commercial stables were once more numerous and evocative of the area's distinctive character where industry and transport hubs relied on horse power. This example is part of one of the few commercial stable buildings to survive from an era when horses were the main mobile motive force.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1911), and any new material added in sympathy

to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

This is red brick six-stall stable and loft of around 1911 with the following contributory attributes:

- a simple traditional gabled form;
- siting near the railway among industrial structures'
- face brick walls (since painted);
- parapeted walls with a stretcher bond capping at each gable end and a corbel transition to the wall below;
- Upper level openings typically segmentally arched;
- ornamental wall vents;
- three courses of hit-and-miss brickwork make the first floor line; and
- roof cladding of corrugated iron.

How is it significant?

Farrell's stables are significant historically and rare within the North Melbourne locality.

Why is it significant?

Farrell's stables are significant:

Historically for their representation of a bygone once more numerous building type that is particularly evocative of the North Melbourne, Flemington and Kensington locality with its significant industrial, horse racing and horse training background (criterion A); and

Rare within North Melbourne, as part of a former Edwardian-era commercial stable (criterion B).

Relevant thematic history theme represented

BUILDING A COMMERCIAL CITY: 5.5 Building a manufacturing industry

(Refer to *Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology* for explanation of relevant theme and associated events.)

Comparative examples

The following North Melbourne examples used for comparison in the assessment are places chiefly drawn from the MCC online *i-Heritage* database being of a similar use, scale, location, and creation date.

- Stable at rear of house at 46 Canning Street North Melbourne (no image);

- Rear of No 41 Brougham St (former stable)- 1990s image shows as part demolished.;
- Former Melbourne Omnibus Company's Stables, 36-58 Macaulay Road, North Melbourne (q.v.), of State significance



Also in other parts of the City

- Rear of 37 Walsh Street – Stables, South Yarra;
- Camel Stables (Former), RBG, South Yarra, constructed in 1859 for the Botanic Gardens to house camels for the trans-Australia expedition (which was to be led by Burke and Wills)

There are no commercial stables listed except for in the City such as:

- 28 Corrs Lane, Melbourne and
- 36 To 40 La Trobe Street Melbourne.

Hermes lists large stable blocks

- Former Angliss & Co Stables, 40-44 Little Bourke Street, Edwardian-Era, HO923;



- Police Barracks, St Kilda Road, HO910



Submission summary C207

David Wardlaw HWD Australia

States this building was part of Henderson's Federal Springs which once occupied all the land bound between Boundary Road, Sutton Street, Alfred Street and what is now Citylink. The building was not part of a stables as has been suggested but was rather a store room of no significance.

`...current building that sits on the site was clearly not located as it is today in 1945'



Figure 5 Perspective of adjoining Federal Springs Works site North Melbourne in 1945 from Racecourse Rd showing frontages to Racecourse Rd and Alfred St at rear: site out of frame to the left. (from '53 Years of Achievement')

Needs `detailed comparative analysis placing the stable in the context of both other surviving stables within North Melbourne, and also more broadly, within inner city Melbourne. '

Database individually identify only a small number of stables, some of which are within parkland or on government reserves. There is presumably a larger number of stables remaining within the City of Melbourne, many of which are also likely to be located within existing heritage overlay precincts. A search of the City of Yarra's Heritage Database indicates there are dozens of examples of former stables within that municipality that are subject to heritage controls, these generally being identified as contributory buildings within much larger heritage overlay precincts.

`Currently the building houses a Citipower substation although we have recently requested this for Citipower to consider the abolishment of this substation.

It seems from an internal investigation of the building that it has been modified substantially over the years and has largely lost its original character. It would be hugely expensive to restore and in our opinion any such restoration would be a fruitless exercise as it has no original or importance heritage features. The building clearly lacks its original context.'

Response to submission

Commercial stables are fundamental to the role played by North Melbourne in particular in the distribution of goods within what was a major industrial precinct within the City of Melbourne. This example, although altered, is closely associated with such an enterprise and hence is historically a key building in the area. The work of Meredith Gould confirms this, with this building identified in 2010 report for the heritage overlay.

The '53 years of Achievement' brochure from 1945 provided in the submission shows the Henderson Springs Works but only as far as the complex, not the adjoining buildings on the east. The plan shown in the same brochure is diagrammatic only. The whole of this complex has been demolished since. A c1955 aerial view shows the extent of the complex and a Victorian-era house between this stable and the Henderson Works.



Figure 6 Part Pratt c1955 view of former stable complex: stable at top edge of image to left as arrowed, with major part of complex facing Alfred St and the Bulk Store wing fronting Racecourse Rd along the railway reserve (State Library of Victoria collection :H2008.32/57)

The images provided by the submitter show a typical stable or cart shed structure with loft over and formerly large ground level doors (bricked in).



No other evidence has been provided to contest the heritage value of this building (currently used as a sub-station).

A comparative analysis has been provided on p151-2 of the Consultants Report. The important area of comparison is North Melbourne as the 'locality' to gauge 'local' significance or the City of Melbourne as the responsible authority {not the City of Yarra}.

The control seeks to conserve the exterior only so the substation use or its potential removal do not affect the values attributed. As the submitter has observed stables, including commercial stables, were once a major part of the environment in the Victorian and Edwardian-eras, particularly in a transport oriented locality such as this with significant goods delivery by rail to the area. Although incomplete and altered, this example is one of the few commercial stables identified in the North Melbourne area.

North & West Melbourne Biscuit Making & Flour Milling precinct, 3-21 Anderson & 24-78 Laurens Streets (also known as 1-25 Munster Terrace, North Melbourne), West Melbourne proposed as extended HO455

As revised in response to submissions, with revised sections in red.



Figure 7 Laurens Street elevations of precinct 2011



Figure 8 Brockhoff building at corner, TB Guest at rear, 2011



Figure 9 Munster Terrace view c2008 TB Guest and Brunton's Australian Roller Mill (part) in context with significant Mulcahy's Hotel and landmark quality of silos (Google Street View)



Figure 10 Anderson Street elevations, part existing heritage overlay: Smith & Sons later Brockhoff biscuit factory and rd brick TB Guest biscuit factory wings , 2011

Historical associations with persons or events?

Creation or major development date: 1874-1899

Major owners or occupiers: Smith and Sons, Brockhoff, Brunton, Guest TB

Designer(s): Twentyman and Askew (Brunton complex); E.G. Kilburn? (Guest)

Period representation:

The place expresses the following historical periods:

- Early Victorian-era** (1850-1875)? No
- Victorian-era** (1850-1899)? Yes
- Edwardian-era** (1900-1915)? Yes
- Inter-war period** (1916-1939)? No
- Post Second War** (1940-)? No

Place evaluation: locally significant

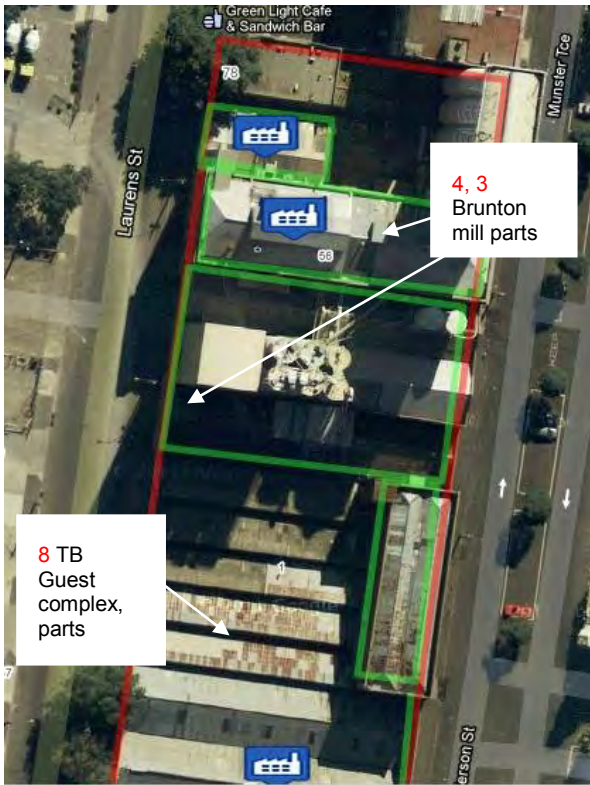


Figure 11 North end of precinct (red line), with key elements in green, including parts of Brunton's Australian Roller Flour Mill and TB Guest biscuit factory at south end . (Google, numbers refer to Raworth plan)

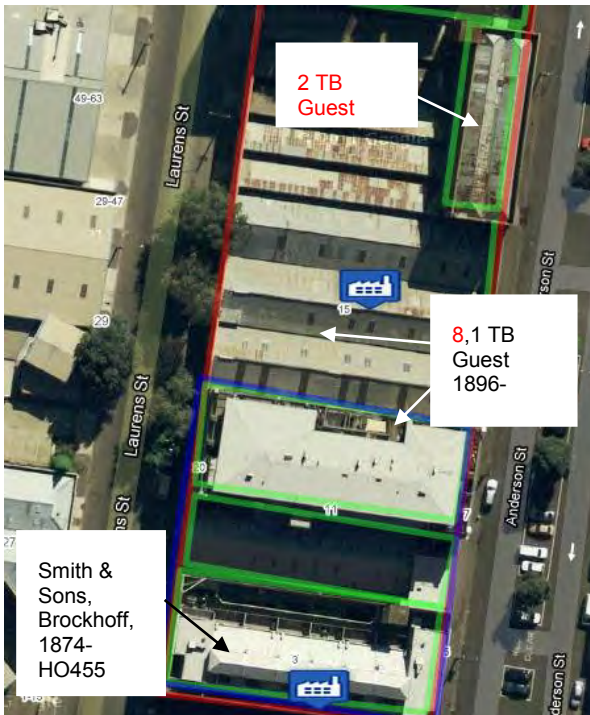


Figure 12 South end of precinct (red line), with key elements outlined in green, including parts of Brunton's Australian Roller Flour Mill and TB Guest biscuit factory centre while at south end is existing HO455 with part TB Guest and former Brockhoff biscuit factories included (Google)

Existing place grading and streetscape level²: A,B,C,D,E): **B 3**

Melbourne City Council Place Value Definition 1985:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Place grading level 2012: A,B,C,D,E): **B 1**

Melbourne City Council Place Value Definition 2008:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Assessed Cultural Values for the Melbourne Planning Scheme

- Historical significance?** Yes
- Aesthetic significance?** Yes
- Scientific significance?** No
- Social significance?** Yes

Heritage Values satisfied:

- Criterion A:** Importance to the course or pattern of our cultural or natural history (historical significance).
- Criterion E:** Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
- Criterion G:** Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.
- Criterion H:** Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

Proposed or existing heritage overlay?

Proposed extension of existing heritage overlay HO455. As North and West Melbourne Biscuit Making & Flour Milling Precinct, 3-21 Anderson Street, West Melbourne and 24-78 Laurens Street (including alternate address 1-25 Munster Terrace) North Melbourne.

Origin of place identification:

North & West Melbourne Conservation Study - Graeme Butler, 1983

History & description

As revised

² Referenced in the Melbourne Planning Scheme clause 22.05

In an area built up by biscuit manufacturers, such as Brockhoff, Guthrie and Co., W. Blair and the earliest company here, Smith and Sons, and adjoining the large railway sidings of North Melbourne and Spencer Street, flour miller Thomas Brunton and later T.B. Guest, (biscuit manufacturer) constructed the important buildings in this complex, during the late 1880s and 1890s. Brockhoff, Brunton and Guest were nationally known while Smith and Sons exhibited successfully at the first Melbourne International Exhibitions of the 1870s and the Paris Exhibition 1878.

Smith and Sons commissioned a biscuit factory in 1874 at the corner of Miller and Anderson Streets (3-5), later occupied by Adolphus Brockhoff and later still the subject of a damaging fire and a subsequent renovation. Brockhoff added stores and stabling in 1886.

Thomas Brunton commenced his part of the complex in 1888-9 with the brick flour mills, built between Laurens and Munster Terrace (later Love's). T.B. Guest adjoined him to the south with a large biscuit factory by 1896, on the other side of land formerly owned by Lennon the implement maker. Guest had then commenced a brick factory and additions to existing premises, with Box Hill builder, George Richardson. A further building was erected during 1898-9 to complete the complex.

Both Brockhoffs and Guests' were established earlier on other sites in Melbourne since re-developed and Brunton stayed on the site until at least the 1960s.

The precinct contains: the former Smith & Sons, later Brockhoff factory, an altered 1870s two-storeyed stucco building at the Miller Street corner; T.B. Guest's 1896-9 red brick factories, four-storey parapeted red brick and stucco building facing Laurens Street and three-storey, similarly elevated building facing Munster Terrace; Brunton's three-storey parapeted red and cream brick and stucco façade to Munster Terrace and the five storey, similarly elevated one to Laurens Street. Multi-gabled dichrome brick former Brunton's stores and showrooms, extend along Laurens Street north and south of this latter building to the Guest factory: four of the former five gabled stores survive.

T.B. Guest Complex 1896- Laurens Street

A four-storey symmetrically fenestrated red brick building with segment arched openings and a corniced parapet, with a deep entablature which formerly possessed the firm's name. Pedimented piers, with swags, terminate this entablature at either end: this façade is unaltered.

The balance of the complex extends south to the former Brockhoff building as a single storey wing with early parapet sign. To the north is a later visually related infill to the former Brunton complex.

T.B. Guest Complex in Anderson Street and Munster Terrace

The elevations in Anderson Street are similar to those of Laurens Street but entrance surrounds have been stuccoed and shutters replaced the original doors. A plainer 3 storey red brick building is to the north in Munster Terrace, with a parapeted sawtooth profile roofline and early painted wall sign to side upper level.

Thomas Brunton (later Loves) 1888-9 Laurens Street

Four-storey and basement, red brick symmetrically fenestrated building, with segment-arched openings and a simple, corniced stucco parapet. Cream brick quoins and string-moulds with a rectangular entablature, provide the decoration to this typically austere factory building. A lift shaft and structures on the roof have been added, but the main façade remains untouched, save the painted sign to the brickwork.

Thomas Brunton Munster Terrace

A four-storey building of red brick, with cream quoins and string-moulds, and a stuccoed corniced parapet. What was originally a symmetrically fenestrated façade of segment-arched storey-doors and windows has been marred by the addition of large, flat-headed openings.

The balance of the complex exhibits its industrial nature by the use of simple brick forms with fenestration, either relating to human occupation by regular placement, or machinery by irregular groupings of windows which relate to differing machinery or working levels. Although of little individual significance, they bind the distinctive buildings described into a perceivable complex. Many have new openings and the brickwork has been painted.

More recent concrete silos, although of a common form, are unusual for the study area and possess strong landmark qualities.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1874-1899), and any new material added in sympathy to the original fabric it replaced. This

place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

As revised

(Refer also to Statements of Significance for significant and contributory elements within the proposed precinct)

What is significant?

The North and West Melbourne Biscuit Making & Flour Milling Precinct contains:

- former Smith & Sons, later Brockhoff factory, an altered 1870s two-storeyed stucco building at the Miller Street corner;
- T.B. Guest's 1896-9 red brick factories, four-storey parapeted red brick and stucco building facing Laurens Street also a single storey wing south of this **both with early parapet signs**, and a three-storey, similarly elevated building facing Munster Terrace, **along with a plainer 3 storey red brick building to the north, with parapeted sawtooth profile roofline and early painted wall sign to side upper level**;
- Brunton's three-storey parapeted red and cream brick and stucco façade to Munster Terrace and the five storey, similarly elevated one to Laurens Street;
- More recent concrete silos, although of a common form, are unusual for the study area and possess strong landmark qualities; and
- Multi-gabled dichrome brick former Brunton's stores and showrooms extending along Laurens Street north and south of this latter building to the Guest factory: four of the former five gabled stores survive; also
- **any painted wall signs relating the historic occupations and the brick chimney and roof of the southern gabled store.**

How is it significant?

North & West Melbourne Biscuit Making & Flour Milling precinct is locally significant aesthetically and historically, with potential State significance.

Why is it significant?

Aesthetically, the contributory elements of the North & West Melbourne Biscuit Making & Flour Milling precinct are remarkably well preserved as presented to the street and thus parallel with the rare industrial complexes such as those at the Geelong waterfront. In terms of architectural cohesion they surpass Geelong although they do not possess the breadth of historical development. Each building described has high architectural pretensions (being generally inspired by Italian Renaissance revival) as seen in their shared symmetrically fenestrated and parapeted form. Although from different owners, the major

buildings in the complex have similarities which allow them to act as a strong streetscape as well as an identifiable complex. The precinct is of State significance as an unusually original and architecturally competent and cohesive 19th and early 20th century industrial complex (criterion A).

Historically, the North & West Melbourne Biscuit Making & Flour Milling precinct commenced in form and in product type in the 1870s and still operates, in kind, today: being sited close to key railway sidings where wheat shipments arrived from the north. The precinct, when combined with that of nearby Kensington, is Victoria's biggest ever flour milling and biscuit manufacturing complex in terms of built site coverage and output and the second oldest after, Swallow and Ariell in Port Melbourne (1854-) which has since been redeveloped. The buildings making up the precinct are landmarks within the local area and highly representative of the special role played by North & West Melbourne in the handling and marketing of rural produce and Victorian-era industrial development within the State (criterion E).

This complex has been the subject of a number of publications and press reports over time as an indication of its worth to community (criterion G).

The three millers in this part of Kensington and North and West Melbourne, being Kimpton, Gillespie and Brunton, are credited with the introduction of modern roller flour milling in Victoria, a move which led to the development of the export flour trade as one of Australia's major exports (criterion H);

Submission summary C207

Phil Gleeson Associate Director Urbis: for George Weston Foods (GWF) Submission 12 on north part of the proposed precinct

Re North & West Melbourne Biscuit Making & Flour Milling Precinct, 3-21 Anderson Street & 24-78 Laurens Street (also known as 1-25 Munster Terrace..." and the "Thomas Brunton & Co flour mill complex, later N.B. Love — 24-78 Laurens Street, North Melbourne

The submission acknowledges that the Weston Milling site has some heritage significance, the proposed Statement of Significance prepared for the subject site provides a 'blanket' assessment which fails to acknowledge the series of buildings on the site with varying degrees of heritage significance.

The submission states that Amendment C207 be amended to revise the Arden Macaulay Heritage

Review 2012: Statements of Significance to recognise those building that are of primary and contributory significance.

The submission states the need for preparation of an Incorporated Plan to provide a degree of certainty with respect to any future redevelopment of the site.

Bryce Raworth Conservation and Design has provided a detailed assessment of the heritage significance of the building exteriors that form part of the Weston Milling site. This report, which forms part of this submission, identifies those building that are of primary and contributory significance within the major part of the proposed Heritage Overlay Area.

The submission notes that that Council is prepared to consider an Incorporated Plan that includes the revised Statement of Significance as specified by Bryce Raworth. 'GWF would be pleased to continue to work with Council to prepare an Incorporated Plan which reflects the findings of the Bryce Raworth June 2013 Heritage Analysis.'

Raworth summary

Elements of **primary significance** consist of:

- Building 2
- Building 4
- Façade of Building 3
- Façade of Building 7

Elements of **contributory significance** consist of:

- Building 1
- Building 3 (excluding façade, which is of primary significance)
- Building 5
- Building 6
- Building 7 (excluding façade, which is of primary significance)
- Building 8

(My notes following headings in brackets)

Building 1 (TB Guest stores and later)

Significance

This structure is of relatively low contributory significance as a large, modified interwar to post-WWII period building that relates to the broader site's industrial history and use and its red brick character, but is not of note in terms of visible fabric. It appears to largely post-date the identified period of significance for the complex and the broader area.

Policy

It is encouraged, but not essential, that this structure be retained to the extent of fabric visible from the street. The concealed fabric behind makes no contribution to the heritage values of the complex and broader area.



Figure 13 Key plan from Raworth report (primary shaded, rest contributory): HO455 adjoining to south: Brunton complex-buildings 3-7; TB Guest - buildings 1,2 and 8.



Figure 14 Laurens St Building 1 (Raworth)



Figure 15 Anderson St, Building 1 (Raworth),

Comment

I note that the early aerial view of the TB Guest complex shows the same roof structure as is existing so that it seems the street facades of this wing have been changed but perhaps not the roof fabric (see Figure 30). These facades are not from the significant period but do provide a visual link to those that are and probably share the ongoing flour milling use.

Building 2 (part TB Guest, c1896-)

Significance

This structure is of primary significance as a substantial, highly externally intact early twentieth century industrial building historically associated with key activities and occupants of the site as identified in the statement of significance. It makes a notable contribution to the streetscape and to the precinct.

Policy

This building should be retained and restored to the extent of its externally visible fabric.



Figure 16 Munster Terrace: Building 2 (Raworth)

Building 3 (part T.B. Guest stores and showrooms)

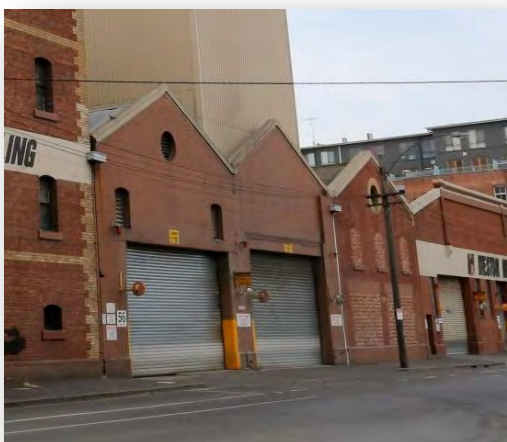


Figure 17 Laurens St Building 3 2013, some publicly visible roofs

Significance

The three gabled facades facing onto Laurens Street to the west are of primary significance as elements reflecting the earlier periods of development of the site that make an important contribution to the streetscape.

Policy

The three gabled Laurens Street facades should be retained and restored to the extent of its external street fabric

It is encouraged, but not essential, that the balance of this structure be retained to the extent of its brick fabric visible from the street. Greater weight might be given to retention of the Munster Street wall and factory building if these can be shown to pre-date WWII.

The silos appear to post-date the identified period of significance for the complex and the broader area, and their retention is not considered essential.

Comment

Two of these gabled stores (north) have been reduced to facades by development immediately behind the façade walls: the roof and chimney of the southern store '50' is publicly visible and should be retained.

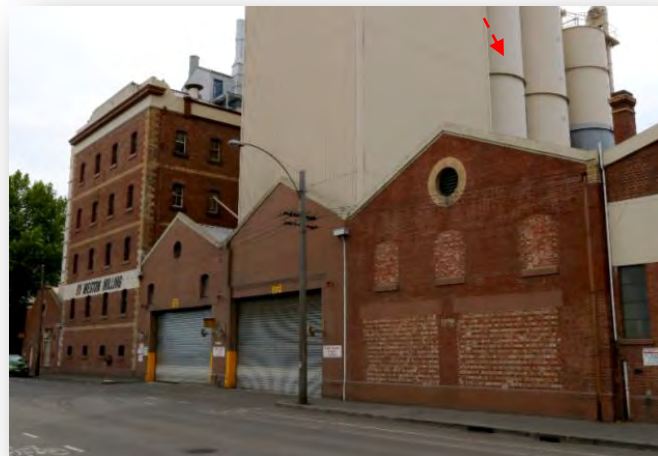


Figure 18 Laurens St, store ('50'), roof forms and chimney



Figure 19 Munster Terrace Wall and Building 3 (Raworth)



Figure 21 Munster Terrace Building 4 2013



Figure 20 Wall in Munster Terrace with new opening, appears Victorian-era - rear of Building 3.

Building 4 (Brunton's flour mill 1894)

Significance

This structure is of primary significance as a substantial, highly externally intact nineteenth century industrial building historically associated with key activities and occupants of the site as identified in the statement of significance. It makes a notable contribution to the streetscape and to the precinct.

Policy

This building should be retained and restored to the extent of its externally visible fabric.

Comment

The monitor roof form of this building is clearly visible through the site which implies that the whole of the building exterior is included as significant.



Figure 22 Laurens St Building 4, 2013

Building 5 (silos)

Significance

The silos are of contributory significance as a prominent element dating from the c. 1930s-40s that demonstrates an association with flour milling. They form a local landmark. They are not believed to be of particular technological note.

Policy

Given the potential issues associated with the retention and adaptive reuse of such structures, it is encouraged, but not essential, that these silos be retained to the extent of their external visible fabric.

Comment

The silos are outside of the identified significant period for the complex but not the general period of contributory significance for the North & West Melbourne area, being creation prior to the Second War. They have been cited as contributory elements in the Statement of Significance. They signpost the nature of the complex in the area and link it with the nearby Kensington flour mill complex, with its early concrete silos. Reuse of silos has been demonstrated in the highly regarded Fender Katsalidis Architects 'Malthouse' (Richmond Silos) 1997 complex.



Figure 23 building 5, silos with distinctive corrugated iron clad roofed wing on south

Building 6 (offices)

Significance

This building, while part of the historical evolution of the site, is of very limited contributory significance on account of its modern origin and lack of architectural distinction.

Policy

This building may be retained or removed as required.



Figure 24 Offices 78 Laurens St, Building 6

Building 7 (Australian Roller Flour Mills as gabled store to Laurens St)

Significance

The gabled facade facing onto Laurens Street to the west is of primary significance as elements reflecting the earlier periods of development of the site that make an important contribution to the streetscape. It architecturally relates to the other gabled bays to Building 3 facing Laurens Street south of Building 4. The balance of the building is of contributory significance on account of its limited visibility from the street.

Policy

This building should be retained and restored to the extent of its externally visible fabric.

Comment

These gabled stores have been reduced to facades by development behind the façade walls: this store has been changed on its north boundary where it is most publicly visible.



Figure 25 Laurens St, Building 7 2013

Building 8 (inter-war or later warehouse)

Significance

This structure is of contributory significance as a large, modified and relatively late building that relates to the broader site's industrial use and red brick character, but is not of particular individual note.

Policy

It is encouraged, but not essential, that this structure be retained to the extent of fabric visible from the street. It appears to largely post-date the identified period of significance for the complex and the broader area.



Figure 26 Building 8: inter-war façade changes to a Victorian-era internal structure?

Proposed incorporated plan

Subsequent to this report a draft incorporated plan has been proposed for 24-78 Laurens St which seeks exemptions from demolition permits, new signs, and painting of unpainted surfaces for all contributory buildings.

Response to submission

Note that this submission does not cover the whole of the proposed precinct, excluding the existing HO455.

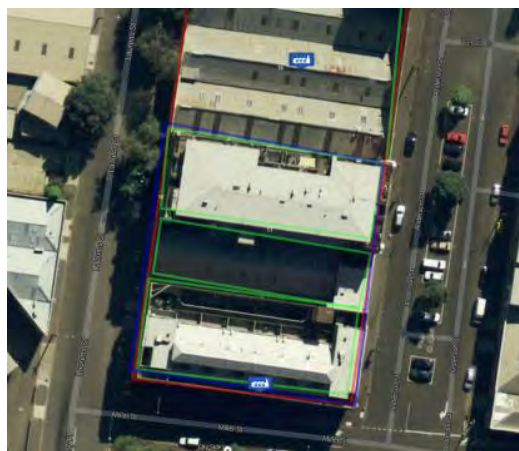


Figure 27 South end of proposed precinct in HO455

The Statement of Significance exhibited provides plans with 'key' or contributory elements outlined in green: these are the significant and/or contributory elements but are based on external inspection and not as specific as provided in the Raworth report. For example, the *what is significant* paragraph should be amended as above to specifically cite Building 2.

An incorporated plan under clause 43.01-2 of the planning scheme is a recommended outcome for a complex like this. I have examined the proposed basis for an incorporated plan supplied (*Heritage Analysis — Bryce Raworth — June 2013*), and agreed generally with the policies it proposes: noting that ideally an industrial archaeologist should be included on assessing the interior elements that might determine exterior outcomes.

Other matters

Other aspects not specifically covered by the original Statement of Significance is the early signage which spells out TB Guest on Building 2 and 'Cakes' and 'TB Guest' on other buildings already in HO455: the proposed external paint control should protect these signs.



Figure 28 Part TB Guest complex, Laurens Street, existing HO455

Also Building 2 (see Raworth plan) was not sufficiently described in the *what is significant* part of the exhibited Statement of Significance for the precinct: this has been corrected with the amended Statement of Significance or as agreed (see also TB Guest and Brunton citations changes to provide for each specific complex).

Proposed incorporated plan?

An incorporated plan that provided for exemptions from clause 43.01 for designated parts of the complex would allow flexibility for the owners or a similar local planning policy reference would provide flexibility for owner and Council: either of these two would be an acceptable outcome.

A draft incorporated plan has now been proposed by Bryce Raworth for 24-78 Laurens St which seeks exemptions from demolition permits, new signs, and painting of unpainted surfaces for all 'contributory buildings' as identified by the previous Raworth report.

As such the incorporated plan has reduced the proposed precinct back to the individually significant buildings identified in separate place reports in the 2012 Review, and as a principle potentially weakening the clearly evident precinct character. This character is particularly strong when the existing HO455 on the south end of the proposed incorporated plan is accounted for where most of the buildings are 'significant'.

The incorporated plan can allow for major parts of the site interior and some of the inter-war infill to be exempt from demolition permit as agreed *i.e.*

For all the buildings and land included in the subject land other than that building fabric identified as primary and contributory significance, no permit is required under Clause 43.01 of the Melbourne Planning Scheme:

The same comment applies for exemption from to *externally paint an unpainted surface*, new signs etc on contributory buildings to protect the strong external character deriving from unpainted face brickwork.

Modifications to proposed incorporated plan?

The incorporated plan should be modified accordingly with a review of the 'contributory' status of some building facades and a clearer definition of how much of the contributory and significant buildings apart from the facades are to be not exempt from a planning application for demolition.

Review of contributory status



Figure 29 Key plan from Raworth report ('primary' facades shaded, rest 'contributory') plus my red dashed Victorian-era wall in Munster Terrace: HO455 adjoining to south: Brunton complex- buildings 3-7; TB Guest - buildings 1,2 and 8.

The precinct Statement of Significance provides for a significant period of c1874-1899³: lacking any further evidence of the site's development it is clear that some of the 'contributory' facades proposed by Raworth do not correlate with the Statement of Significance: see red entries below. These could be exempt from demolition application while still needing a permit for any replacement, with acknowledgement that the scale, form and red brick qualities of the existing could be used in the replacement to allow for the continuing visual linkage between significant buildings. Similarly more than the facades of the significant buildings should be considered, such as a nominal distances in from the facade of 5-10m, to achieve more than a facadist result. The chimney and roof form behind part of building 3 (50 Anderson St) should also be retained as a publicly visible contributory element.

The silos (building 5) are outside of the identified significant period of the complex but have separate qualities which signpost the nature of the complex in the area and link it with the nearby Kensington complex, with its early concrete silos.

³ silos are outside that period but nominated as contributory

The silos have been named as contributory elements in the Statement of Significance.

Revised Raworth summary

Elements of contributory and **primary significance** consist of:

- Whole Building 2;
- Whole Building 4;
- Laurens St Façade of two northern gabled bays of Building 3, Laurens St facade and extent of roof to include 3m beyond the chimney of the southern gabled bay and the Munster Street wall;
- Laurens St Façade of Building 7

Elements of **contributory significance** consist of:

- **Building 1;**
- Munster Terrace part Building 3 (excluding Munster St wall and Laurens St façade, which are of primary significance);
- **Building 5** (silos identified and contributory in Statement of Significance);
- **Building 6;**
- Munster Terrace part Building 7 (excluding Laurens St façade, which is of primary significance);

- **Building 8.**

(red entries not within significant period of c1874-1899 and should be removed with the exception of 5)

Conclusion

Analysis of the complex has revealed that the proposed incorporated plan and my view are similar once the plan's exemptions for demolition permits or those for external change for contributory and significant elements (as further defined in the summary above) are removed. Given the high significant of this complex to the Arden Macaulay area and the City of Melbourne, its preservation is vital.

The following general views of the two component complexes, Brunton and Guest, are the vital to the perception of each original development form.

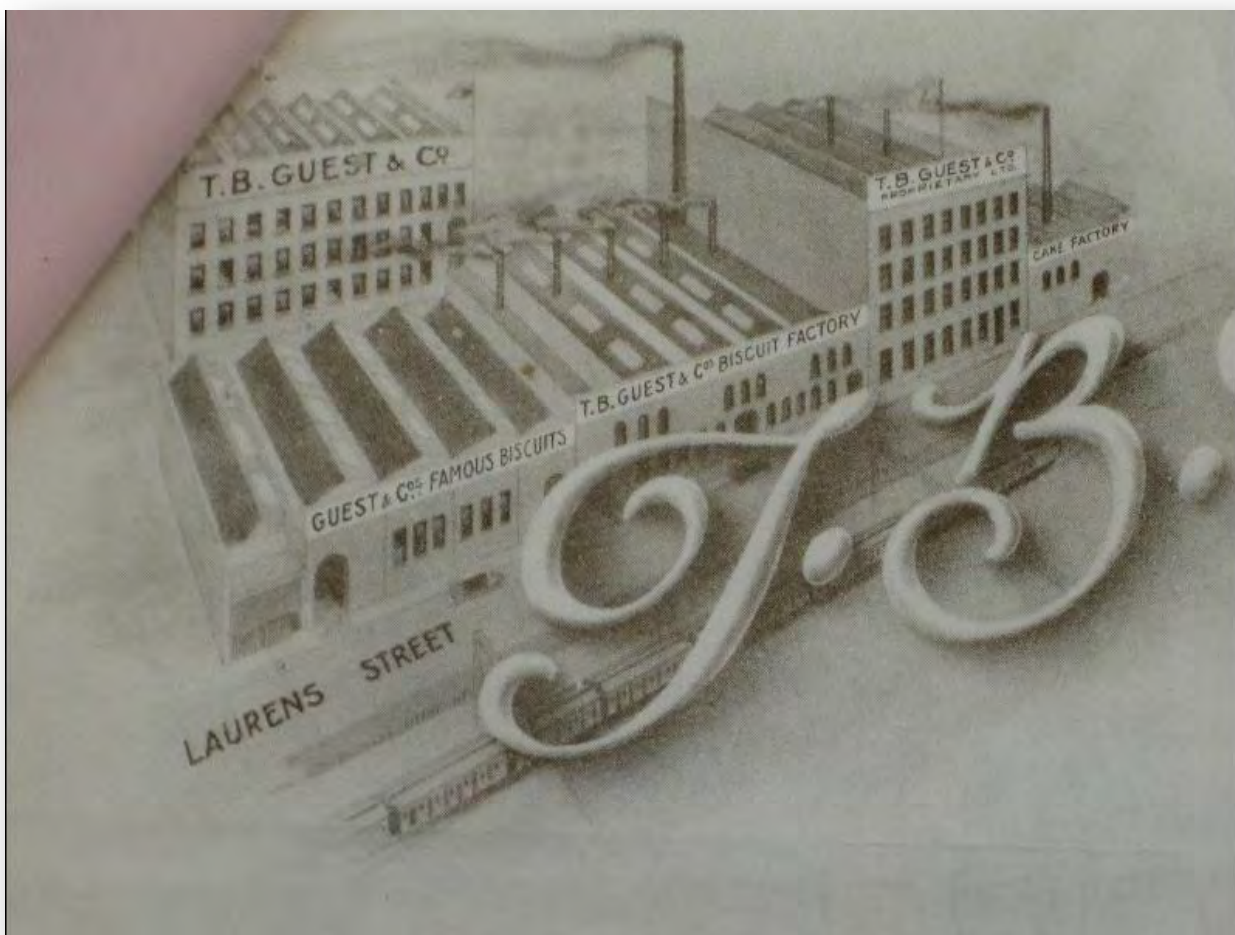


Figure 30 TB Guest Letterhead, complex from west showing the original form of the existing changed central section of Laurens Street elevation (Building Permit Application, 1959)

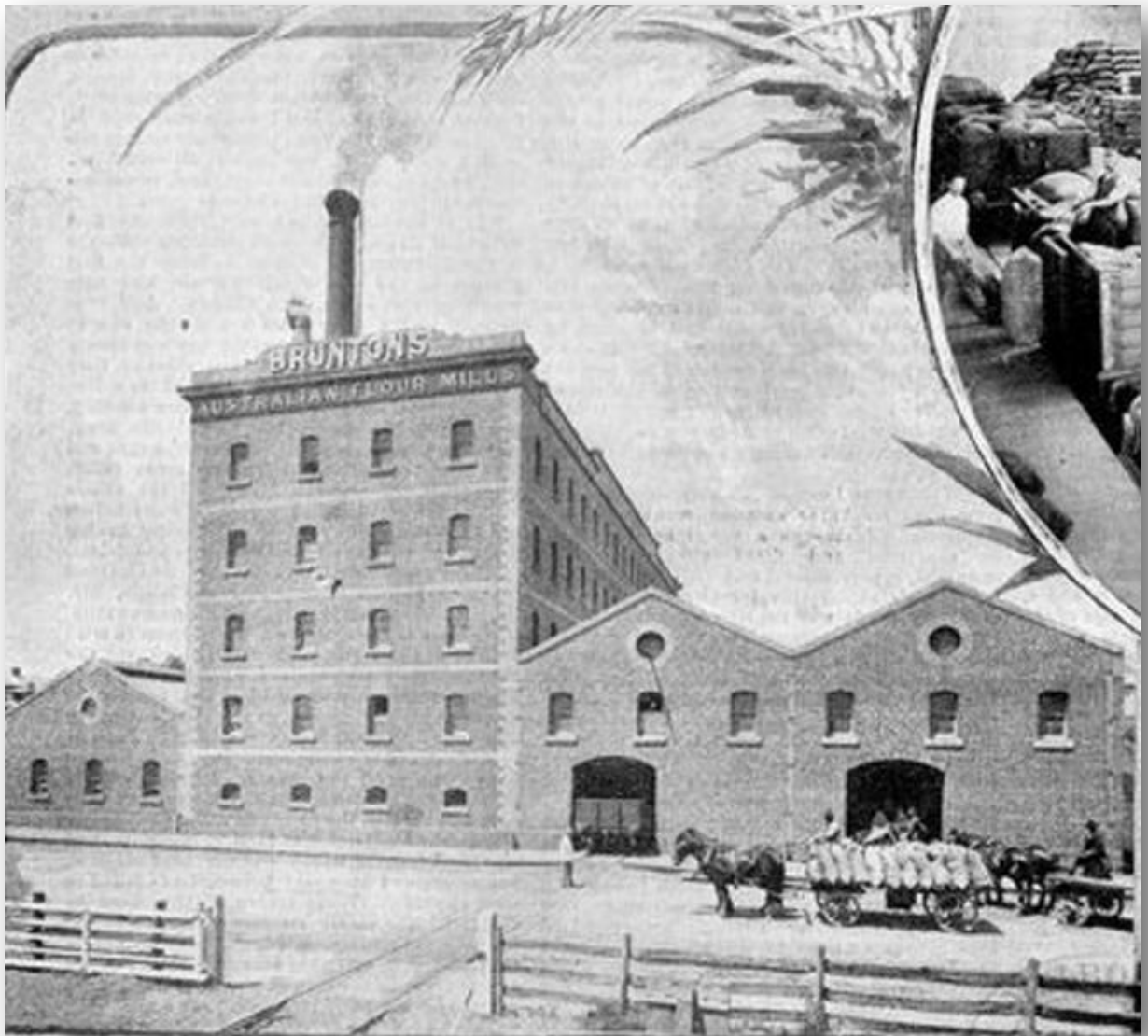


Figure 31 Brunton's mills Laurens St 1894 (State Library of Victoria David Syme)

Smith & Sons, later Brockhoff & Co Victoria Steam Biscuit Factory, 3 -5 Anderson Street, West Melbourne, south part existing HO455

Refer to North & West Melbourne Biscuit Making & Flour Milling precinct, 3-21 Anderson & 24-78 Laurens Streets. **Red** text entries show proposed changes to the Statement of Significance.



Figure 32 Laurens Street elevation



Figure 33 Anderson Street elevation, with TB Guest complex in foreground

Historical associations with persons or events?

Creation or major development date: 1874-, 1886, 1928

Major owners or occupiers: Smith and Sons; Brockhoff & Co.

Designer(s): Charles N Hollinshed 1928 renovation

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No
Victorian-era (1850-1899)? Yes
Edwardian-era (1900-1915)? No
Inter-war period (1916-1939)? No
Post Second War (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level⁴: A,B,C,D,E): part of identified precinct in 1983 study.

Place grading level 2012: A,B,C,D,E): **C 1**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes
Aesthetic significance? No
Scientific significance? No
Social significance? Yes

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).



Figure 34 Cyclopedia of Victoria 1903:V1, 556 Brockhoff entry

⁴ Referenced in the Melbourne Planning Scheme clause 22.05



Figure 35 1928 elevation of existing conditions (Hollinshed, MCC BPA11035)

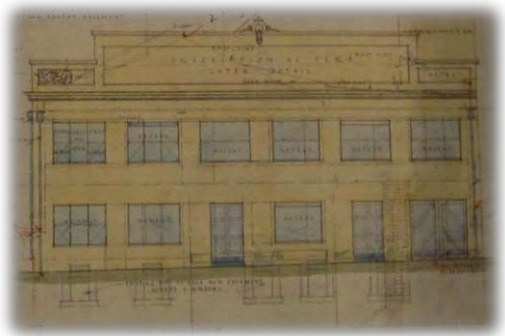


Figure 36 1928 proposed elevation (Hollinshed, MCC BPA11035)



Figure 37 South end of proposed precinct (red line), with key elements outlined in green, including parts of Brunton's Australian Roller Flour Mill and TB Guest biscuit factory centre while at south end (blue) is existing HO455 with part TB Guest and former Brockhoff biscuit factories included (Google Maps)

Proposed or existing heritage overlay?

(Refer to proposed North & West Melbourne Biscuit Making & Flour Milling precinct, 3-21

Anderson & 2-78 Laurens Streets, 1-27 Munster Terrace, North & West Melbourne.)

Amended existing Heritage Overlay 455 as a significant and contributory element of proposed North & West Melbourne Biscuit Making & Flour Milling precinct, 3-21 Anderson & 2-78 Laurens Streets, 1-27 Munster Terrace, North & West Melbourne.

Origin of place identification:

North & West Melbourne Conservation Study - Graeme Butler, 1983

History & description

In an area built up by biscuit manufacturers Brockhoff and TB Guest and the flour miller Thomas Brunton, this was the earliest building of the complex, owned by Smith and Sons and adjoining the large railway sidings of North Melbourne and Spencer Street. Brockhoff, Brunton and Guest were nationally known while Smith and Sons exhibited successfully at the first Melbourne International Exhibitions of the 1870s and the Paris Exhibition 1878.

Smith and Sons commissioned a biscuit factory in 1874 at the corner of Miller and Anderson Streets (3-5), later occupied by Adolphus Brockhoff who added stores and stabling further north in 1886. The building was the subject of a damaging fire and subsequent repairs mid 1902. Shown in the 1903 publication, 'Cyclopedia of Victoria', Smith and Brockhoff's corner factory had evidently survived but was renovated and extended later to the design of architect Charles N Hollinshed in 1928 with enlarged openings in the south and east street elevations, metal window frames and an augmented parapet.

Once face brick, the existing building is stuccoed with a stepped parapet, two main upper levels, an attic level (added) behind the parapet wall which once held the firm's name and a sub-basement rising down Miller Street. A corrugated iron clad lantern roof is behind the parapet. The 1920s work has turned an Italian Renaissance inspired elevation to an austere Neo-Grec style.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1874-, 1886, 1928), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

(Refer also to Statement of Significance for proposed North & West Melbourne Biscuit Making & Flour Milling precinct, 3-21 Anderson & 24-78 Laurens Streets (also known as 1-25 Munster Terrace), North & West Melbourne).

What is significant?

The former Smith & Sons, later Brockhoff factory, is an altered 1874 two-storeyed stucco building at the Miller and Anderson Streets corner, with:

- a once face brick façade but now stuccoed;
- stepped parapet;
- two main upper levels;
- an attic level (added) behind the parapet wall which once held the firm's name;
- a sub-basement rising down Miller Street; and
- a corrugated iron clad lantern roof is behind the parapet.

The 1928 changes have turned an Italian Renaissance inspired elevation to an austere Neo-Grec style.

How is it significant?

Smith & Sons, later Brockhoff & Co Victoria Steam Biscuit Factory is locally significant historically.

Why is it significant?

Historically, the Smith & Sons, later Brockhoff & Co Victoria Steam Biscuit Factory commenced in form and in product type in the 1870s being sited close to key railway sidings where wheat shipments arrived from the north. The firm, Brockhoff biscuits, was a household name in Australian homes over a long period.

The factory is an early and major corner element in a precinct that is perhaps Victoria's biggest ever suburban flour milling and biscuit manufacturing complex in terms of built site coverage and output and the second oldest after, Swallow and Ariell in Port Melbourne (1854-) which has since been redeveloped. The buildings making up the precinct are landmarks within the local area and highly representative of the special role played by North & West Melbourne in rural produce and Victorian-era industrial development within the State (Criterion A).

Submission summary C207

Refer to North & West Melbourne Biscuit Making & Flour Milling precinct, 3-21 Anderson & 24-78 Laurens Streets (also known as 1-25 Munster Terrace), West Melbourne

TB Guest biscuit factory complex, part, 7 -21 Anderson Street, 1-21 Munster Terrace and 22 Laurens Street, West Melbourne, south part within existing HO455, proposed as extended

As revised, combining the TB Guest sites as one place.



Figure 40 TB Guest building at 1-21 Munster Terrace (Building 2, Raworth plan) from north-east, 2011



Figure 38 TB Guest biscuit factory, part 7-21 Anderson Street 2011, adjoining former Brockhoff building at the corner.



Figure 39 TB Guest, 2-22 Laurens Street, 2011

Historical associations with persons or events?

Creation or major development date: 1896-9

Major owners or occupiers: Guest, T. B. & Co Pty Ltd

Designer(s):

Period representation:

The place expresses the following historical periods:

- Early Victorian-era (1850-1875)?** No
- Victorian-era (1850-1899)?** Yes
- Edwardian-era (1900-1915)?** Yes
- Inter-war period (1916-1939)?** No
- Post Second War (1940-)?** No

Place evaluation: locally significant

Existing place grading and streetscape level⁵: A,B,C,D,E): **B 3**

Melbourne City Council Place Value Definition 1985:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Place grading level 2012: A,B,C,D,E): **B 1**

Melbourne City Council Place Value Definition 2008:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

⁵ Referenced in the Melbourne Planning Scheme clause 22.05

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes
 Aesthetic significance? Yes
 Scientific significance? No
 Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).
Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).
Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

Proposed or existing heritage overlay?

Significant and contributory part of the amended existing Heritage Overlay HO455, (3-21 Anderson Street, West Melbourne) to the North and West Melbourne Biscuit Making & Flour Milling Precinct 3-21 Anderson Street, West Melbourne, 24-78 Laurens Street (including alternate address 1-25 Munster Terrace) North Melbourne.

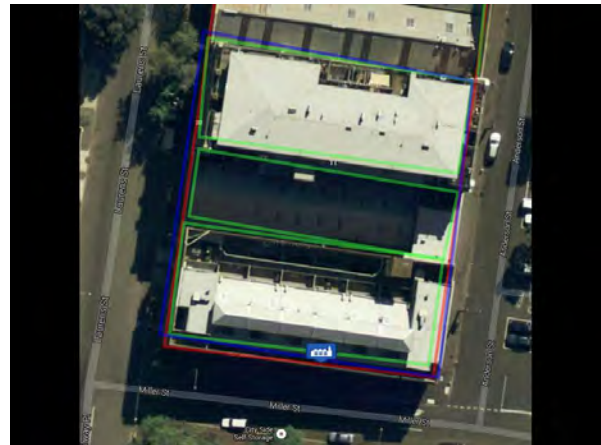


Figure 42 existing HO455 with Brockhoff at south end, TB Guest two northern buildings.

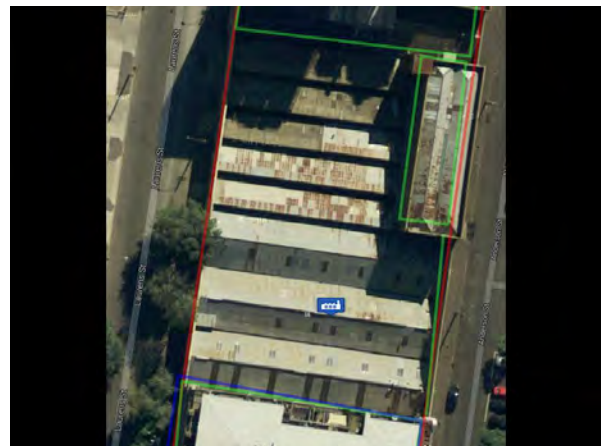


Figure 43 TB Guest complex north of HO455, with individually significant element outlined in Anderson St (see below), rest contributory.



Figure 41 existing heritage overlay to be expanded (red, Planning Maps Online)



Figure 44 Anderson St building, proposed individual heritage overlay

Origin of place identification:

North & West Melbourne Conservation Study

History & description

T.B. Guest developed the south end of this significant flour milling and biscuit making precinct with a large biscuit factory by 1896. Guest had commenced a brick factory and additions to existing premises, with Box Hill builder, George Richardson. A further building was erected during 1898-9 to complete the complex when the firm boasted that they had created the 'most modern and best arranged factory in the Southern Hemisphere'. Both Brockhoff and Guest were established earlier on other sites in Melbourne since re-developed: TB Guest and other businesses in the precinct, Brockhoff and Brunton, were nationally known.

In Laurens Street the T.B. Guest Complex includes a four-storey symmetrically fenestrated red brick building with segment arched openings and a corniced parapet, with a deep entablature which once possessed the firm's name. Pedimented piers, with swags, terminate this entablature at either end: this façade is unaltered. In **Anderson Street** the elevations are similar to those of Laurens Street but the entrance surrounds have been stuccoed and shutters replaced the original doors. **A plainer 3 storey red brick building is to the north in Munster Terrace, with parapeted sawtooth profile roofline.**

Historically, the TB Guest Biscuit Factory being sited close to key railway sidings where wheat shipments arrived from the north and major flour producers symbolises the strategic siting of this type of land use as well as creating a household name in Australian homes over a long period. Sited close to key railway sidings where wheat shipments arrived from the north and flour suppliers, this complex is a key part of a precinct that, when combined with that of nearby Kensington, is Victoria's biggest ever flour milling and biscuit manufacturing complex in terms of built site coverage and output. The three flour millers in this part of Kensington and North and West Melbourne, being Kimpton, Gillespie and Brunton, are credited with the introduction of modern roller flour milling in Victoria, a move which led to the development of the export flour trade as one of Australia's major exports. The buildings making up the precinct are landmarks within the local area and highly representative of the special role played by North & West Melbourne in rural produce and Victorian-era industrial development within the State.

Aesthetically, as a well-preserved and prominent complex of buildings that is more architecturally sophisticated than other parts of this significant precinct.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1896-1899, and Edwardian-era), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

As revised

(Refer also Statement of Significance for proposed North & West Melbourne Biscuit Making & Flour Milling precinct, 3-21 Anderson & 24-78 Laurens Streets (also known as 1-25 Munster Terrace), North & West Melbourne).

What is significant?

The former T.B. Guest 1896-9 red brick factories:

- Well-preserved four-storey, parapeted red brick and stucco factory building facing Laurens Street with segment arched openings, a corniced parapet, deep entablature (which once held the firm's name) and pedimented piers with swags, terminating the entablature at either end;
- three-storey, similarly elevated building facing **Anderson Street**, but the entrance surrounds have been stuccoed and shutters have replaced the original doors; and
- a plainer 3 storey red brick building to the north in Munster Terrace, with parapeted sawtooth profile roofline.

How is it significant?

TB Guest biscuit factory complex is significant historically and aesthetically to the City of Melbourne and specifically West & North Melbourne.

Why is it significant?

TB Guest biscuit factory complex is significant:

Historically the TB Guest Biscuit Factory, being sited close to key railway sidings where wheat shipments arrived from the north and major flour producers, symbolises the strategic siting of this type of land use as well as creating a household name in Australian homes over a long period. Sited close to key railway sidings where wheat shipments arrived from the north and flour suppliers, this complex is a key part of a precinct that, when combined with that of nearby Kensington, is Victoria's biggest ever flour milling and biscuit manufacturing complex in terms of

built site coverage and output. The three flour millers in this part of Kensington and North and West Melbourne, being Kimpton, Gillespie and Brunton, are credited with the introduction of modern roller flour milling in Victoria, a move which led to the development of the export flour trade as one of Australia's major exports. The buildings making up the precinct are landmarks within the local area and highly representative of

the special role played by North & West Melbourne in rural produce and Victorian-era industrial development within the State (Criterion A).

Aesthetically, as a well-preserved and prominent complex of buildings that is more architecturally sophisticated than other parts of this significant precinct (Criterion E)

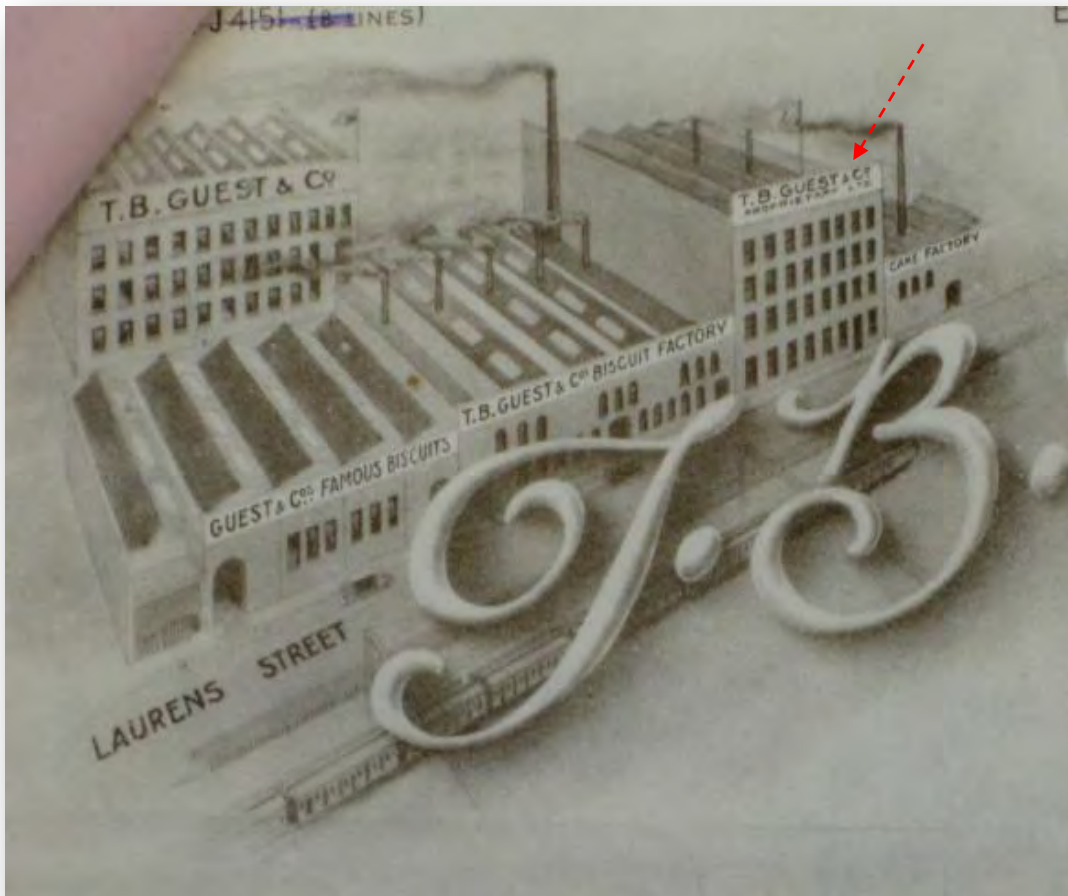


Figure 45 TB Guest Letterhead, showing complex from west showing existing but changed (façade) central section of Laurens Street elevation (Building Permit Application, 1959). Parts of the complex in the existing Heritage Overlay 455 arrowed

Relevant thematic history theme represented

BUILDING A COMMERCIAL CITY: 5.5 Building a manufacturing industry

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the

Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

Flour mills in the City of Melbourne include:

- Kensington Flour Mill and Wool Store precinct, Elizabeth and Arden Streets (q.v.).

Late Victorian-era purpose built factories identified in the City of Melbourne include:

- 107 to 121 Station Street Carlton
- 213 to 219 A'Beckett Street Melbourne
- 9 to 13 Drewery Lane Melbourne
- 23 To 25 Little Lonsdale Street Melbourne.

Submission summary C207

Refer to North & West Melbourne Biscuit Making & Flour Milling precinct, 3-21 Anderson & 24-78 Laurens Streets (also known as 1-25 Munster Terrace), West Melbourne.

Comment

As one result of the submission on the above proposed precinct, this place report has been modified to include all of the TB Guest complex to adjust the reference report which had one of the TB Guest buildings in Munster Street (1-21) as part of the Thomas Brunton complex.

**Mature pepper tree row,
CityWide site, 208 -290 Arden
Street, North Melbourne**



Figure 46



Figure 47

**Historical associations with persons
or events?**

Creation or major development date: unknown

Major owners or occupiers: Melbourne City
Council, Sullivan & Sons

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? No

Edwardian-era (1900-1915)? Yes

Inter-war period (1916-1939)? Yes

Post Second War (1940-)? No

Place evaluation

Existing place grading and streetscape level⁶:
A,B,C,D,E): - -

**Melbourne City Council Place Value Definition
1985:**

Place grading level 2012: A,B,C,D,E): **C 3**

**Melbourne City Council Place Value Definition
2008:**

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

**Assessed Cultural Values for the Melbourne
Planning Scheme**

Historical significance? Yes

Aesthetic significance? No

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Proposed heritage overlay?

Proposed heritage overlay HO1095, Mature pepper tree row Part 208-292 Arden Street, North Melbourne
The heritage place is the pepper tree row and land within 5m of the drip line of the identified trees.

⁶ Referenced in the Melbourne Planning Scheme clause 22.05



Figure 48 proposed heritage overlay (Planning Maps Online)



Figure 49 proposed heritage overlay detail (Planning Maps Online)

Origin of place identification:

Graeme Butler survey

History & description

Available in the Colonies from the 1870s and established in the Melbourne Royal Botanical Gardens at that time, mature pepper trees (*Schinus molle*) planted across the North Melbourne and Kensington localities are indicative of a street and specimen tree planting program undertaken by the Melbourne City Council in the Victorian and Edwardian-era, with major plantings surviving at the former Newmarket stock sale yards. Pepper trees were seen across the Australian colonies to be hardy and drought resistant trees, as well as being evergreen and thus shade giving with a fine leaf canopy that allowed for dust screening. This latter aspect meant they were also planted along industrial, stable or stock yard perimeters plus

school and public land boundaries to alleviate dust in what was then a relatively dusty environment. This type of site was common in North Melbourne, Flemington and Kensington.

Many nature correspondents writing in early 20th century newspapers received queries on various insect and bird specimens that lived in pepper trees, so ubiquitous were these trees at that time. Few mature examples have been identified on heritage lists such as the National Trust of Australia (Vic) significant trees list and, of these, a number have been cut down.

These specimens (4) are mature with typical wide spreading canopies and located on the boundary of what was the Melbourne City Council stables and, over a longer period, by J. Sullivan & Sons Pty Ltd, carriers and horse dealers, presumably planted to inhibit dust as was common practice. The four remaining trees vary in trunk size and canopy but appear to have once been part of a row of trees.

Contributory elements

The contributory elements within this property include, but are not restricted to canopy, trunk, limbs and root ball of identified trees.

Statement of Significance

What is significant?

These pepper tree specimens (4) are mature with typical wide spreading canopies and located on the boundary of what was the Melbourne City Council stables and, over a longer period, by J. Sullivan & Sons Pty Ltd, carriers and horse dealers. The four remaining trees vary in trunk size and canopy but were part of a row of trees as shown on 1940s aerial views.

How is it significant?

The row of mature pepper trees at 208-290 Arden Street is historically significant to North Melbourne.

Why is it significant?

This mature pepper tree row at 208-290 Arden Street is significant

Historically, as indicative of a once common perimeter planting regime specifically for dusty areas such as stable yards which were more common in this area than others in the Melbourne district also as street trees within the Melbourne area; and

Part of a group of similar and significant plantings across the Kensington and North Melbourne areas (Criterion A).

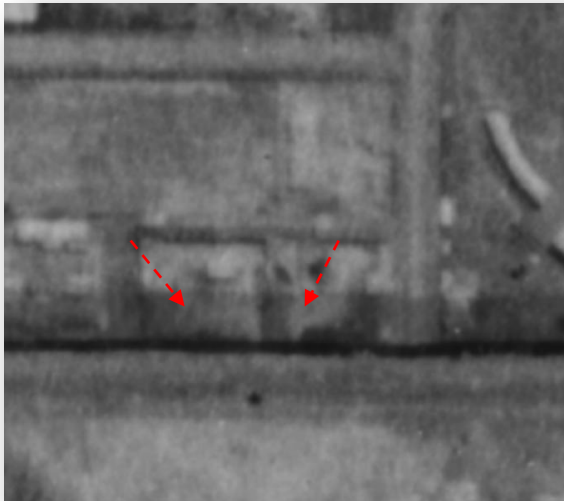


Figure 50 1931 view: two tree groups under line drawn on image (see 1942 view)



Figure 51 Aerial view 1942 shows two mature tree groups 1942 shows trees at this location;



Figure 52 c1955 aerial view showing mature trees (State Library of Victoria).

Relevant thematic history theme represented

APPRECIATING AND ADAPTING THE NATURAL ENVIRONMENT: 7.2 Cultivating the ‘Garden City’ aesthetic

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date. No trees are listed in *i-Heritage* but observation of the project study area, plus parts of North Melbourne and large parts of Kensington, show that pepper trees are signature plantings across these localities either as substantial existing trees, tree rows along boundaries or new plantings evidently to perpetuate this character. This concurs with Gould’s findings.

Pepper trees were identified along the railway former market, and Moonee Ponds Creek reserves in Bellair Street, Kensington in varying maturity. These examples are intermediate in maturity in the range observed but are more importantly symbolic of a common usage by industry or government bodies for boundary planting in the Victorian-era and Edwardian-eras to achieve dust control as one key objective.



Figure 53 pepper tree in Bellair St, Kensington, former market area, outside of the project area.



Figure 54 Gnarled pepper tree at Kensington signal box, off Macaulay Road.



Figure 55 Pepper tree row and stone paving near former Newmarket area.



Figure 56 Pepper tree row and stone paving near former Newmarket stock route.

The Arden Street examples, rather than being in competition with the other examples, provide a cumulative contribution that bolsters the once

greater presence of pepper trees in North Melbourne.

City of Melbourne Planning scheme listing:

- HO10 *Aboriginal Scarred Tree Fitzroy Gardens*
- HO11 *Aboriginal Scarred Tree Royal Zoological Gardens*
- HO14 *Aboriginal Burial Site Kings Domain*
- HO512 *Chinese Honey Locusts Tree, King Street, Melbourne*
- HO514 *Common Olive Tree, Little Lonsdale Street, Melbourne*
- HO907 *Federal Oak, Parliament House Gardens, 110-160 Spring St, Melbourne.*

Submission summary C207

Citywide, 208-292 Arden Street, North Melbourne (Proposed HO1107 & HO1095)

The submitter is opposed to the inclusion of 208-292 Arden Street, North Melbourne in the Heritage Overlay.

The heritage significance being claimed by the heritage study does not justify the proposed Heritage Overlay controls for the Peppercorn trees or the circa 1960 factory type building (said to have been built as Council offices and workshop)

- The C3 grading is not justified at best the definitions of the D or E grading's describe the heritage value perceived by the heritage study. There is no point in grading Arden and Langford Streets level 3 in front of the trees and building respectively, given the lack of any heritage value in either street in front of Citywide's site (there is no point in grading a street level 3 just because it is not level 1 or 2 - the City should only grade the significant heritage streetscapes, and leave the streets / parts of streets with little or no heritage value, like those two, ungraded)

- The proposed Heritage Overlay controls are incompatible with what the Arden-Macaulay Structure Plan is aiming to achieve on the Citywide site (30 metre high building/s with 20 metre height/s on the Green and Langford Street frontages)

National Trust of Australia (Vic)

The submitter notes the inclusion of the four mature Peppercorn Trees at 208-292 Arden Street, North Melbourne and highlights that these are the only trees identified as significant in their own right.

The submitter highlights that the trees are rather isolated in comparative terms in the context of this Heritage Review and may be better placed as to be assessed as part of Amendment C212 – Significant Tree Register.

Response to submissions

The preliminary stage of the Arden Macaulay Structure Plan heritage review carried out in 2010 by Meredith Gould concluded that under the *Theme 4. 20th Century Industrial Development, Civilising the Streets, Flooding:*

Peppercorns scattered throughout the Arden Macaulay Structure Plan area are a likely legacy of this period. The seeds from these trees are readily spread through several vectors including, cattle hoofs and birds and colonise readily. They are a feature of the historic landscape at the nearby Newmarket sale yards. Waste land associated with the railways, and unused land at industrial sites, are ideal self seeding places for these hardy trees. Allowed to survive in the industrial and railway sites, the peppercorns now provide a distinctly different vegetation character in the industrial zones.

Under *Recommendations for interpretation of historic theme number 4 the report states:*

Where possible, retain the mature peppercorn trees scattered throughout the industrial zone and use these to interpret previous industrial development.

The above observations were made for any mature pepper tree without knowledge of the specific historical context. We now know that this pepper tree row was part of an acknowledged dust prevention regime and linked with key early uses in the review area. The tree row was on this site in the 1930s.

Citywide

These specimens (4) are located on the boundary of what was the Melbourne City Council stables and, over a longer period, by J. Sullivan & Sons Pty Ltd, carriers and horse dealers, presumably planted to inhibit dust as was common practice. There is no inference that the existing buildings on the site have any association with these prior occupations. Assessment of any proposed development for the site and its effect on the trees can be dealt with at the application stage.

No specific details have been included contesting the cultural value of the tree group.

National Trust of Australia (Vic)

Amendment C212 protects the trees on the City of Melbourne Exceptional Tree Register 2012 by applying a provision called an Environmental Significance Overlay (ESO) clause 42.01 schedule 2 which states:

The City of Melbourne's Exceptional Tree Register 2012 identifies trees that are of exceptional significance. The trees have been identified for a variety of reasons, including

their horticultural, aesthetic or **historical value, because they are rare, old, or in a particular location or context;** because they are an outstanding size or are a curious growth form, because they have outstanding habitat value or micro-climate services or because of their Aboriginal association or social, cultural or spiritual value. Many of these trees are also included in the National Trust of Australia (Victoria) Register of Significant Trees.

These trees contribute to the character and culture of local areas and collectively, to the valuable ecosystems of the City of Melbourne's Urban Forest.

The schedule and stated criteria (see below) for the *Exceptional Tree Register* might include these trees for the evocation of a once common planting regime, the former use of the site and their evident maturity being traceable back to the 1930s (see bold above).

Historical value	<i>Any tree commemorating a particular occasion, including plantings by notable people, or having associations with an important event in local, state or national history</i>
-------------------------	--

The Melbourne Exceptional Tree Register 2012 does not include this tree group but does recognise a number of other pepper trees as specimens rather than rows that function as wind and dust breaks. The largest of the group does however compare with the tree at the Bio21 Institute, 30-36 Flemington Road, Parkville and 36-38 McConnell Street, Kensington.

<i>Schinus molle</i>	Peppercorn Tree	156-292 Grattan Street, Parkville VIC 3010
<i>Schinus molle</i>	Peppercorn Tree	544 Victoria Parade, East Melbourne VIC 3002
<i>Schinus molle</i>	Peppercorn Tree	20-36 St Martins Place, South Yarra VIC 3141
<i>Schinus molle</i>	Peppercorn Tree	30-36 Flemington Road, Parkville VIC 3052
<i>Schinus molle</i>	Peppercorn Tree	36-38 McConnell Street, Kensington VIC 3031
<i>Schinus molle</i>	Peppercorn Tree	Elliott Avenue, Parkville VIC 3052
<i>Schinus molle</i>	Peppercorn Tree	Elliott Avenue, Parkville VIC 3052
<i>Schinus molle</i>	Peppercorn Tree	Elliott Avenue, Parkville VIC 3052



Figure 57 McConnell St example.

Conclusion

As the two controls appear equivalent and as this historic tree group has been exhibited in C207, it should be included in the schedule to clause 43.01 as significant in the local context of North Melbourne.

Moonee Ponds Creek Arden Street Bridge, 269 -273 Arden Street, Kensington, part HO1092

Refer to Moonee Ponds Creek and Macaulay Road Bridge submissions



Figure 61 Road view



Figure 58 Bridge from north 2011

Historical associations with persons or events?

Creation or major development date: 1923

Major owners or occupiers: Melbourne City Council

Designer(s): Reinforced Concrete & Monier Pipe Construction Co. PROP. LTD.

Period representation:

The place expresses the following historical periods:

- Early Victorian-era (1850-1875)?** No
- Victorian-era (1850-1899)?** No
- Edwardian-era (1900-1915)?** No
- Inter-war period (1916-1939)?** Yes
- Post Second War (1940-)?** No

Place evaluation: locally significant

Existing place grading and streetscape level⁷: A,B,C,D,E): **C 3**

Melbourne City Council Place Value Definition 1985:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Place grading level 2012: A,B,C,D,E): **C 3**

Melbourne City Council Place Value Definition 2008:



Figure 59 reinforced concrete substructure from east end



Figure 60 cast and wrought iron balustrade

⁷ Referenced in the Melbourne Planning Scheme clause 22.05

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes
Aesthetic significance? Yes
Scientific significance? No
Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance)..

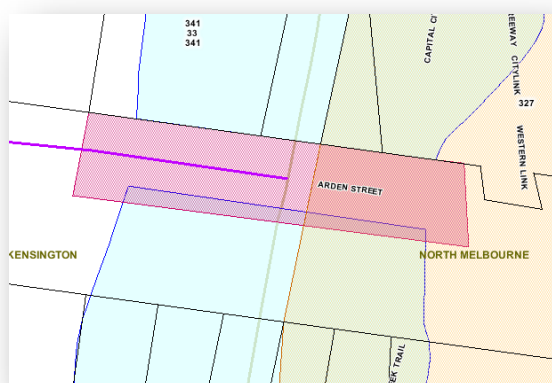


Figure 62 existing heritage overlay 814 (pink hatch, Planning Maps Online)

Proposed or existing heritage overlay?

Existing heritage Overlay HO814, Bridge (railing only) over Moonee Ponds creek at Arden Street, Kensington.

Proposed as significant and contributory part of Heritage Overlay 1092, Moonee Ponds Creek and Infrastructure Precinct. The heritage place is the Racecourse Road, Macaulay Road, Arden Street and Dynon Road Bridges (plus 3m from the bridge perimeter), Pumping stations 1-5, water course with vegetated banks and existing channel widths and creek reserve including bluestone pitcher lining and piers supporting pipes

Origin of place identification:

Flemington & Kensington Conservation Study - Graeme Butler, 1984

History & description

This reinforced concrete road bridge over the Moonee Ponds Creek, with ornamental cast and wrought iron balustrading, was completed in 1923. The new bridge coincided with another near identical bridge in Macaulay Road, replacing the existing dilapidated bridges which themselves had replaced others spanning the creek over a long period. Melbourne City Council had let tenders in 1922 to the Reinforced Concrete Company to erect the two new bridges at a total cost of £9,100.

The bridge is a 47m long, seven span structure of reinforced concrete with square-section piers and tapered haunches supporting a concrete slab road deck that extends past the perimeter of the five main concrete girders on cantilevering tapered beams. The balustrading is around 1.375m in height and has cast iron stanchions with three chamfered bosses (103mm square), each housing 50mm diameter wrought iron pipe section rails and each adorned with a cast rosette. Between each boss is a reeded circular section metal shaft, while the base is square in section as an elongation of a typical boss. This balustrade is similar to other earlier bridges designed and built by John Monash's Reinforced Concrete & Monier Pipe Construction Company from 1910 (Benalla).

The company had already acted for the firm Carter, Gummow & Co in the building of the Anderson St. Morell Bridge of 1899 and won the tender for the 1913 Flemington Road bridge (the first tramway bridge in Victoria with reinforced concrete girders), both for the Melbourne City Council. This and other bridges by the company marked a move away from plate girder road bridge construction by the City of Melbourne, largely due to the influence and persuasion of John Monash.

The Arden Street and Macaulay Road bridges form a distinctive group with the Epsom Road bridge which is a similar Reinforced Concrete Company design from the same era.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1923), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

(Refer to Statement of Significance for Moonee Ponds Creek and infrastructure, Moonee Ponds Creek, Kensington, and North Melbourne)

Submission summary C207

Refer to Moonee Ponds Creek and Macaulay Road Bridge submissions.

What is significant?

This reinforced concrete road bridge over the Moonee Ponds Creek, with ornamental cast and wrought iron balustrading, as completed in 1923 has the following attributes:

- 47m deck length of seven spans in reinforced concrete;
- Square-section piers and tapered haunches supporting a concrete slab road deck that extends past the perimeter of the five main concrete girders on cantilevering tapered beams.
- Metal balustrading of around 1.375m in height with cast iron stanchions with three chamfered bosses (103mm square), each housing 50mm diameter wrought iron pipe section rails and each adorned with a cast rosette and reeded circular section metal shaft between each boss.

The Arden Street and Macaulay Road bridges form a distinctive group with the Epsom Road Bridge which is a similar Reinforced Concrete Company design from the same era.

How is it significant?

Moonee Ponds Creek Arden Street Bridge (including the railing) is locally significant historically and aesthetically.

Why is it significant?

Moonee Ponds Creek Arden Street Bridge (including the railing) is significant:

Historically as one of an early group of reinforced concrete road bridges associated with key engineering and construction company, the Reinforced Concrete & Monier Pipe Construction Company, and for its association with the firm's principal, Sir John Monash. Monash was one of the major public figures of the time and influential in the move by local government away from metal-framed to reinforced concrete bridge construction (Criterion A);

For the direct visual association with John Monash and his firm derived from the distinctive balustrade design, used exclusively by Sir John Monash in bridges designed and built by his company Monash and Anderson over the period 1910-1923 (Criterion H).

Aesthetically, for the rare and distinctive metal balustrade design (Criterion E).

**Kimpton & Sons Barastoc
Products Provender Mill, later
part Gaston Bros P/L works site,
329 -351 Arden Street,
Kensington proposed HO1091**

Also included as part of the proposed Kensington Flour Milling & Wool Store Heritage Precinct, Chelmsford, Elizabeth and Arden Streets area, Kensington



Figure 65 Complex from west with store (west wing) and railway footbridge



Figure 63 Mill and store seen from east, with altered mill (east wing)



Figure 66 Mill (east wing) with new spandrel render and reglazing of both mill and store but retention of massing, most materials and fenestration.



Figure 64 Relationship with mill complex opposite

Historical associations with persons or events?

Creation or major development date: 1941-3

Major owners or occupiers: Kimpton & Sons

Designer(s): S Haunstrup & Co P/L (1941)

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? No

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? Yes

Post Second War (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level⁸:
A,B,C,D,E): -ungraded

Place grading level 2012: A,B,C,D,E): **C 2**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes
Aesthetic significance? No
Scientific significance? No
Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).
Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

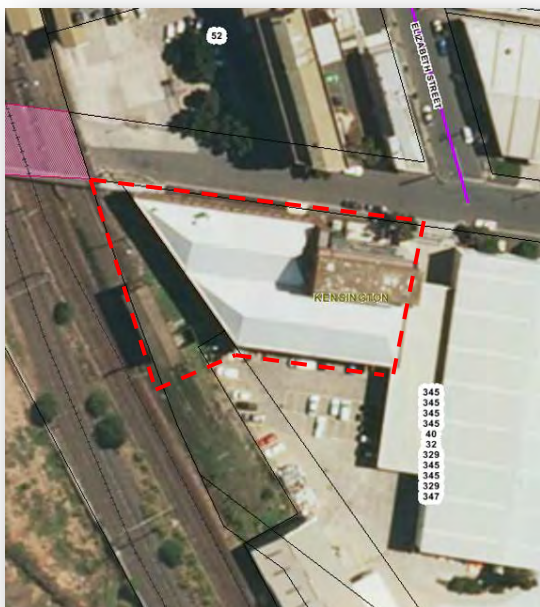


Figure 67 proposed extent of heritage place as red dash, part of a larger heritage overlay precinct (Planning Maps Online)

Proposed or existing heritage overlay?

Proposed part Heritage Overlay HO1091, part Kensington Flour Mill & Wool Store Precinct, 2-50 Elizabeth Street, 52-112 Elizabeth Street & part 329-351 Arden Street, Kensington

Origin of place identification:

Melbourne City Council List

History & description

Kimpton & Son had owned a five-level gabled brick flour mill opposite this site since 1887, coexisting with another flour miller to the north, Alex Gillespie: both mills have been replaced. Both the Kimpton and Gillespie mills were strategically placed to receive wheat by rail and despatch the flour to the heavily populated areas of Footscray, North Melbourne, Carlton and Brunswick, as well as to the nearby docks for shipment overseas.

On this side of Arden Street Kimpton & Sons Barastoc Products Provender Mill was built up during the Second War years after establishing their stock feed brand Barastoc in 1938. Commencing the major part of this wedge-shape complex in 1941 WS Kimpton & Sons of 422 Collins St, Melbourne proposed the brick Barastoc Products Provender Mill of 4 floors and a two storey store or warehouse building adjoining. The Barastoc Products mill and store were on the south side of Arden Street opposite the earlier Kimpton flour mill complex and also abutting the east side of the Essendon Railway, with a steel framed gabled roof railway siding cover, with fibrolite roof, adjoining from 1943. The estimated cost of this part of the project was a massive £30,000. The mill was designed by S Haunstrup & Co P/L specialist mill engineers & builders and replaced a larger more ambitious scheme cancelled in favour of what was built. The mill's cavity walls were of 'first class' common red bricks from the Clifton Brick Company, Preston, set in cement mortar with struck joints and the roof was a fireproof concrete slab with bitumen waterproofing. The massive fire that had taken most of the mill complex opposite was a precedent along with other major mill fires of the period. The store had a standard pitched corrugated fibrolite roof supported on timber framing.

In 1942 a one storey flat roof detached annexe was located east of the Provender Mill, since replaced (included boiler house, molasses store and offices). National Security Building Control Regulations exempted this development from

⁸ Referenced in the Melbourne Planning Scheme clause 22.05

wartime restrictions as being in the national interest.

Since, the Arden street elevations have been superficially altered with new window glazing typically in existing openings and some rendering of the brickwork on the mill section.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1941-3), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

(See also Statement of Significance for proposed Kensington Flour Mill & Wool Store Precinct)

What is significant?

Kimpton & Sons Barastoc Products Provender Mill was built up during the Second War years after establishing their stock feed brand Barastoc in 1938 and commencing the major part of this wedge-shape complex in 1941

The complex includes:

- WS Kimpton & Sons' brick Barastoc Products Provender Mill of 4 floors (west wing) and a two storey store or warehouse building adjoining (east wing);
- Mill and store's cavity brick walls of 'first class' common red bricks from the Clifton Brick Company, Preston, set in cement mortar with struck joints and roof as a fireproof concrete slab with bitumen waterproofing.
- Store's standard pitched (originally corrugated fibrolite) roof supported on timber framing; and
- a steel framed gabled roof railway siding cover, with fibrolite roof, adjoining Essendon Railway and store building, from 1943.

Since, the Arden street elevations have been superficially altered with new window glazing typically in existing openings and some rendering of the brickwork on the mill section.

How is it significant?

Kimpton & Sons Barastoc Products Provender Mill and warehouse are significant historically and aesthetically to Kensington.

Why is it significant?

Kimpton & Sons Barastoc Products Provender Mill and warehouse are significant:

Historically for the association with nationally known Kimpton firm and the initiation of the Barastoc stock feed product line also for the role played in this significant industrial precinct strategically placed to receive wheat by rail and despatch the flour to the heavily populated areas of Footscray, North Melbourne, Carlton and Brunswick, as well as to the nearby docks for shipment overseas. Sited close to key railway sidings where wheat shipments arrived from the north, this complex is a key part of a precinct that, when combined with that of nearby North and West Melbourne, is Victoria's biggest ever flour milling and biscuit manufacturing complex in terms of built site coverage and output. The three millers in this part of Kensington and North and West Melbourne, being Kimpton, Gillespie and Brunton, are credited with the introduction of modern roller flour milling in Victoria, a move which led to the development of the export flour trade as one of Australia's major exports (Criterion A); and

Aesthetically, although altered, for the austere but bold brick mill architecture which complements the similar styled mill buildings opposite and the precinct as a whole (Criterion E).

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

Australian Roller Flour Mill complex, North Melbourne (Victorian-era).

Submission summary C207

Refer to Goldsbrough Row and Co., later Younghusband, Row & Company Pty Ltd. later Younghusband Pty. Ltd. Wool and grain warehouses.

VicTrack on various properties

The VicTrack buildings and places that are affected by Amendment C207 are as follows:

- HO1091 - 329-351 Arden Street, Kensington, which includes the siding shed adjoining Essendon railway



- Figure 68 Siding shed to west

- HO1098 (with tree controls) – Bellair Street, east side of the railway reserve, Railway gravitation shunting yards retaining wall and trees
- HO1100 (with tree controls) – Bellair Street, Signal box and pepper tree
- HO1093 - 173-199 Laurens Street, North Melbourne, Railways Reserve
- HO1101 - Racecourse Road Railway Bridge (Upfield Line)

VicTrack does not object to Amendment C207 but wish to bring the following to Council's attention (my bold).

The submitter consulted with Metro Trains who lease the abovementioned land, did have concerns with the new status of the infrastructure, including the protection of trees. The submitter takes some comfort, that a planning permit is not required for routine maintenance and can remove vegetation that poses a threat under the Rail Safety Act 2006.

The submitter would also like to highlight that the land at **173-199 Laurens Street** forms part of the area designated for the future Metro Project and questions whether applying a Heritage Overlay to a building that will most likely be demolished sets an unwarranted expectation and complication.



Figure 69 Siding and shed from footbridge



Figure 70 Building Permit Application 1943 for siding shed, during Second War as an essential home front service.

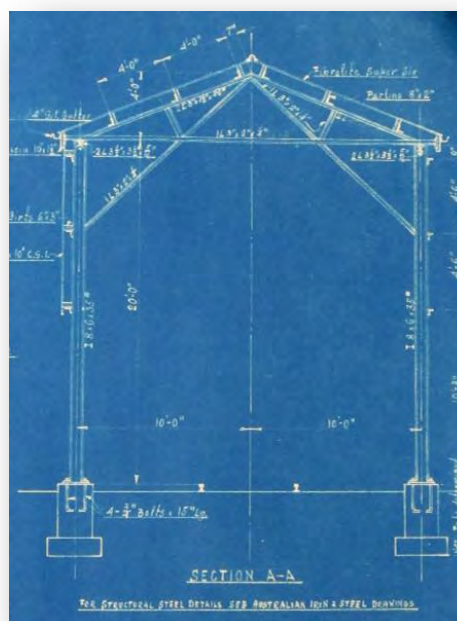


Figure 71 Building Permit Application 1943 for siding shed,

Response to submission

The railway siding referred to is an integral part of the proposed Kimpton & Sons Barastoc Products Provender Mill site, demonstrating the vital connection to rail needed by these complexes. The submitter does not contest its significance.

Many of the above identified Bellair Street railway properties adjoin this complex and are contributory to it, as historically and aesthetically related. The whole area, with its rich railway and milling history is a significant cultural landscape in the City of Melbourne and Victoria.

Railway gravitation shunting yards retaining wall (part), and trees, railway reserve east side of Bellair Street, Kensington, proposed HO1099



Figure 72 Retaining wall along Bellair Street east side, with paling fence



Figure 73 Stone wall coping, brick facing and remnant post from paling fence (now chain wire)



Figure 74 Wall and planting on track verge further north (Canary Island palms, pepper trees north of Macaulay Rd)



Figure 75 Two canary Island palm trees in railway reserve, Bellair St

Historical associations with persons or events?

Creation or major development date: 1912-13

Major owners or occupiers: Victorian Railways Commissioners

Designer(s): Railways Department

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? No

Edwardian-era (1900-1915)? Yes

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level⁹: A,B,C,D,E): part **B**

Melbourne City Council Place Value Definition 1985:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Place grading level 2012: A,B,C,D,E): **B2**

Melbourne City Council Place Value Definition 2008:

⁹ Referenced in the Melbourne Planning Scheme clause 22.05

Heritage Assessment of railway reserve east side of Bellair Street, Kensington

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Assessed Cultural Values for the Melbourne Planning Scheme

- Historical significance? Yes**
- Aesthetic significance? Yes**
- Scientific significance? No**
- Social significance? No**

Heritage Values satisfied:

- Criterion A:** Importance to the course or pattern of our cultural or natural history (historical significance).
- Criterion E:** Importance in exhibiting particular aesthetic characteristics (aesthetic significance)..



Figure 76 Extent of south end of wall with existing heritage overlays (pink hatch) and proposed as red dash (Planning Maps Online).



Figure 77 Extent of north end of wall with existing heritage overlays (pink hatch) and proposed heritage overlay as red dash including two palms (Planning Maps Online).



Figure 78 Pepper trees, north of Macaulay Road, between McMeikan and Coote St

Proposed or existing heritage overlay?

Proposed Heritage Overlay HO1099 Railway gravitation shunting yards retaining wall and two Canary Island palms which includes land within 3m of the drip line or the Tree Protection Zone nominated in Australian Standard AS 4970, whichever is the greater, and also within the railway reserve, of the identified trees. East side of Bellair Street, Kensington.

Origin of place identification:

Graeme Butler survey; Flemington & Kensington Conservation Study.

History & description

Land reclamation and railway works in this area in 1882-3 meant a partial levelling of the Kensington Hill and use of the spoil to fill land east of the Moonee Ponds Creek as part of the Railway Reserve, Arden Street. The east side of the hill was left in a battered form until this massive 5-6m high stone-capped red brick faced retaining wall was erected. The wall was part of an extensive scheme called the gravitation yards that was carried out from 1911 to relieve goods traffic congestion in the Melbourne yards by the creation of new railway yards located north of Dynon Road and south of Kensington Railway Station. To reclaim flat land for the siding and new tracks, a deep cutting was applied along the east side of Bellair Street with over 272,000 cubic yards of earth used for filling land located between North Melbourne and Lloyd Street, Kensington, with an associated diversion of the Moonee Ponds Creek. This was part of the key role played by this area in the moving of goods traffic across Victoria. Associated with the wall's construction was a landscaping plan that included two mature Canary Island palms (2) and mature pepper trees (north of Macaulay Rd, out of project area), among other plantings, that remain in part.

Originally built with a 5' high paling, 5x3" post and rail fence along its top (renewed), the rising top of the wall has deep 12x6" bluestone coping, stepped in profile and consisting of rock faced basalt. The 2'3" to 13" thick brick facing wall was to be backfilled with 9" dry rubble and spalls in cement rich concrete. The wall extends from the line of between Chelmsford and Little Chelmsford St (south of the Kensington signal box) to past the line of Arden Street, relating well to the Younghusband and flour mill complexes opposite with their largely brick clad character. Battered earth embankments extend beyond each end of the wall.

Contributory elements

The contributory elements within this property include, but are not restricted to, fabric from the creation or major development date(s), (1912-13), and any new material added in sympathy to the original fabric it replaced. Also two Canary Island palms and mature pepper trees as circled on maps and associated land.

This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

High and extensive railways reserve brick and stone retaining wall extending from the line of between Chelmsford and Little Chelmsford St (south of the Kensington signal box) to past the line of Arden Street (and beyond the study area):

- deep 12x6" bluestone coping, stepped in profile and consisting of rock faced basalt.
- 2'3" to 13" thick brick facing wall originally backfilled with 9" dry rubble and spalls in cement rich concrete;
- Battered earth embankments extend beyond each end of the wall;
- landscaping that included two mature Canary Island palms and mature pepper trees (north of Macaulay Rd, out of project area) among other similar plantings, that remain in part.

The wall relates well to the Younghusband and flour mill complexes opposite with their largely brick clad character.

How is it significant?

Railway gravitation shunting yards retaining wall and the remnant plantings (two Canary Island palms, mature pepper trees) are significant historically and aesthetically to the City of Melbourne and Kensington.

Why is it significant?

Railway gravitation shunting yards retaining wall and the remnant plantings (two Canary Island palms, mature pepper trees) are significant.

Historically, as evidence of the massive works carried out here as a vital means of improving the efficiency of Victoria's goods handling across the State;

As evidence of the extensive landscaping or beautification carried out by the Railways Department in previous eras that was once also seen at nearby station yards like Newmarket Station. (Criterion A);

And

Aesthetically, as part of one of the largest brick and stone retaining walls visible within the City, with tooled stonework and extensive brick facings that relate well to the industrial precinct opposite served by the wall.

The remnant planting (Canary Island palms, mature pepper trees) provide aesthetic value as mature and uncommon tree specimens in the City context. (Criterion E);

Relevant thematic history theme represented

CREATING A FUNCTIONING CITY: 6.7 Transport

: 7.2 Cultivating the 'Garden City' aesthetic

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

Typically examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date. However there is no similar place in the database but reference to Hermes database yielding the following:

- RETAINING WALL 588-754 FLINDERS STREET EXTENSION MELBOURNE, VHR Number H0932, Year Construction Started 1890, 220m long, rises in shallow steps to a maximum height of 5.5m, and is built in red, yellow and brown polychromatic brickwork with bluestone copings



- NORTHERN MARKET RESERVE WALL, STORY STREET and FLEMINGTON ROAD and PARK DRIVE PARKVILLE, MELBOURNE CITY, VHR H1920 (The Northern Market Wall, which was constructed in 1888, is the surviving part of a wall which surrounded the whole Northern Market, a site which was bounded by Flemington Road, Royal Parade, Story Street, and Park Drive and consisted of a haymarket and cattle, horse and pig market.);



- Yarra Wharf Retaining Wall, Yarra Promenade, SOUTHBANK, Melbourne City (National Trust of Australia (Vic)).

Submission summary c207

VicTrack on Various properties

The VicTrack buildings and places that are affected by Amendment C207 are as follows:

- HO1091 - 329-351 Arden Street, Kensington, which includes the siding shed adjoining Essendon railway
- HO1098 (with tree controls) – Bellair Street, east side of the railway reserve, Railway gravitation shunting yards retaining wall and trees
- HO1100 (with tree controls) – Bellair Street, Signal box and pepper tree
- HO1093 - 173-199 Laurens Street, North Melbourne, Railways Reserve
- HO1101 - Racecourse Road Railway Bridge (Upfield Line)

VicTrack does not object to Amendment C207 but wish to bring the following to Council's attention (my bold).

The submitter consulted with Metro Trains who lease the abovementioned land, did have concerns with the new status of the infrastructure, including the protection of trees. The submitter takes some comfort, that a planning permit is not required for routine maintenance and can remove vegetation that poses a threat under the Rail Safety Act 2006.

The submitter would also like to highlight that the land at 173-199 Laurens Street forms part of the area designated for the future Metro Project and questions whether applying a Heritage Overlay to a building that will most likely be demolished sets an unwarranted expectation and complication.

Response to submission

The railway gravitation shunting yards retaining wall (part), and trees are significant elements in this important group of railways and industrial places. The wall and landscaping remnants are evocative of massive expenditure by the Railways Department to allow for expansion of transport options as well as the desire to beautify trackways.

The Heritage Overlay is designed to protect the heritage significance of the place. In the case where upgrades are required to facilities and infrastructure, the Heritage Overlay is in place to ensure that the heritage significance is considered and as much heritage fabric is preserved as possible. It does not mean that a site cannot be redeveloped. The heritage overlay also provides for an opportunity to record archivally and heritage place that must be removed or demolished.

No evidence has been provided to contest the conclusion that the heritage places are significant locally and should be included in a Heritage Overlay.



Figure 79 Typical railways landscaping from early 20th century near the North Melbourne station, with Canary Island palms prominent (VPRO)

Victorian Railways Kensington signal box & pepper tree, 206 - 214 Bellair Street, Kensington HO1100



Figure 80 Signal box and pepper tree, from west



Figure 81 From east

Historical associations with persons or events?

Creation or major development date: 1887

Major owners or occupiers: Victorian Railways

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? Yes

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

Place evaluation

Existing place grading and streetscape level¹⁰: A,B,C,D,E): B 2

Melbourne City Council Place Value Definition 1985:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Place grading level 2012: A,B,C,D,E): B 2

Melbourne City Council Place Value Definition 2008:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? Yes

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance)..



Figure 82 proposed heritage overlay signal box, tree (Planning Maps Online)

¹⁰ Referenced in the Melbourne Planning Scheme clause 22.05

Proposed heritage overlay?

Proposed as Heritage Overlay HO1100, Victorian Railways Kensington Signal Box & pepper tree, Bellair Street, Kensington

Origin of place identification:

Flemington & Kensington Conservation Study - Graeme Butler, 1984

History & description

(Flemington & Kensington Conservation Study: refers to broader Kensington Railway Station precinct as development context)

The Melbourne to Essendon railway was privately entrepreneured to open during 1860. It possessed makeshift stations at Kensington, Newmarket, Ascot Vale, Moonee Ponds and Essendon; it also leased at great expense access to the government line at North Melbourne to reach Spencer Street station. Failure to profit by 1864 promoted closure of the line but the Newmarket saleyards and Racecourse's needs, and the increasing difficulties in driving cattle, mustered in the north and west of the colony, overland from North Melbourne station, inspired the line's purchase by the government and its reopening in 1871. This was 15 months prior to the opening of the important North-Eastern line and simultaneous with the construction of stock yards on railway land opposite the Newmarket saleyards (in 1871) by R. McCall which were extended in 1885, 1904 and 1905.

Increased cattle and goods traffic from far places such as Wodonga (reached by rail 1873) meant line duplication to cope with passenger traffic from Essendon in 1881. Similarly increased population in the Flemington-Kensington area determined new station facilities on the 'up' side, or station boarded for Melbourne; North Melbourne station was also rebuilt. Campbell and Gray were the contractors for the Kensington east side station building, while A. Challingsworth built the 'down' or west side in 1905, together with improvements at Moonee Ponds and Essendon (1908). The erection of brick signal box south of Kensington station was carried out by N T Taylor for £442 8s. This also was the first line to run electric trains in Australia.

The Edwardian-era station building is marked by the cantilever verandah with its scalloped ripple-iron valence, compared with the Victorian-era elegant post-supported one opposite. Similar to the Moonee Ponds and Ascot Vale Stations, the latter has a hipped roof profile, convex verandah with trellis end filling and numerous eaves brackets completing the Italian influence here and

in most other station buildings in the State. Coloured brickwork, and the pointed arch at openings lend a Medieval time scale to the 1880s building. Maldon Station was the first of this design group (1888); see also North Carlton, Brunswick, and Clifton Hill.

Elevated siting has provided scope for an extensive retaining wall and a parged iron fence to face the plantation reserve below; this appears to be from the 1905 improvements to the complex. The down side station is simply a deep masonry wall, with stone quoining, similar fenestration and domed pylons at each end, injecting the contemporary Edwardian Free-style element into what was otherwise a matching design to the 1889 station. The 'up' platform is likely to be the original 1860 basalt coping and walls, whilst the 'down' side probably dates from the 1880s.

Basalt rubble garden borders, pepper trees, pittosporum and acanthus are plantings probably synonymous with the 1905 improvements. Similar landscaped track margins occur to the south of Macaulay Road along with the brick two-level signal box with the nearby mature pepper tree. The signal box has two colour brickwork, a corrugated iron clad hipped main roof, a scalloped eaves valence, elegant cantilevering upper level wrought-iron access way and segmentally arched openings. The chimney top has been removed and joinery details changed. Openings have been bricked up in both station buildings; and roof trim to the 'up' side is probably missing (finials, ridge frieze).

The signal box and two stations are complementary designs and substantial, complementing street landscaping in Bellair and Eastwood Streets; the 'down' side has a particularly valuable streetscape contribution to Bellair Street.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1887), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

The erection of a two-storey brick signal box south of Kensington station was carried out in 1887 with:

- two colour brickwork,
- a corrugated iron clad hipped main roof,
- a scalloped eaves valence,

- elegant cantilevering upper level wrought-iron access way; and
- segmentally arched openings.

A nearby very mature pepper tree may be contemporary with its construction and, although modified, relates in size to some of the large specimens in the reserve north of the Kensington station. The chimney top has been removed and joinery details changed.

How is it significant?

Kensington railway signal box and pepper tree are historically and aesthetically significant to the City.

Why is it significant?

Historically, the signal box and pepper tree (along with the Kensington station buildings) represent the response to increased transport needs of the first two suburban residential growth periods in the Kensington and Melbourne areas.

The pepper tree, by its scale and type, represent the early plantings along public reserves within the Kensington and North Melbourne area, as perhaps one of the oldest remaining specimens in the area (Criterion A);

Aesthetically the signal box is a well-designed and substantial example of the type, complementary to the character of the nearby residential Edwardian-era and Victorian-era streetscapes; and located in part of the original landscape setting.

Recommendations

This report recommends that:

- the place and associated land as mapped at 206-214 Bellair Street, Kensington should be added to (or remain in) the Schedule to the Heritage Overlay cited in Clause 43.01 of the Melbourne Planning scheme as a significant place in a heritage overlay;
- the proposed heritage grading in this report (**B**) should be applied in the context of the associated level of management outlined in the local planning policy (Heritage Places Outside The Capital City Zone, Clause 22.05 of the Melbourne Planning Scheme) and the reference document Urban Conservation in the City of Melbourne;
- Paint colour and tree control should apply in the Schedule to the Heritage Overlay, Clause 43.01¹¹; and
- The above contributory elements or fabric should be conserved and enhanced, following

the stated purpose of clause 43.01 and the objectives of clause 22.05;

- Upgrade the Heritage Places Inventory July 2008 and the i-Heritage entry.

Sources used for this assessment

The following sources and data were used for this assessment:

General sources

The data used for this assessment was typically drawn from:

- Melbourne City Council on-line i-Heritage database;
- Daily newspaper reports such as 'The Argus';
- Australian Architecture Index (AAI), prepared by Professor Miles Lewis and others;
- Melbourne City Council building application drawings and files held at Melbourne City Council and the Victorian Public Records Office;
- Sands & McDougall Melbourne or Victorian Directories dating from the 1850s to 1974
- Melbourne City or Flemington & Kensington Rate Books or Valuer's valuation books, held at the Victorian Public Records Office.

Specific sources

Flemington & Kensington Conservation Study

- Graeme Butler, 1984: V2, 2, 17-; v3, 6: with railway station;

Melbourne Planning Scheme (MPS):

HO960 2 Bellair Street, Kensington Railway Station, Kensington mapping excludes box

Heritage Places Inventory July 2008:

- Bellair Street Kensington Railway Station B 2
- Bellair Street Railway Landscape (trees) - 2
- Bellair Street Footbridge (Arden Street) D 3
- Bellair Street Signal Box B 2

Andrew C. Ward and Associates 1988: Study of historic railway buildings and structures for V/Line ; State Transport Authority, Victoria. 4 vols. Armadale, Vic.

City of Melbourne Thematic Environmental History 2011: 43

'Within the first twenty years of the town's settlement, Melbourne had embraced the latest form of transport — the steam locomotive. In 1854 the city's first railway was built between Flinders Street and Sandridge (Port Melbourne). With a large volume of shipping traffic arriving at the port, this route was one of the busiest and most in need of a regular rail service.

¹¹ Interiors and trees have not been assessed unless cited otherwise in the place description

Other new rail lines soon followed, snaking out in all directions from the city, linking the metropolis and its fast-growing suburbia. Country areas, including Geelong and Ballarat, were among the first to be connected to the city by rail, and a large central station at Spencer Street was built in the 1860s to service these operations. The railway to the sprawling eastern suburbs bisected the large swathe of parkland, known as Yarra Park, in the 1870s. A second rail line heading east from the city followed the northern boundary of Yarra Park, and was served by the Jolimont Railway Station (c.1890s). Other lines stretched north and west from the city. An iron rail bridge was built over Flinders Street in 1890, and a new Flinders Street Station building was erected in 1910–11.'

Newspapers

'The Argus':

Tuesday 7 December 1886

'VICTORIAN RAILWAY TENDERS.

'The following tenders were provisionally accepted by the Railway Commissioners yesterday -erection of store room and office at North Melbourne Station, H Hart, £419 18s 1.1/2d , erection of brick signal box at Kensington station, on the Essendon line, N T Taylor, £442 8s , erection of brick signal box at No 2 cutting, Kensington Hill, Williamstown line, WJ Brewer, £450 4s 6d...'

Tuesday 24 July 1888

'RAILWAY TENDERS.

The following tenders were yesterday accepted by the Railway department:-Erection of goods shed and platform at Coleraine station, T. Wright, £587 10s. 1d.; timber foot-bridge, " Exhibition Shed," Spencer-street station, Campbell and Grey, £43 6s. 8d.; manufacture and supply of 100 sets of trolley wheels and axles, M. Ferguson, £312 11s. 8d. ; erection of station buildings at Kensington, Campbell and Grey, £2,349 18s. 4d. ...'

Relevant thematic history theme represented

CREATING A FUNCTIONING CITY: 6.7 Transport

: 7.2 Cultivating the 'Garden City' aesthetic

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

Typically examples used for comparison in the assessment are places chiefly drawn from the

Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date. There are no similar entries but the Hermes database has one unassessed entry (others exist but have not been listed):

- Signal Box , Spencer Street Railyards Docklands, Melbourne City

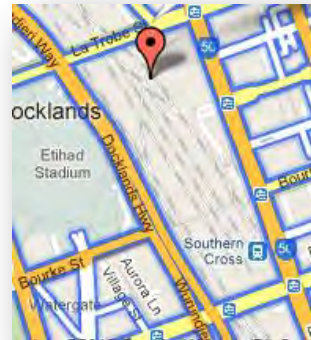


Figure 83 Signal Box , Spencer Street Rail yards location.

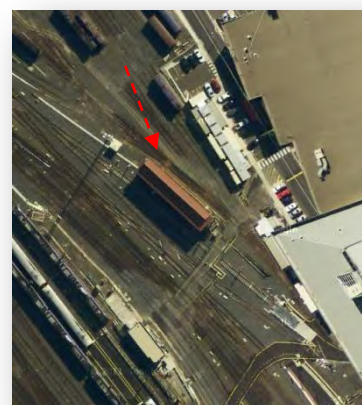


Figure 84 Box , Spencer Street Rail yards (Google)

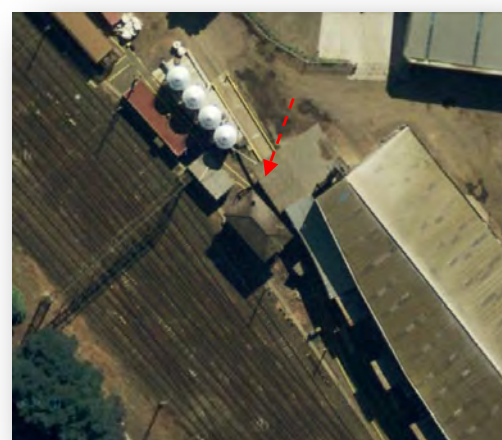


Figure 85 West Melbourne- similar scale but Edwardian-era signal box north-west of Laurens Street (AMG -37.804432, 144.939828, Google)

Another signal box example nearby in West Melbourne is of a similar scale and materials but Edwardian-era in character (north-west of Laurens Street).

Submission summary c207

VicTrack on Various properties

The VicTrack buildings and places that are affected by Amendment C207 are as follows:

- HO1091 - 329-351 Arden Street, Kensington, which includes the siding shed adjoining Essendon railway
- HO1098 (with tree controls) – Bellair Street, east side of the railway reserve, Railway gravitation shunting yards retaining wall and trees
- HO1100 (with tree controls) – Bellair Street, Signal box and pepper tree
- HO1093 - 173-199 Laurens Street, North Melbourne, Railways Reserve
- HO1101 - Racecourse Road Railway Bridge (Upfield Line)

VicTrack does not object to Amendment C207 but wish to bring the following to Council's attention (my bold).

The submitter consulted with Metro Trains who lease the abovementioned land, did have concerns with the new status of the infrastructure, including the protection of trees. The submitter takes some comfort, that a planning permit is not required for routine maintenance and can remove vegetation that poses a threat under the Rail Safety Act 2006.

The submitter would also like to highlight that the land at 173-199 Laurens Street forms part of the area designated for the future Metro Project and questions whether applying a Heritage Overlay to a building that will most likely be demolished sets an unwarranted expectation and complication.

Response to submission

Victorian Railways Kensington signal box & pepper tree, at 206 -214 Bellair Street, Kensington are significant elements in this important group of railways and industrial places. They are evocative of massive expenditure by the Railways Department to allow for expansion of transport options.

The Heritage Overlay is designed to protect the heritage significance of the place. In the case where upgrades are required to facilities and infrastructure, the Heritage Overlay is in place to

ensure that the heritage significance is considered and as much heritage fabric is preserved as possible. It does not mean that a site cannot be redeveloped. The heritage overlay also provides for an opportunity to record archivally and heritage place that must be removed or demolished.

No evidence has been provided to contest the conclusion that the heritage places are significant locally and should be included in a Heritage Overlay.

**Kensington Hotel, former, 2
Boundary Road, North
Melbourne, HO1108**



Figure 86 Former hotel 2011 showing changes



Figure 87 Hotel from south showing added visually related development 2013.

Historical associations with persons or events?

Creation or major development date: 1873, 1904, 1930

Major owners or occupiers: Crawford and Anderson.

Designer(s): Crawford and Anderson?

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? Yes

Victorian-era (1850-1899)? Yes

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

Place evaluation

Existing place grading and streetscape level¹²: A,B,C,D,E): **E 3**

Melbourne City Council Place Value Definition 1985:

Place grading level 2012: A,B,C,D,E): **C 3**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? No

Scientific significance? No

Social significance? Yes

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons (social significance).

Proposed or existing heritage overlay?

Proposed Heritage Overlay HO1108, Kensington Hotel, former, 2 Boundary Road, North Melbourne



Figure 88 proposed heritage overlay red dash, with property outline in red dot.

Origin of place identification:

North & West Melbourne Conservation Study

¹² Referenced in the Melbourne Planning Scheme clause 22.05

History & description

This two-storey stuccoed brick and stone corner hotel was built and probably designed by speculative builders, Crawford and Anderson in 1873 and sold soon afterwards. The hotel was described as being of 10 rooms and evidently had a corner cellar. Crawford and Anderson also developed a brick terrace row adjoining, each of 4 rooms.

The Kensington Hotel was licensed to such persons as Peter Phillips, Henry Polykett and John Miskin during the Victorian-era and many others in the 20th century, with its share of rough trade around the 1920s. As one of the few meeting places in this area, the hotel functioned as a marshalling place for electioneering in the mid Victorian-era.

Richard and Elsie Flynn were long term hoteliers there in the 1940s through to the 1970s, after most of their clientele had been rehoused in Housing Commission Hotham Estate flats. A news feature of the 1960s noted that the St Albans church and the hotel were kept as 'essential services'.

Set on low-lying terrain, the hotel was also subject to many of the floods that spilled out of the Moonee Ponds Creek during the late 19th century. When sold in 1873 it was described as having a large bar, three parlours, four bed rooms, kitchen, outhouses, good brick stabling, and the back yard was pitched in stone and 'eminently well situated for an hotel, being in the direct route to the Cattle Markets, City Abattoirs, and Racecourse, and being surrounded by several large manufactories, with a daily-increasing neighbourhood.'

The former hotel has the characteristic shape of its type with the once splayed corner entry, hipped roof and segmentally arched upper level openings, but the stucco has been renewed, the window joinery removed (timber framed double-hung sash windows) and the ground level cladding and openings changed completely. The Gill San style metal letters spelling out its name appear to be from the inter-war period.

The building is now externally only symbolic of its former role as a community gathering place since the early Victorian-era.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1873, 1904, 1930), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory

elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

This two-storey stuccoed brick and stone corner hotel built in 1873, originally 10 rooms, a corner cellar, large bar, three parlours, four bed rooms, kitchen, outhouses, good brick stabling, and the back yard was pitched in stone, has:

- the characteristic shape of its type with the once splayed corner entry,
- hipped roof and
- segmentally arched upper level openings,

Changes include:

- The stucco has been renewed,
- the window joinery removed (timber framed double-hung sash windows) and
- the ground level cladding and openings changed completely. The Gill San style metal letters spelling out its name appear to be from the inter-war period.

The building is now externally only symbolic of its former role as a community gathering place since the early Victorian-era.

How is it significant?

The former Kensington Hotel is of local historic and social significance to North Melbourne and Kensington.

Why is it significant?

The former Kensington Hotel is significant.

Historically, as symbolic of a long term public meeting and entertainment venue within these localities that remains one of the few indications of the Victorian-era residential and industrial neighbourhoods demolished for the Hotham Estate development of the 1960s (Criteria A);

Socially, as indicated by the deliberate retention of the building during the Housing Commission of Victoria development of the site because of its social role in the area (Criterion G).

Relevant thematic history theme represented

ENJOYING THE CITY: 13.1 Public recreation

10.3 Belonging to an ethnic or cultural group

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date. This hotel has been altered but retains sufficient form and fabric to suggest its former use and hence express its role in the area's history.

No North Melbourne hotels listed in i-Heritage (omission) but 41 listed in the City and only one early Victorian-era hotel in the Hermes database (omission):

- Macs Hotel, 34-38 Franklin Street Melbourne, Melbourne City.
- 69 To 73 Barkly Street Carlton
- Former Hibernian Hotel, 82 To 84 Barkly Street Carlton
- Former United States Hotel, 209 To 213 Canning Street Carlton
- Carlton Club Hotel, 251 To 257 Cardigan Street Carlton
- 397-9 Drummond Street Carlton
- Dover Hotel, Former, 1 To 7 Lygon Street Carlton
- John Curtin Hotel , 27 To 31 Lygon Street Carlton
- Hotel Lincoln, 128 To 132 Queensberry Street Carlton
- Australia Felix Hotel, 168 To 174 Bourke Street Melbourne
- Imperial Hotel , 2 To 8 Bourke Street Melbourne
- Royal Saxon Hotel , 441 To 447 Elizabeth Street Melbourne
- Royal Artillery Hotel , 614 To 616 Elizabeth Street Melbourne
- Shakespeare Hotel , 165 To 167 Exhibition Street Melbourne
- Duke Of Wellington, 142 To 148 Flinders Street Melbourne

Many of these examples have been altered but all represent a long-term gathering place, some are on the Victorian Heritage Register and others have been reduced to shells for new development. None has the Housing Commission of Victoria (HCV) association with only one similar hotel being retained in a HCV estate, being drastically changed - see 540 Princes Street, Carlton (not identified in MCC studies).



Figure 89 Former hotel, 540 Princes Street, Carlton, another remnant hotel at the Carlton HCV estate, much altered.

Submission summary C207

Chuong Nguyen, on 2 Boundary Road, North Melbourne (Proposed HO1108)

The property owners have maintained the façade on the Boundary Road and Canning Street corner and have always planned to upgrade the old second floor and add a third floor. They intend to preserve the building exterior and build in keeping with the existing style and profile and would like feedback on the process.

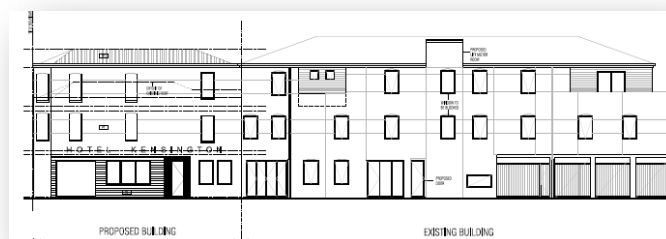


Figure 90 proposed south elevation with added floor and showing existing rear addition.

Response to submission

This site was listed as a potential heritage place in the Meredith Gould scoping report for the Arden Macaulay area of 2010 (p33).

No evidence has been provided to contest the conclusion that the building should be included in a Heritage Overlay. Inclusion does not mean that a site cannot be redeveloped. Upgrading the second floor could be an opportunity to restore the upper level windows.

Although altered, the existing fabric is still recognisable as a former hotel that has been in this case a social waypoint in the area, with the retention of the building during the HCV development of the locality as an indicator as the special role it has played.

Pulleng house, later White house, 125 Dryburgh Street, North Melbourne, part HO3



Figure 91 In 2011



Figure 92 In 1990s (i-Heritage)

Historical associations with persons or events?

Creation or major development date: 1859-1865

Major owners or occupiers: Alfred G. Pulleng; Walter White

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? Yes

Victorian-era (1850-1899)? Yes

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level¹³: A,B,C,D,E): **D 2**

Melbourne City Council Place Value Definition 1985:

These buildings are representative of the historical, scientific, architectural or social development of the local area. They are often reasonably intact representatives of particular periods, styles or building types. In many instances alterations will be reversible. They may also be altered examples which stand within a group of similar period, style or type or a street which retains much of its original character. Where they stand in a row or street, the collective group will provide a setting which reinforces the value of the individual buildings.

Place grading level 2012: A,B,C,D,E): **C 2**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? No

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Proposed or existing heritage overlay?

Existing Heritage overlay HO3, North and West Melbourne Precinct : new Statement of Significance.

Origin of place identification:

North and West Melbourne Conservation Study - Graeme Butler, 1983

¹³ Referenced in the Melbourne Planning Scheme clause 22.05

History & description

(As revised as a result of the C207 submission)

The first owner of this house (1859 - 60) was listed as Alfred George Pulleng who sold the house to Walter Hill White in 1867. For two years previously White had been a tenant there during which time he had the house improved. White's family remained as the owner occupier for over 50 years, with Walter's wife Janet dying in 1891 and Jane White taking over the title of this property in 1897. Later owners included: 1923 William J O'Byrne (a wood machinist) and his wife Mary; 1938 Josef (a labourer) and Emilie Bieleny and in 1959 Paolo Salemi, a metal finisher.

Originally from Glasgow, Walter White travelled to most of the major Victorian and New Zealand gold fields for over ten years. By 1863, he had settled in Melbourne and set up his prosperous firewood business at Spencer Street Station (later as a wood & coal merchant). The nearby Arden Street railway yards was the centre of the fire wood trade over a long period but, like many others in Victoria, White was declared insolvent in 1893.

The former Pulleng house is a parapeted, stuccoed brick, double fronted house with a transverse gabled iron clad roof visible behind what appears to be an applied façade. A fragment of the parapet entablature is placed centrally midst what appears to have been balustrading between parapet piers. Vermiculated panels and brackets are other remnant ornaments. What is probably the original capped picket balustrade/fence exists at the building. A timber post verandah may be part original.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date, (1860), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

(As revised)

What is significant?

This single storey parapeted, stuccoed brick, double fronted house, built between c1859-60, has:

- transverse gabled corrugated iron clad roof visible behind what appears to be an applied façade;

- a parapet entablature fragment placed centrally in what appears to have been balustrading between parapet piers;
- vermiculated panels and brackets;
- probable original capped picket balustrade/fence; and
- a timber post verandah may be part original.

How is it significant?

The Pulleng house is historically significant and architecturally of interest to North Melbourne.

Why is it significant?

The Pulleng house is significant:

Historically, as one of the oldest group of houses in the area and associated with White, a timber later coal dealer- an industry particular to this area (Spencer Street, later North Melbourne Arden St railway yards) (Criterion A).

Aesthetically, the house is of interest as a combination of a wide frontage with a low roofline, each aspect typifying a different period of simple domestic construction but of low integrity (Criterion E)..

Submission summary C207

Andrew R. Neale. (The owner of 231 Dryburgh St. from 1979 until the present date).

Has lengthy historical data on houses at 125; 139-141; 147-149; 155-157; 213-215; 229-231 Dryburgh Street

1. No. 125 Dryburgh Street.

The I-heritage database states: "The first owner of this house (1859-60) listed alternatively as Arthur G. Pulling or Alfred G. Pullen, sold the house to Walter White in 1866. White remained as owner for 30 years at least."

Statement of Significance: "Pullen House..."

SUBMISSION: The name is Alf Pulling.

*DIRECTORY PUBLISHED LONDON 1862: FRUITERERS & GREENGROCERS, *PULLING, ALFRED, DRYBURGH ST. N. MELBOURNE.

*ARGUS 22/11/1862: PULLING, LAD WANTED FOR GROCER.

*ARGUS 3/2/1863: PULLING, GROCER SHOP W 3 RM BRK DWELLING TO LET 20 POUNDS PER WEEK.

*ARGUS 25/2/1863 PULLENG, GROCER - CARPENTER WANTED - DRYBURGH ST. HOTHAM.

* 1863 RATE BOOK, PULLING, GROCER, BRICK 3 ROOM & SHOP.

SUBMISSION: The White family were at this address 1864-1920.

*WALTER WHITE, STARTED FIREWOOD BUSINESS 1863.

LISTED AT THE SAME ADDRESS 1864 UNTIL 1909.

*WOOD & COAL MERCHANT, INSOLVENT 1893.

*RATE BOOK 1896. 33 DRYBURGH ST. WOOD MERCHANT, BRICK 5 ROOMS, WHITE, WALTER.

* 1920 DIRECTORY, MRS JANE WHITE, 125 DRYBURGH ST.

Response to submission

As a result of this comprehensive submission further research was carried out to qualify the 1980s findings which in some cases relied on interpretation of hand written records that proved inaccurate.

Further research

A check on the above sources does list an A. Pulling grocer in North Melbourne in Newspapers. see

The Argus (Melbourne, Vic. : 1848 - 1957) Saturday 22 November 1862 p 1 Advertising LAD WANTED, who can read and write, for a grocers shop Pulling, grocer, Dryburgh street, Hotham

also later in Williamstown: Williamstown Chronicle (Vic. : 1856 - 1954) Saturday 31 October 1896 Williamstown Chronicle (Vic. : 1856 - 1954) advertisement at A. Pulling, Grocer, Melbourne Road, North Williamstown

Sands & McDougall Directory of Melbourne & Suburbs

D1863 A Pulling, grocer adjoining '37' D1865 no Pulling in alphabetical Sands & McDougall Directory of Melbourne & Suburbs at North or West Melb. (Mrs Pullen, Roden St; Charles Pulling, Prahran also 1867)

D1893 Pulling, Mrs Annie, grocer, 192 Melbourne -rd, Wmn.

Hotham rate books

RB1860, 600 Alfred George Pulling owner-occupier £35 (previous Hopkins, next Stirling) £35; RB1862-3, 620 Alfred Geo Pulling owner-occupier brick shop in Dryburgh St £ 30 (see also 722 Walter H White in Queensberry St in house owned by Smith, agent); RB1864, 669 Walter H White in Dryburgh St owner is Robert H Clegg (who owns a row of wooden houses nearby occupying one), brick £28 (Hopkins previous)

RB1861, 620 Pulling; RB1862, 657 Pulling; 1863, 653 Pulling.

VTO

Title 1/378528G, PROPERTY NUMBER 102798, part CA6/74 Jika Jika:

Application 15050 by Walter Hill White 1881: General Law:

31 August 1859 Joseph Morris & Andrew Dewar convey to Alfred George Pulleng

9 Oct 1865 Post Nuptial Settlement AGP and Robert Henry Clegg and Elizabeth (Pulleng).

(A post nuptial agreement is a written contract executed after a couple gets married, or have entered a civil union, to settle the couple's affairs and assets in the event of a separation or divorce)

30 October 1867 AGP & Elizabeth P with RH Clegg transfer to Walter Hill White who mortgages the property over 1868-80

(The spelling of 'Pulleng' is clear throughout the lodged deeds as the most likely to be correct, also signed as such)

1882 Janet White first Torrens title, wife of Walter Hill White grocer, same address

1891 Walter Hill White wood and coal merchant probate from wife

1897 Jane White of 33 Dryburgh St, spinster

1923 William J (wood machinist) & Mary Josephine O'Byrne (widow) of 621 Lonsdale St
1938 Josef Bieleny labourer, Emilie Bieleny mw
192 Capel St,

1959 Paolo Salemi metal finisher & Francesco Galizia lab. Of this address etc

Conclusion

The Statement of Significance (exhibited as 'Statement of Significance') and the history have been amended to correct the owner-occupier names spelling but this will make no difference to the significance of the place.

Moxham's houses, 139 Dryburgh Street, North Melbourne, part HO3



Figure 93 In 2011 with new infill adjoining



Figure 94 In 1990s (MCC)

Historical associations with persons or events?

Creation or major development date: 1877

Major owners or occupiers: Moxham, John

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? Yes

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level¹⁴: A,B,C,D,E): **B 2**

Melbourne City Council Place Value Definition 1985:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Place grading level 2012: A,B,C,D,E): **B 2**

Melbourne City Council Place Value Definition 2008:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? Yes

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance)..

Proposed or existing heritage overlay?

Existing Heritage Overlay-part HO3, North and West Melbourne Precinct

Origin of place identification:

North and West Melbourne Conservation Study - Graeme Butler, 1983

History & description

(as revised)

The first owner of these two four-room brick houses (then 45, 47 Dryburgh St) was John Moxham. He was described as a drayman or carter when they were built in 1877 but later termed a 'gentleman' or retired. Moxham's tenants in 139 Dryburgh Street included John Middleton railway engineer in 1880s, George

¹⁴ Referenced in the Melbourne Planning Scheme clause 22.05

Robinson, inspector around 1885; John Elliott, engineer, until his death in 1888 (and later Mrs Elliott), also William Toohey, railway employee, in the late 1890s. The Victorian Railways complex and associated industries, such as carters, fuel merchants and railways employees, were key elements historically in the North & West Melbourne area of the Victorian and Edwardian-eras.

Still residing at nearby 145 Dryburgh Street, John Moxham was still the owner of both houses but died in 1913. He was succeeded by his widow Frances until her death in 1920.

Moxham's house is a dichrome brick, transverse gabled and slated roof house of two storeys, with an iron decorated verandah and iron fence. Contrasting brick 'quoins' fringe openings at the lower level whilst brackets adorn the eaves at the upper. The chimney and its cornice are of brick, being more typical for pre 1880s houses. The verandah frieze iron is of the old serpentine-pattern and is set in timber panels with sparse brackets under.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1877), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

What is significant?

This is an 1877 dichrome brick, transverse gabled and slated roof house of two storeys, with:

- an iron decorated verandah and iron fence;
- contrasting brick 'quoins' that fringe openings at the lower level;
- brackets adorning the eaves at the upper level;
- brick chimney and cornice, being more typical for pre 1880s houses; and
- verandah frieze iron is of the old serpentine pattern, set in timber panels with sparse brackets under.

How is it significant?

Moxham's houses are significant historically and aesthetically to North Melbourne.

Why is it significant?

Moxham's houses are significant:

Historically, used as railways accommodation over a long period and thus related to the special role of this area within the metropolis in association with the railway yards nearby and the goods handled there; and

Aesthetically as early examples of face brick row housing which are near complete, of a distinctive, distinguishably old form type (transverse gable) and part of a similarly aged and near intact streetscape.

Relevant thematic history theme represented

LIVING IN THE CITY: 8.2 Housing the population

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

- 43 To 45 Canning Street North Melbourne
- 133-135 Dryburgh Street North Melbourne
- 147-9 Dryburgh Street North Melbourne
- 155 - 157 Dryburgh Street North Melbourne
- 167 Dryburgh Street North Melbourne
- 213 To 215 Dryburgh Street North Melbourne
- 596 To 598 Queensberry Street North Melbourne.

Others in North Melbourne of a similar age might be two storey. Dryburgh Street is the location for many early single storey houses.

Submission summary C207

Andrew R. Neale. (The owner of 231 Dryburgh St. from 1979 until the present date).

Has lengthy historical data on houses at 125; 139-141; 147-149; 155-157; 213-215; 229-231 Dryburgh Street

^ ALTHOUGH JOHN MOXHAM DID OWN THESE HOUSES, HE NEVER LIVED IN THEM. HE NEVER LIVED AT 141 DRYBURGH ST.

Rate Book 1896. John Moxham, Gentleman, owned 4 houses on the West side of Dryburgh St. , being then numbered 45, 47, 49 & 51. 45 & 47 were brick, 4 rooms each, 49 was brick & wood, 4 rm, and 51 was brick, 5 rm, the last the residence of John Moxham. These houses are 139, 141, 143, & 145 Dryburgh St. John Moxham always lived at what is now 145

Dryburgh St, it was number 37 Dryburgh St until 1887, and became 51 Dryburgh St. in 1888.

The name Moxham is associated with the same address from the 1860's until 1920.

*This was a 2 room wood house in the 1863 rate book. Moxham, John, Drayman.

*Argus 18/10/1881 Helen Moxham, wife of John Moxham, died at 37 Dryburgh St.

* Argus 25/6/1920 Frances Moxham, wife of late John Moxham, died at her residence, 145 Dryburgh St.

PETER 'VISER' IS PETER FISHER 1876-1878, AND PETER VISSER 1880-1885, HE NEVER LIVED IN ANY OF MOXHAM'S HOUSES. VISSER LIVED AT 147 DRYBURGH ST (one of the John Lees pair), WHICH WAS NEXT DOOR TO THE NORTH OF JOHN MOXHAM'S RESIDENCE.

'JOSEPH MADELEINE', OR JOSEPH MADELINE LIVED AT 143 DRYBURGH ST IN 1894. IT WAS OWNED BY MOXHAM, NEXT DOOR TO THE SOUTH OF HIS RESIDENCE, BUT THESE HOUSE ARE NO LONGER EXISTING.

RESIDENTS OF MOXHAM'S HOUSES, 139 & 141 DRYBURGH ST., WERE:

139, JOHN ELLIOTT, ENGINEER, who died there on 15/12/1888, then 45 Dryburgh Street. Mrs. Elliott is listed there in 1890 & 1891. Later Toohey in 1895-1897.

141, HENRY EXCELL, HAWKER, was listed for 1888-1890, then 47 Dryburgh St.

Later JOHN Riddell was resident from 1894 until 1902.

Response to submission

No change to Statement of Significance but History & Description has been adjusted. (Houses then numbered 45, 47, 49 & 51. 45 & 47, are now 139, 141, 143, & 145 Dryburgh St)

Refer:

RB1895-6, 3443 (47) John Riddell, Moxham brick 4R £16; 3444 (45) William Toohey (railway employee), Moxham brick 4R £16
RB1885-6, 3342 Norah Campey dressmaker, Moxham brick 5R £32; 3343 George Robinson, inspector, Moxham brick 5R £32 (Visser & Moxham adjoining)
RB1880-1, 3173 John Middleton engineer, Moxham brick 5R £26; 3174 John Robinson, bricklayer, Moxham brick 5R £26 ('Viser' & Moxham adjoining)
RB1876-7, 3122, 3123- land, Moxham brick unfinished £12 each

Moxham's houses, 141 Dryburgh Street, North Melbourne, part HO3



Figure 95 In 2011 with new infill adjoining



Figure 96 In 1990s (MCC)

Historical associations with persons or events?

Creation or major development date: 1877

Major owners or occupiers: Moxham, John

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? Yes

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

Place evaluation

Existing place grading and streetscape level¹⁵: A,B,C,D,E): **B 2**

Melbourne City Council Place Value Definition 1985:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Place grading level 2012: A,B,C,D,E): **B 2**

Melbourne City Council Place Value Definition 2008:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? Yes

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance)..

Proposed or existing heritage overlay?

Existing Heritage Overlay part HO3, *North and West Melbourne Precinct.*

Origin of place identification:

North and West Melbourne Conservation Study - Graeme Butler, 1983.

History & description

(as revised)

The first owner of these two four-room brick houses (then 45, 47 Dryburgh St) was John Moxham. He was described as a drayman or carter when they were built in 1877 but later termed a 'gentleman' or retired. Moxham's tenants in 141 Dryburgh Street included John Robinson, bricklayer in 1880s, Norah Campey dressmaker, around 1885; also John Riddell, in the late 1890s. William H Harris, an engine

¹⁵ Referenced in the Melbourne Planning Scheme clause 22.05

driver, was there round 1920. The Victorian Railways complex and associated industries, such as carters, fuel merchants and railways employees, were key elements historically in the North & West Melbourne area of the Victorian and Edwardian-eras.

Still residing at nearby 145 Dryburgh Street, John Moxham was still the owner of both houses but died in 1913. He was succeeded by his widow Frances until her death in 1920.

Moxham's house is a dichrome brick, transverse gabled and slated roof house of two storeys, with an iron decorated verandah and iron fence. Contrasting brick 'quoins' fringe openings at the lower level whilst brackets adorn the eaves at the upper. The chimney and its cornice are of brick, being more typical for pre 1880s houses. The verandah frieze iron is of the old serpentine-pattern and is set in timber panels with sparse brackets under.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1877), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

What is significant?

This is an 1877 dichrome brick, transverse gabled and slated roof house of two storeys, with:

- an iron decorated verandah and iron fence;
- contrasting brick 'quoins' that fringe openings at the lower level;
- brackets adorning the eaves at the upper level;
- brick chimney and cornice, being more typical for pre 1880s houses; and
- verandah frieze iron is of the old serpentine pattern, set in timber panels with sparse brackets under.

Why is it significant?

Moxham's houses are significant:

Historically, used as railways accommodation over a long period and thus related to the special role of this area within the metropolis in association with the railway yards nearby and the goods handled there; and

Aesthetically as early examples of face brick row housing which are near complete, of a distinctive, distinguishably old form type (transverse gable)

and part of a similarly aged and near intact streetscape.

Relevant thematic history theme represented

LIVING IN THE CITY: 8.2 Housing the population

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

- 43 To 45 Canning Street North Melbourne
- 133-135 Dryburgh Street North Melbourne
- 147-9 Dryburgh Street North Melbourne
- 155 - 157 Dryburgh Street North Melbourne
- 167 Dryburgh Street North Melbourne
- 213 To 215 Dryburgh Street North Melbourne
- 596 To 598 Queensberry Street North Melbourne.

Others in North Melbourne of a similar age might be two storey. Dryburgh Street is the location for many early single storey houses.

Submission summary C207

Andrew R. Neale. (The owner of 231 Dryburgh St. from 1979 until the present date).

Has lengthy historical data on houses at 125; 139-141; 147-149; 155-157; 213-215; 229-231 Dryburgh Street

ALTHOUGH JOHN MOXHAM DID OWN THESE HOUSES, HE NEVER LIVED IN THEM. HE NEVER LIVED AT 141 DRYBURGH ST.

Rate Book 1896. John Moxham, Gentleman, owned 4 houses on the West side of Dryburgh St. , being then numbered 45, 47, 49 & 51. 45 & 47 were brick, 4 rooms each, 49 was brick & wood, 4 rm, and 51 was brick, 5 rm, the last the residence of John Moxham. These houses are 139, 141, 143, & 145 Dryburgh St. John Moxham always lived at what is now 145 Dryburgh St, it was number 37 Dryburgh St until 1887, and became 51 Dryburgh St. in 1888.

The name Moxham is associated with the same address from the 1860's until 1920.

*This was a 2 room wood house in the 1863 rate book. Moxham, John, Drayman.

*Argus 18/10/1881 Helen Moxham, wife of John Moxham, died at 37 Dryburgh St.

* Argus 25/6/1920 Frances Moxham, wife of late John Moxham, died at her residence, 145 Dryburgh St.

PETER 'VISER' IS PETER FISHER 1876-1878, AND PETER VISSER 1880-1885, HE NEVER LIVED IN ANY OF MOXHAM'S HOUSES. VISSER LIVED AT 147 DRYBURGH ST (one of the John Lees pair), WHICH WAS NEXT DOOR TO THE NORTH OF JOHN MOXHAM'S RESIDENCE.

'JOSEPH MADELEINE', OR JOSEPH MADELINE LIVED AT 143 DRYBURGH ST IN 1894. IT WAS OWNED BY MOXHAM, NEXT DOOR TO THE SOUTH OF HIS RESIDENCE, BUT THESE HOUSE ARE NO LONGER EXISTING.

RESIDENTS OF MOXHAM'S HOUSES, 139 & 141 DRYBURGH ST., WERE:

139, JOHN ELLIOTT, ENGINEER, who died there on 15/12/1888, then 45 Dryburgh Street. Mrs. Elliott is listed there in 1890 & 1891. Later Toohey in 1895-1897.

141, HENRY EXCELL, HAWKER, was listed for 1888-1890, then 47 Dryburgh St.

Later JOHN Riddell was resident from 1894 until 1902.

Response to submission

No change to Statement of Significance but History & Description have been adjusted (Houses then numbered 45, 47, 49 & 51. 45 & 47, now 139, 141, 143, & 145 Dryburgh St)

Refer:

RB1895-6, 3443 (47) John Riddell, Moxham brick 4R £16; 3444 (45) William Toohey (railway employee), Moxham brick 4R £16

RB1885-6, 3342 Norah Campey dressmaker, Moxham brick 5R £32; 3343 George Robinson, inspector, Moxham brick 5R £32 (Visser & Moxham adjoining)

RB1880-1, 3173 John Middleton engineer, Moxham brick 5R £26; 3174 John Robinson, bricklayer, Moxham brick 5R £26 ('Viser' & Moxham adjoining)

RB1876-7, 3122, 3123- land, Moxham brick unfinished £12 each

**John Lees houses, part, 147
Dryburgh Street, North
Melbourne, part HO3**



Figure 97 In 2011



Figure 98 In 1990s (MCC)

**Historical associations with persons
or events?**

Creation or major development date: 1859-

Major owners or occupiers: Lees , John

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? Yes

Victorian-era (1850-1899)? Yes

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

**Place evaluation: locally
significant**

Existing place grading and streetscape level¹⁶:
A,B,C,D,E): **C 2**

**Melbourne City Council Place Value Definition
1985:**

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Place grading level 2012: A,B,C,D,E): **C 2**

**Melbourne City Council Place Value Definition
2008:**

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

**Assessed Cultural Values for the Melbourne
Planning Scheme**

Historical significance? Yes

Aesthetic significance? No

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Proposed or existing heritage overlay?

Existing Heritage overlay HO3, *North and West Melbourne Precinct*

Origin of place identification:

North and West Melbourne Conservation Study -
Graeme Butler, 1983

History & description

As with the many masons in this street, John Lees probably built these two houses for himself. He owned them both from 1859 until his death in 1876, after which his wife, Ann's name is given as the owner until at least 1895. For short intervals,

¹⁶ Referenced in the Melbourne Planning Scheme clause 22.05

John and Ann lived in either one of the houses, but generally they were leased to such folk as Percy Cheeseman, William Sidebottom, Hepsibath Butt and Samuel Smart, the bran moulder. The houses may have been improved around 1881-5.

Lees' houses are basalt masonry, parapeted row houses, with added brick entablature and scrolls and brick verandah side walls. A bullnose verandah and associated cast iron decoration appear to be from c1900, an iron picket fence or balustrade is at the frontage. The houses are generally original to the last renovation of c1900 and are contributing parts of this early residential streetscape of Dryburgh Street south.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1859-), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

What is significant?

These are 1859 basalt masonry, parapeted row houses, with:

- added but contributory brick entablature and scrolls and brick verandah side walls;
- a bullnose verandah and associated cast iron decoration appearing to be from c1900; and
- an iron picket fence or balustrade at the frontage.

The houses are generally original to the last renovation of c1900 and are contributing parts of this early residential streetscape of Dryburgh Street south.

How is it significant?

John Lees houses are aesthetically and historically significant to North Melbourne.

Why is it significant?

John Lees houses are significant

Aesthetically because as the original form is visible and intact, they represent early house construction in stone by the pair's mason owner which was a characteristic of many houses in this street; and

Historically, this pair is among the oldest group of houses in the area and evocative by its material of the concentration of stone masons in this location.

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

- 43 To 45 Canning Street North Melbourne
- 133-135 Dryburgh Street North Melbourne
- 125 Dryburgh Street North Melbourne
- 155 - 157 Dryburgh Street North Melbourne
- 167 Dryburgh Street North Melbourne
- 213 To 215 Dryburgh Street North Melbourne
- 596 To 598 Queensberry Street North Melbourne.

Others in North Melbourne of a similar age might be two storey. Dryburgh Street is the location for many early single storey houses.

Submission summary C207

Andrew R. Neale. (The owner of 231 Dryburgh St. from 1979 until the present date).

Submission Number?

Has lengthy historical data on houses at 125; 139-141; 147-149; 155-157; 213-215; 229-231 Dryburgh Street

'The I-heritage database, and Statement of Significance are basically correct.

These houses were listed in the 1859 rate book as unfd. I presume unfinished with Wm Sidebottom at what is now 147 Dryburgh St. I presume that number 149 was not yet finished. John Lees is listed as the owner.

MOSTLY THE HOUSES WERE RENTED. JOHN LEES IS LISTED AT WHAT IS NOW 149 DRYBURGH ST., from 1876-1879. MRS ANN LEES FROM 1880-1883. THE OWNER OF THESE HOUSES IN 1896 IS WILLIAM DOSS. THEY WERE THEN NUMBERS 53 & 55, DESCRIBED AS 4 RMS EACH.

AS MENTIONED EARLIER, PETER FISHER, LATER PETER VISSER, LIVED AT 147 DRYBURGH ST. FROM 1876-1886.'

Response to submission

No change.

**John Lees houses, part, 149
Dryburgh Street, North
Melbourne, part HO3**



Figure 99 House in 2011



Figure 100 House in 1990s (MCC)

**Historical associations with persons
or events?**

Creation or major development date: 1859

Major owners or occupiers: Lees , John

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? Yes

Victorian-era (1850-1899)? Yes

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

Place evaluation

Existing place grading and streetscape level¹⁷:
A,B,C,D,E): **C 2**

Melbourne City Council Place Value Definition 1985:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Place grading level 2012: A,B,C,D,E): **C 2**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

**Assessed Cultural Values for the Melbourne
Planning Scheme**

Historical significance? Yes

Aesthetic significance? No

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Proposed or existing heritage overlay?

Existing Heritage Overlay HO3, *North and West Melbourne Precinct*

Origin of place identification:

North and West Melbourne Conservation Study - Graeme Butler, 1983

History & description

As with the many masons in this street, John Lees probably built these two houses for himself. He owned them both from 1859 until his death in 1876, after which his wife, Ann's name is given as the owner until at least 1895. For short intervals, John and Ann lived in either one of the houses,

¹⁷ Referenced in the Melbourne Planning Scheme clause 22.05

but generally they were leased to such folk as Percy Cheeseman, William Sidebottom, Hepsibath Butt and Samuel Smart, the bran moulder. The houses may have been improved around 1881-5.

Lees' houses are basalt masonry, parapeted row houses, with added brick entablature and scrolls and brick verandah side walls. A bullnose verandah and associated cast iron decoration appear to be from c1900, an iron picket fence or balustrade is at the frontage. The houses are generally original to the last renovation of c1900 and are contributing parts of this early residential streetscape of Dryburgh Street south.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1859-), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

What is significant?

These are 1859 basalt masonry, parapeted row houses, with:

- added but contributory brick entablature and scrolls and brick verandah side walls;
- a bullnose verandah and associated cast iron decoration appearing to be from c1900; and
- an iron picket fence or balustrade at the frontage.

The houses are generally original to the last renovation of c1900 and are contributing parts of this early residential streetscape of Dryburgh Street south.

How is it significant?

John Lees houses are aesthetically and historically significant to North Melbourne.

Why is it significant?

John Lees houses are significant.

Aesthetically, because as the original form is visible and intact, they represent early house construction in stone by the pair's mason owner which was a characteristic of many houses in this street; and

Historically, this pair is among the oldest group of houses in the area and evocative by its material of the concentration of stone masons in this location

Submission summary C207

Andrew R. Neale. (The owner of 231 Dryburgh St. from 1979 until the present date).

Submission Number?

Has lengthy historical data on houses at 125; 139-141; 147-149; 155-157; 213-215; 229-231 Dryburgh Street

'The I-heritage database, and Statement of Significance are basically correct.

These houses were listed in the 1859 rate book as unfd. I presume unfinished with Wm Sidebottom at what is now 147 Dryburgh St. I presume that number 149 was not yet finished. John Lees is listed as the owner.

MOSTLY THE HOUSES WERE RENTED.

JOHN LEES IS LISTED AT WHAT IS NOW 149 DRYBURGH ST., from 1876-1879. MRS ANN LEES FROM 1880-1883. THE OWNER OF THESE HOUSES IN 1896 IS WILLIAM DOSS. THEY WERE THEN NUMBERS 53 & 55, DESCRIBED AS 4 RMS EACH.

AS MENTIONED EARLIER, PETER FISHER, LATER PETER VISSER, LIVED AT 147 DRYBURGH ST. FROM 1876-1886.'

Response to submission

No change.

Amess house, 155 -157 Dryburgh Street, North Melbourne, part HO3



Figure 101 House in 2011 with newly tiled roof



Figure 102 House in 1990s, with original slate roof.

Historical associations with persons or events?

Creation or major development date: 1865

Major owners or occupiers: James Amess

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? Yes

Victorian-era (1850-1899)? Yes

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level¹⁸: A,B,C,D,E): **C 2**

Melbourne City Council Place Value Definition 1985:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Place grading level 2012: A,B,C,D,E): **C 2**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? No

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Proposed or existing heritage overlay?

Existing Heritage OverlayHO3, *North and West Melbourne Precinct*

Origin of place identification:

North and West Melbourne Conservation Study - Graeme Butler, 1983

History & description

(as revised)

James Amess, a stonemason, was the sole owner and chief occupier of this house from its construction in 1863 until his death in 1899; his wife had died there only 10 years after the

¹⁸ Referenced in the Melbourne Planning Scheme clause 22.05

house's completion. The only other occupant at this time was a cooper John McCallum who leased the house from 1869 to 1872. James Amess also owned 119 and 121 Dryburgh Street in 1896, both rented to railway employees, O'Grady, and Cody. At his death, his estate was valued at £600 with John, Alex and Andrew as sons.

A Scottish mason from Forfarshire, James Amess arrived in Victoria in 1857 and travelling to various goldfields including New Zealand, he settled down to ply his trade in Melbourne in 1862. He completed several large works and built his own residence in Dryburgh Street. Coming from a family of successful stone masons, his brothers included John Amess (1822-1881), a stonemason, master mason and contractor; Samuel Amess (1826-1898) stonemason, Melbourne City Councillor, Lord Mayor of Melbourne 1869-1870, Alderman 1879, contractor for the Melbourne Post Office, Customs House, Melbourne Town Hall (1870), Melbourne Law Courts (1881); and Andrew Amess (1828-1897) who lived at Invergowrie 286 Queensberry Street, North Melbourne.

The Amess house belonged to one of a number of masons who lived in this part of Dryburgh Street where bluestone was commonly used as a wall material. Basalt quarries were abundant west of the Maribyrnong River in Footscray.

The Amess house is a simple high slated roof cottage of rock face basalt masonry and quoining, with two windows and top lit door, sited close to the street. Integrity - The basalt is painted and the door, roof gutter, and the fence have been replaced, presumably the fence was timber picket. The house is one of many small cottages from the 1860 - 1870s which have all been sited close to the street and possess simple forms.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1865), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

(as revised)

What is significant?

This simple high hipped (once slated) roof cottage of 1863 has:

- rock face basalt masonry and quoining;
- two windows and top lit door; and

- siting close to the street.

The basalt has been painted and the door, roof gutter, and the fence have been replaced, presumably the fence was timber picket. The slates have been replaced with unrelated glazed cement tiles.

The house is one of many small cottages from the 1860-1870s which have all been sited close to the street and possess simple forms.

How is it significant?

The James Amess house is significant historically and aesthetically to North Melbourne

Why is it significant?

The James Amess house is significant

Aesthetically as a simple cottage typical for the period, built of a wall material used generally in Victoria, particularly Melbourne, for a relatively brief period and with its roof line and shallow setback evocative of early cottage architecture in the colony (Criterion E); and

Historically, one of the first projects of a successful Melbourne building contractor who built in stone, a material associated with this part of Melbourne (Criterion A)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

- 43 To 45 Canning Street North Melbourne
- 133-135 Dryburgh Street North Melbourne
- 147-9 Dryburgh Street North Melbourne
- 125 Dryburgh Street North Melbourne
- 167 Dryburgh Street North Melbourne
- 213 To 215 Dryburgh Street North Melbourne
- 596 To 598 Queensberry Street North Melbourne.

Other examples in North Melbourne of a similar age might be two storeys. Dryburgh Street is the location for many early single storey houses.

Submission summary C207

Andrew R. Neale. (The owner of 231 Dryburgh St. from 1979 until the present date).

Has lengthy historical data on houses at 125; 139-141; 147-149; 155-157; 213-215; 229-231 Dryburgh Street

SUBMISSION: CONSTRUCTION DATE 1862.

*1863 RATE BOOK. stone house, 5 rooms, Amess, James, stonemason.

*Argus: James Amess wife died 6/2/1873, at 47 Dryburgh St. (=155 Dryburgh St.)

*Argus: James Amess died 17/10/1899 at his residence, 61 Dryburgh St. (=155 Dryburgh) age 67, husband of Eliza.

* in June 1870, John & Elizth McCallum & 4 children , late of Sandhurst, at 47 Dryburgh.

*John McCallum, Directories, 1870, 1871, 1872.

*Otherwise Amess is listed to 1869, and from 1873-1899.

*1896 rate book, brick & stone, 4 rooms, Jas. Amess.

JAMES AMESS ARRIVED 1857, ship "Donald McKay", NOT 1852.

Victoria & Its Metropolis, p.628 states:

AMESS, JAS. HOTHAM.....NATIVE OF FORFARSHIRE, LEARNED TRADE OF MASON, LANDED VICTORIA 1857, WORKED 4 YEARS, THEN TO NZ, RETURNED TO VICTORIA 1862, COMMENCED BUILDING.

JAMES AMESS PARENTS WERE SAMUEL AMESS (1801-1862) WHO MARRIED AT NEWBURGH, SCOTLAND, ELIZABETH FOTHERINGHAM.

THEIR SONS WERE:

JOHN AMESS (1822-1881), born Newburgh, died Carlton, Vic.

stonemason, master mason & contractor.

SAMUEL AMESS (1826-1898) (see V&IM, p.628)

Stonemason, arrived 1852, commenced contracting & building 1853.

Melbourne City Councillor by 1864, lived at William St., Melbourne.

Mayor of Melbourne 1869-1870, Alderman 1879.

Contractor for Melb. Post Office, Customs House, Town Hall 1870, Law Courts 1881.

ANDREW FOTHERINGHAM AMESS (1828-1897)

born Forfarshire, Died Hotham West. Lived at "Invergowrie" 286 Queensberry St. N.M.

lived at cnr. Queensberry & Dryburgh St. in 1897.

JAMES AMESS (1833-1899) Died 17/10/1899, 61 Dryburgh St. (155-157 Dryburgh St.)

James Amess also owned 119 & 121 Dryburgh St.

in 1896, both 6 rooms brick, rented to railway employees, O'Grady, and Cody.

Response to submission

Statement of Significance and History & Description have been revised - no change to significance level.

Refer

Hotham rate books

RB1863, 716 James `Amos' (Amess) owner-occupier stone, 5 rooms (adjoining Lees)
RB1862-3 645, vacant land

Rose Cottage or Henderson's house, 213 -215 Dryburgh Street, North Melbourne, part HO3



Figure 103 House 2011 minus fence



Figure 104 house c1970

Historical associations with persons or events?

Creation or major development date: 1868

Major owners or occupiers: Thomas Henderson

Designer(s):

Period representation:

The place expresses the following historical periods:

- Early Victorian-era** (1850-1875)? Yes
- Victorian-era** (1850-1899)? Yes
- Edwardian-era** (1900-1915)? No
- Inter-war period** (1916-1939)? No
- Post Second War** (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level¹⁹: A,B,C,D,E): **B 3**

Melbourne City Council Place Value Definition 1985:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Place grading level 2012: A,B,C,D,E): **B 2**

Melbourne City Council Place Value Definition 2008:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Assessed Cultural Values for the Melbourne Planning Scheme

- Historical significance?** Yes
- Aesthetic significance?** Yes
- Scientific significance?** No
- Social significance?** No

Heritage Values satisfied:

- Criterion A:** Importance to the course or pattern of our cultural or natural history (historical significance).
- Criterion E:** Importance in exhibiting particular aesthetic characteristics (aesthetic significance)..

Proposed or existing heritage overlay?

Existing Heritage Overlay HO3, *North and West Melbourne Precinct*

Origin of place identification:

North and West Melbourne Conservation Study - Graeme Butler, 1983

History & description

(as revised)

Thomas Henderson, who was listed as a 'gentleman' and then contractor in 1869, first owned and occupied this house in c1868-9. Other owners included: (1872) Thomas McPherson, a Bourke St importer; Richard Hodgson a Lonsdale Street importer; Horatio Beauchamp an auctioneer; (1873) William Cooper, a brewer;

¹⁹ Referenced in the Melbourne Planning Scheme clause 22.05

(1873) Richard Hodgson an importer and Horatio Beauchamp an auctioneer; engine driver, Frederick Fewster (1881), William Cooper (1875) and Henry Wickham, a carrier, who was living there around 1895. More recent owners were: (1907-1929) Ann Jane Hayes a dressmaker; and (1930) Mary Burrell.

Thomas Henderson was a three times mayor and member of the North Melbourne Council for 14 years in the 1870s-1890s. Henderson donated the significant cast iron fountain (made England in c1876) located outside the former North Melbourne Town Hall, which bears the inscription '...presented to

the Burgesses by Thomas Henderson, Mayor 1877, Town of Hotham'. Like James Amess, Henderson was born 1826 in Forfarshire, Scotland, and came to Victoria in c1856, starting his engineering firm 1860, an agricultural implement works in Elizabeth Street north. He was married in 1867 at the notable Chalmers Church by the Rev. Dr. Cairns, his wife being also a native of Scotland: she pre-deceased him in May, 1897. In 1893 his company went into liquidation and with his two sons, John and Thomas, opened a successful manufacturing works at Corowa, NSW where he died in 1907. At his death the firm known was J. and T. Henderson, engineers. Thomas Henderson possessed a 'wonderful memory', and was a great admirer of Burns, Shakespeare, and Longfellow, '...whole stanzas of whose works he could quote with ease'.

Henderson's house is a double-fronted rock face basalt cottage with a transverse, high gabled and slated roof. Two corniced stone chimneys with rare terracotta pots occur at either end of the ridge. A garden bed now exists where once a square top timber picket fence was, the roof gutters and door have been replaced. The plinth has been stuccoed. The house is one of several cottages, some stone, from the 1860s -1870s in this part of Dryburgh Street and adjoins an early stuccoed cottage.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1868), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain

Statement of Significance

(as revised)

What is significant?

This is a double-fronted rock face basalt c1868 cottage with:

- a transverse, high gabled and slated roof;
- two corniced stone chimneys with rare terracotta pots at either end of the ridge; and
- a garden bed where once was a square top timber picket fence.

The roof gutters and door have been replaced. The plinth has been stuccoed.

The house is one of several cottages, some stone, from the 1860s -1870s in this part of Dryburgh Street and adjoins an early stuccoed cottage.

How is it significant?

Rose Cottage is significant historically and aesthetically to North Melbourne.

Why is it significant?

Rose Cottage is significant:

Aesthetically as a simple cottage built from a material used for a short period in Melbourne's history and possessing, by its roof line and small setback, the characteristic form of an early cottage (Criterion E); Historically, as one of an important group of early houses owned and occupied by the building trade and other allied skilled occupations (Criterion A) also built for the locally prominent Thomas Henderson (Criterion H)..

Relevant thematic history theme represented

LIVING IN THE CITY: 8.2 Housing the population

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

- 43 To 45 Canning Street North Melbourne
- 133-135 Dryburgh Street North Melbourne
- 147-9 Dryburgh Street North Melbourne
- 155 - 157 Dryburgh Street North Melbourne
- 167 Dryburgh Street North Melbourne
- 125 Dryburgh Street North Melbourne
- 596 To 598 Queensberry Street North Melbourne.

Others in North Melbourne of a similar age might be two storey. Dryburgh Street is the location for many early single storey houses.

Submission summary C207

Andrew R. Neale. (The owner of 231 Dryburgh St. from 1979 until the present date).

Submission Number?

Has lengthy historical data on houses at 125; 139-141; 147-149; 155-157; 213-215; 229-231 Dryburgh Street

SUBMISSION: CONSTRUCTION DATE
c1865.

Basis for this is Sands Directories.

1866, Anderson, Thos; 1867 Henderson, Thos.; 1868, 1869, 1870, Henderson, Thos.

In all cases the above Anderson/Henderson is sited between Knee, and Lawson.

There seems little doubt that Anderson is supposed to be Henderson.

Millar is the occupant in 1871 directory, followed by John or James Davis in 1872 & '73; Wm Cooper, 1874-1877; Fred Fewster 1878-1882; Robt. Lynch 1885-1894; Wm Wickham, carrier, 1895-1903. (THIS IS NOT HENRY WICKHAM).

I believe this house was built by the Thomas Henderson, who was North Melbourne Councillor 1875-1877, Mayor in 1877, Councillor 1882-1883, Mayor in 1886-87, Councillor 1889-1891.

In August 1886 Argus, it is stated "resident of Hotham 19 years".

This suggests a resident since c1867, which is fairly consistent.

He is famous for donating the cast iron fountain, (he sent an order to England in 1876) outside North Melbourne Town Hall, "presented to the Burgesses by Thomas Henderson, Mayor 1877, Town of Hotham"

Another inscription on it warns, "Keep the pavement dry".

*Directory 1866/'67, HENDERSON, Thos. & Co. Millwrights 86 Elizabeth St. Nth.

*Directory 1867, Alphabetical, HENDERSON, Thos. Dryburgh St., Hotham

*Directory 1869, Alphabetical, HENDERSON, Thos. Dryburgh St. Hotham.

*Directory 1870 & 1871, Alphabetical, HENDERSON, Thos. Millwrights & Implement Makers. 91 Elizabeth St ext. & O'Connell St. Hotham.

*Argus. Births. On 6/4/1869. Henderson. At O'Connell St. Hotham, the wife of Thos, Henderson, a son.

This refers to the birth of his son John M. Henderson, O'Connell St. perhaps at the rear of his Agricultural Implement Works at Elizabeth St..

*By 1873 his private residence was definitely at Royal Park, Sydney Road.

Although there is another Thos. Henderson, a labourer, just off Munster Terrace, in 1873, and in 1896 rate book, near 84 Munster Terrace. This Thos Henderson was born c1828, arrived Australia 1854, died 1901. His daughter married Robt Angus, a carpenter.

I believe 213-215 to be built by Thos. Henderson, "for 14 years Councillor North Melbourne & 3 times Mayor", born 1826 in Coupar Angus, Forfarshire, Scotland, came to Victoria c1856, 1860 started his engineering firm. He Married in 1867.

In March 1893 his company went into liquidation, and he moved to Corowa, NSW.

He died 13/9/1907 at Corowa.

It is of interest that he came from Forfarshire, the same as James Amess.

More research required to be certain which Thos. Henderson lived at 215 Dryburgh.

Response to submission

Statement of Significance and History & Description have been adjusted as to date- no change to significance level. The brief association with Henderson as 'for 14 years Councillor North Melbourne & 3 times Mayor' has been emphasised in the revisions.

Refer

VTO part CA6/75 Jika Jika at Nth Melb
1865 John Davies Abbotsford St Hotham, contractor, John Thomson of Collins St jeweller, Michael O'Grady of Elizabeth St MP with surgeon Frederick Lloyd as Grant
November 1869 to Thomas Henderson
1869 Thomas Henderson Dryburgh St (formerly of Roxburgh St Carlton) gentleman x-out to contractor).
1870 Mortgage to Joseph Hoad
1870 Agnes Henderson, wife of Thomas Henderson of Dryburgh St contractor
1872 Thomas McPherson Bourke St importer, Richard Hodgson Lonsdale St, importer, Horatio Beauchamp auctioneer
1873 William Cooper, Dryburgh St brewer
1873 Richard Hodgson of Lonsdale St, Melb. importer & Horatio Beauchamp of Collins St auctioneer(of Victorian permanent Property Investment & Building Society)

Heritage Assessment of 213-215 Dryburgh Street, North Melbourne

1881 Frederick Edward Fewster, Munster
Terrace, engine driver

1881 **Henry Wickham** of Dryburgh St, carrier

1907 Ann Jane Hayes of Dryburgh St,
dressmaker (from Wickham)

1929 Ann dies, probate to Mary Burrell of
Elsternwick

1930 Mary Burrell

1955 Mary Ellen Newton Stubbs St, Kensington

1961 Peter (carpenter) & Anna Roussos, etc

.

Gillespie's houses, part, 229 Dryburgh Street, North Melbourne, part HO3



Figure 105 Pair in 2011

Historical associations with persons or events?

Creation or major development date: 1866

Major owners or occupiers: William Gillespie

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? Yes

Victorian-era (1850-1899)? Yes

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

Place evaluation

Existing place grading and streetscape level²⁰: A,B,C,D,E): **B 3**

Melbourne City Council Place Value Definition 1985:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Place grading level 2012: A,B,C,D,E): **B 3**

Melbourne City Council Place Value Definition 2008:

²⁰ Referenced in the Melbourne Planning Scheme clause 22.05

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? Yes

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance)..

Proposed or existing heritage overlay?

Existing Heritage Overlay HO3, *North and West Melbourne Precinct*

Origin of place identification:

North and West Melbourne Conservation Study - Graeme Butler, 1983

History & description

(as revised)

William Gillespie, a contractor of the firm Hall & Gillespie, carriers, owned both these houses and occupied one of them from their construction around 1866 until after 1885. The occupants in the other house seemed to change year by year and were such people as John Sands, clerk; Robert Hall (later Gillespie's partner), and Robert Mooney, druggist. By 1895 both houses were owned by Elizabeth Hall and 231 occupied by Richard Bowen, later a member of the successful timber merchants Bowen & Pomeroy, and Thomas Ryan, a carter.

William Gillespie was born at Thorneyburn, near Bellingham, Northumberland. He came to Australia in 1852 and started in the carrying business three years later. Gillespie lived at 231 Dryburgh St. from 1866 until his death on in 1889. Next door to the north were stables. Hall & Gillespie also had a yard on the corner of Dryburgh and Arden St. (now 241-255 Dryburgh St.)

Robert Hall (1834-1903) who lived at 229 Dryburgh Street c1870-1875 was also born in Northumberland (at Kirkwhelpington). Hall came to Australia in 1863 and joined in his brother's firm Hall & Gillespie. When Charles Hall retired

from the firm in 1865, Robert took his place as partner with William Gillespie.

Robert Hall married on 1st January 1870 to Christiana Gillespie (1849-1875) who was William's eldest daughter. She died in 1875, leaving two children and Robert remarried. The eldest daughter of Robert and Christiana, Elizabeth Hall, lived on at 229 Dryburgh Street: she married in 1892, but died in 1894.

Richard Bowen (1864-1924) who lived at 231 Dryburgh Street was born at Springdallah, near Pigoreet, Victoria, came to Melbourne c1880. He married Mary Ann Pomeroy in 1891 and in 1893 moved to 231 Dryburgh Street. A year later he had started a second-hand timber yard near the corner of Dryburgh and Arden Streets and entered a partnership with his brother-in-law Redmond Pomeroy, as Bowen & Pomeroy. Bowen was residing at Springdallah in Chatsworth Avenue, Brighton when he died of heart disease in 1924, aged 59, with an estate valued for probate at £51,858.

Gillespie's houses comprise a rock face basalt masonry duplex with a corniced and parapeted, transverse gabled roof line: the roof is of corrugated iron and the former chimneys of basalt. A concave profile verandah roof is supported on polychrome brick side walls with cast-iron fringing to the bressumer: this appears to be later than the cottages' construction. An iron picket fence and gate is at the frontage. The cast-iron fringing is gone from 229.

This house pair is one of a number of significant early cottages in Dryburgh Street south; a relatively large number of which are of stone, but is isolated by adjoining new construction.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1866), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

(as revised)

What is significant?

This is a rock face basalt masonry 1866 duplex with:

- a corniced and parapeted, transverse gabled roof line;
- roof of corrugated iron, formerly with chimneys of basalt;
- a concave profile verandah roof supported on polychrome brick side walls with cast-iron

fringing to the bressumer of 231 (appears to be later than 1866); and

- an iron picket fence and gate at the frontage.

This house pair is one of a number of early cottages in Dryburgh Street south; a relatively large number of which are of stone, but is isolated by adjoining new construction.

How is it significant?

Gillespie's houses are significant historically and aesthetically to North Melbourne.

Why is it significant?

Gillespie's houses are significant:

Aesthetically, for their simple, early cottage form and construction in an uncommon material used for a short period in Melbourne's history (Criterion E); and

Historically, they are among a number of basalt cottages owned, built or occupied by building contractors or suppliers in Dryburgh Street and specifically linked with prominent local figures, Gillespie, Hall and Bowen who epitomise the industries prevalent in North & West Melbourne in the Victorian and Edwardian-eras (Criterion A, H). Update Heritage Places Inventory July 2008 and i-Heritage.



Figure 106 House at 705 -707 Spencer Street West Melbourne, 1990s (MCC)

Relevant thematic history theme represented

LIVING IN THE CITY: 8.2 Housing the population

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage*

database being of a similar use, scale, location, and creation date.

- 43 To 45 Canning Street North Melbourne
- 133-135 Dryburgh Street North Melbourne
- 147-9 Dryburgh Street North Melbourne
- 155 - 157 Dryburgh Street North Melbourne
- 167 Dryburgh Street North Melbourne
- 213 To 215 Dryburgh Street North Melbourne
- 596 To 598 Queensberry Street North Melbourne.

Others in North Melbourne of a similar age might be two storey. Dryburgh Street is the location for many early single storey houses.

Submission summary C207

Andrew R. Neale. (The owner of 231 Dryburgh St. from 1979 until the present date).

Has lengthy historical data on houses at 125; 139-141; 147-149; 155-157; 213-215; 229-231 Dryburgh Street

CORRECTIONS.

A. "chimneys of basalt" unfortunately no longer exist. Since the 1970's only one chimney top survived on No. 229. It was removed about 10 years ago when that house was reroofed. The internal chimneys had been removed many years ago, and the chimney top was considered dangerous as it unsupported.

B. "cast iron fringing gone from 235" (refers to No 229)

These houses were wrongly listed in the first i-heritage database as 235-237 Dryburgh St.

The numbers have been 229-231 since 1918.

Last year, 2012, No. 229 had some non original iron lace added.

No. 231 has the original design.

HISTORY. No 229-231 were built c1865/1866, (first listed in Sands Directory 1867) for WILLIAM GILLESPIE (1822-1889) of Hall & Gillespie, Carriers.

Gillespie was born at Thorneyburn, near Bellingham, Northumberland & married at Bellingham in 1847. He came to Australia 1852, started carrying in 1855. In the 1863 rate book he had a 4 rm wood house & stables, in Munster Terrace.

Gillespie lived at 231 Dryburgh St. from c1866 until his death on 5/11/1889. Next door to the North were stables. The firm also had a yard on the corner of Dryburgh & Arden St. (241-255 Dryburgh St.) Gillespie added a 2 story extension to No. 231 probably in the 1870's.

After his death, a public auction held 22/3/1890, was of 6 lots, but they were not necessarily sold.

Lot 1. Bluestone house of 4 rms. (= No. 229)

Lot 2. Bluestone house of 6 rms. (= No. 231)

Lot 3. wb stables for 16 horses, frontage 42 ft. (=233-237)

Lots 4, 5, & 6. Three wb houses of 4 rms each in Munster Terrace.

ROBERT HALL (1834-1903), lived at No. 229 Dryburgh St. from 1870-1875.

He was born at Kirkwhelpington, Northumberland, came to Australia, 1863, & started in his brother's firm Hall & Gillespie. When Chas. Hall retired from the firm in 1865, Robert took his place as partner with William Gillespie.

Robert Hall married on 1st January 1870, at Dryburgh St. Hotham, Christiana Gillespie (1849-1875), both listed as resident of Dryburgh St. Hotham. Christiana was William's eldest daughter. She died, aged 26, 5/11/1875 at Dryburgh St. Hotham, leaving two young children. Robert Hall remarried at West Melbourne. The eldest daughter of Robert & Christiana, Elizabeth Hall, apparently inherited No. 229 Dryburgh St., and she lived there in 1891. She married in 1892, but died in 1894.

A Later occupant of 231 Dryburgh St. was RICHARD BOWEN (1864-1924).

He was born at Springdallah, near Pigoreet, Victoria, came to Melbourne at about 16 years age, about 1880. He married in 1891 Mary Ann Pomeroy. By 1892 he was working with Christie Bendarick, a scrap metal dealer in Dryburgh St., and living at 221 Dryburgh St.. In 1893, RICHARD BOWEN moved to 231 Dryburgh St. (listed in directories 1894-1897). By April 1894 he had started his timber yard at the corner of Dryburgh & Arden St. (241-255 Dryburgh St.) (Bowen, R. Timber Yard listed in Sands Directory 1895). He was also advertising Oregon, Hardwood, Doors, Windows, Frames, Sashes, etc. By 1900 he was in partnership with his brother in law Redmond Pomeroy, as BOWEN & POMEROY. The Company traded on the site on the corner until 1970. Now Bowen's Timber & Hardware nearby. About 1897, Richard Bowen moved to his new residence at 28 Lothian St. N. Melbourne.

See I-heritage database, 28 Lothian St. North Melbourne. It incorrectly states:

Richard Bowen "having arrived from Hasket in the mid 1890's".

I AM UNABLE TO FIND ANY SUCH PLACE AS HASKET, although there is a Hasket, in Macedon Ranges, Victoria.

Perhaps this refers to the other Richard Bowen, Melbourne City Councillor, who did also have property near Mt Macedon.

Our Richard Bowen was certainly from Springdallah.

See Brighton Cemetery website, or the History of Bowens, called 'Sixpence for a piece of Timber'.

Response to submission

Statement of Significance and History & Description have been adjusted - no change to significance level.

Refer

Hotham Rate Books

RB1864, 722 vacant land;

RB1865, 778-9 vacant land;

RB1866, ???

RB1867,

859 Thomas Eustace, clerk, o Gillespie stone house 4 rooms, £28

860 Gillespie carter owner-occupier stone house 4 rooms £28

861 William Gillespie owner-occupier stables £13 (adjoining Wickham, Armstrong)

RB1867-8,

896 Thomas Eustace, clerk, o W Gillespie stone house 4 rooms, £28

897 William Gillespie owner-occupier stone house 4 rooms, £28

898 William Gillespie owner-occupier yard & stabling £13 (adjoining Henry Wickham 4r wood house and Armstrong land x2)

.

Gillespie's houses, 231 Dryburgh Street, North Melbourne, part HO3



Figure 107 Pair in 2011

Historical associations with persons or events?

Creation or major development date:

Major owners or occupiers: William Gillespie

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? Yes

Victorian-era (1850-1899)? Yes

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level²¹: A,B,C,D,E): **B 3**

Melbourne City Council Place Value Definition 1985:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Place grading level 2012: A,B,C,D,E): **B 3**

Melbourne City Council Place Value Definition 2008:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? Yes

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance)..

Proposed or existing heritage overlay?

Existing Heritage OverlayHO3, *North and West Melbourne Precinct*

Origin of place identification:

North and West Melbourne Conservation Study - Graeme Butler, 1983

History & description

(as revised)

William Gillespie, a contractor of the firm Hall & Gillespie, carriers, owned both these houses and occupied one of them from their construction around 1866 until after 1885. The occupants in the other house seemed to change year by year and were such people as John Sands, clerk; Robert Hall (later Gillespie's partner), and Robert Mooney, druggist. By 1895 both houses were owned by Elizabeth Hall and 231 occupied by Richard Bowen, later a member of the successful timber merchants Bowen & Pomeroy, and Thomas Ryan, a carter.

William Gillespie was born at Thorneyburn, near Bellingham, Northumberland. He came to Australia in 1852 and started in the carrying business three years later. Gillespie lived at 231 Dryburgh St. from 1866 until his death on in 1889. Next door to the north were stables. Hall & Gillespie also had a yard on the corner of Dryburgh and Arden St. (now 241-255 Dryburgh St.)

²¹ Referenced in the Melbourne Planning Scheme clause 22.05

Robert Hall (1834-1903) who lived at 229 Dryburgh Street c1870-1875 was also born in Northumberland (at Kirkwhelpington). Hall came to Australia in 1863 and joined in his brother's firm Hall & Gillespie. When Charles Hall retired from the firm in 1865, Robert took his place as partner with William Gillespie.

Robert Hall married on 1st January 1870 to Christiana Gillespie (1849-1875) who was William's eldest daughter. She died in 1875, leaving two children and Robert remarried. The eldest daughter of Robert and Christiana, Elizabeth Hall, lived on at 229 Dryburgh Street: she married in 1892, but died in 1894.

Richard Bowen (1864-1924) who lived at 231 Dryburgh Street was born at Springdallah, near Pigoreet, Victoria, came to Melbourne c1880. He married Mary Ann Pomeroy in 1891 and in 1893 moved to 231 Dryburgh Street. A year later he had started a second-hand timber yard near the corner of Dryburgh and Arden Streets and entered a partnership with his brother-in-law Redmond Pomeroy, as Bowen & Pomeroy. Bowen was residing at Springdallah in Chatsworth Avenue, Brighton when he died of heart disease in 1924, aged 59, with an estate valued for probate at £51,858.

Gillespie's houses comprise a rock face basalt masonry duplex with a corniced and parapeted, transverse gabled roof line: the roof is of corrugated iron and the former chimneys of basalt. A concave profile verandah roof is supported on polychrome brick side walls with cast-iron fringing to the bressumer: this appears to be later than the cottages' construction. An iron picket fence and gate is at the frontage. The cast-iron fringing is gone from 229.

This house pair is one of a number of significant early cottages in Dryburgh Street south; a relatively large number of which are of stone, but is isolated by adjoining new construction.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1866), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

(as revised)

What is significant?

This is a rock face basalt masonry 1866 duplex with:

- a corniced and parapeted, transverse gabled roof line;
- roof of corrugated iron, formerly with chimneys of basalt;
- a concave profile verandah roof supported on polychrome brick side walls with cast-iron fringing to the bressumer of 231 (appears to be later than 1866); and
- an iron picket fence and gate at the frontage.

This house pair is one of a number of early cottages in Dryburgh Street south; a relatively large number of which are of stone, but is isolated by adjoining new construction.

How is it significant?

Gillespie's houses are significant historically and aesthetically to North Melbourne.

Why is it significant?

Gillespie's houses are significant:

Aesthetically, for their simple, early cottage form and construction in an uncommon material used for a short period in Melbourne's history (Criterion E); and

Historically, they are among a number of basalt cottages owned, built or occupied by building contractors or suppliers in Dryburgh Street and specifically linked with prominent local figures, Gillespie, Hall and Bowen who epitomise the industries prevalent in North & West Melbourne in the Victorian and Edwardian-eras (Criterion A, H).

Relevant thematic history theme represented

LIVING IN THE CITY: 8.2 Housing the population

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

- 43 To 45 Canning Street North Melbourne
- 133-135 Dryburgh Street North Melbourne
- 147-9 Dryburgh Street North Melbourne
- 155 - 157 Dryburgh Street North Melbourne
- 167 Dryburgh Street North Melbourne

- 213 To 215 Dryburgh Street
North Melbourne
- 596 To 598 Queensberry Street
North Melbourne.

Others in North Melbourne of a similar age might be two storey. Dryburgh Street is the location for many early single storey houses.

Submission summary C207

Andrew R. Neale. (The owner of 231 Dryburgh St. from 1979 until the present date).

Submission Number?

Has lengthy historical data on houses at 125; 139-141; 147-149; 155-157; 213-215; 229-231 Dryburgh Street

CORRECTIONS.

A. "chimneys of basalt" unfortunately no longer exist. Since the 1970's only one chimney top survived on No. 229. It was removed about 10 years ago when that house was reroofed. The internal chimneys had been removed many years ago, and the chimney top was considered dangerous as it unsupported.

B. "cast iron fringing gone from 235" (refers to No 229)

These houses were wrongly listed in the first i-heritage database as 235-237 Dryburgh St.

The numbers have been 229-231 since 1918.

Last year, 2012, No. 229 had some non original iron lace added.

No. 231 has the original design.

HISTORY. No 229-231 were built c1865/1866, (first listed in Sands Directory 1867) for WILLIAM GILLESPIE (1822-1889) of Hall & Gillespie, Carriers.

Gillespie was born at Thorneyburn, near Bellingham, Northumberland & married at Bellingham in 1847. He came to Australia 1852, started carrying in 1855. In the 1863 rate book he had a 4 rm wood house & stables, in Munster Terrace.

Gillespie lived at 231 Dryburgh St. from c1866 until his death on 5/11/1889. Next door to the North were stables. The firm also had a yard on the corner of Dryburgh & Arden St. (241-255 Dryburgh St.) Gillespie added a 2 story extension to No. 231 probably in the 1870's.

After his death, a public auction held 22/3/1890, was of 6 lots, but they were not necessarily sold.

Lot 1. Bluestone house of 4 rms. (= No. 229)

Lot 2. Bluestone house of 6 rms. (= No. 231)

Lot 3. wb stables for 16 horses, frontage 42 ft. (=233-237)

Lots 4, 5, & 6. Three wb houses of 4 rms each in Munster Terrace.

ROBERT HALL (1834-1903), lived at No. 229 Dryburgh St. from 1870-1875.

He was born at Kirkwhelpington, Northumberland, came to Australia, 1863, & started in his brother's firm Hall & Gillespie. When Chas. Hall retired from the firm in 1865, Robert took his place as partner with William Gillespie.

Robert Hall married on 1st January 1870, at Dryburgh St. Hotham, Christiana Gillespie (1849-1875), both listed as resident of Dryburgh St. Hotham. Christiana was William's eldest daughter. She died, aged 26, 5/11/1875 at Dryburgh St. Hotham, leaving two young children. Robert Hall remarried at West Melbourne. The eldest daughter of Robert & Christiana, Elizabeth Hall, apparently inherited No. 229 Dryburgh St., and she lived there in 1891. She married in 1892, but died in 1894

A Later occupant of 231 Dryburgh St. was RICHARD BOWEN (1864-1924).

He was born at Springdallah, near Pigoreet, Victoria, came to Melbourne at about 16 years age, about 1880. He married in 1891 Mary Ann Pomeroy. By 1892 he was working with Christie Bendarick, a scrap metal dealer in Dryburgh St., and living at 221 Dryburgh St.. In 1893, RICHARD BOWEN moved to 231 Dryburgh St. (listed in directories 1894-1897). By April 1894 he had started his timber yard at the corner of Dryburgh & Arden St. (241-255 Dryburgh St.) (Bowen, R. Timber Yard listed in Sands Directory 1895). He was also advertising Oregon, Hardwood, Doors, Windows, Frames, Sashes, etc. By 1900 he was in partnership with his brother in law Redmond Pomeroy, as BOWEN & POMEROY. The Company traded on the site on the corner until 1970. Now Bowen's Timber & Hardware nearby. About 1897, Richard Bowen moved to his new residence at 28 Lothian St. N. Melbourne.

See I-heritage database, 28 Lothian St. North Melbourne. It incorrectly states:

Richard Bowen "having arrived from Hasket in the mid 1890's".

I AM UNABLE TO FIND ANY SUCH PLACE AS HASKET, although there is a Hasket, in Macedon Ranges, Victoria.

Perhaps this refers to the other Richard Bowen, Melbourne City Councillor, who did also have property near Mt Macedon.

Our Richard Bowen was certainly from Springdallah.

Heritage Assessment of 231 Dryburgh Street, North Melbourne

See Brighton Cemetery website, or the History of Bowens, called 'Sixpence for a piece of Timber'.

Response to submission

Statement of Significance and History & Description have been adjusted - no change to significance level.

Moonee Ponds Creek Dynon Road Bridge, 64 -70 near Dynon Road, West Melbourne, proposed part HO1092

Refer Moonee Ponds Creek Macaulay Road Bridge and Moonee Ponds Creek and infrastructure, Moonee Ponds Creek, Kensington, North & West Melbourne, proposed HO1092



Figure 108 View from north 2011



Figure 109 Moderne style balustrade pattern

Historical associations with persons or events?

Creation or major development date: 1941

Major owners or occupiers: Melbourne City Council

Designer(s): Robinson, P. S.

Period representation:

The place expresses the following historical periods:

- Early Victorian-era (1850-1875)?** No
- Victorian-era (1850-1899)?** No
- Edwardian-era (1900-1915)?** No
- Inter-war period (1916-1939)?** Yes
- Post Second War (1940-)?** No

Place evaluation: locally significant

Existing place grading and streetscape level²²: A,B,C,D,E): **C**.

Place grading level 2012: A,B,C,D,E): **C3**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

- Historical significance?** Yes
- Aesthetic significance?** Yes
- Scientific significance?** No
- Social significance?** No

Heritage Values satisfied:

- Criterion A:** Importance to the course or pattern of our cultural or natural history (historical significance).
- Criterion E:** Importance in exhibiting particular aesthetic characteristics (aesthetic significance)..



Figure 110 proposed heritage overlay (red dash), Planning Maps Online

²² Referenced in the Melbourne Planning Scheme clause 22.05

Proposed or existing heritage overlay?

Proposed significant and contributory part of Heritage Overlay HO1092, Moonee Ponds Creek and Infrastructure Precinct. The heritage place is the Racecourse Road, Macaulay Road, Arden Street and Dynon Road Bridges (plus 3m from the bridge perimeter), Pumping stations 1-5, water course with vegetated banks and existing channel widths and creek reserve including bluestone pitcher lining and piers supporting pipes

Origin of place identification:

Graeme Butler survey.

History & description

This Moderne style road bridge was erected after plans were submitted in 1939 by the Melbourne City Council engineer Mr. P. S. Robinson for approval by the City Council public works committee for a new reinforced concrete bridge over the Moonee Ponds Creek at Dynon Road (formerly Swamp Road). The bridge was to cost about £14,000. Its construction was another step in the replacement of the previous metal framed bridges across the Moonee Ponds Creek which had in turn replaced timber framed structures. The bridge was a vast improvement being much wider and longer than the existing bridge while also allowing the widening of the creek to complete the continuing flood relief scheme in the Macaulay area. The structure rested on 10 piers, was 200 feet long and 63 feet wide, including a 50 feet roadway, and two 6 feet 6 inch foot paths. The new bridge eliminated what were seen as the hazardous "bottle-neck" effect for traffic flow and the steep approaches.

The eight cement rendered piers rising above the road deck had faceted shafts and stylised geometrically moulded coved caps. The wrought iron balustrading between was patterned with steel flats set in overlapping rectangles with panels of cascading semi-circles. The road deck itself was slim in profile tapering to ground at each end in a shallow arch. Added street lights are not in character with the design. P.S. Robinson, the bridge designer, was to conceive a number of large scale projects such as the Swan Street Yarra River Bridge, the similarly styled new Lynchs Bridge over the Maribyrnong River and later, the Desgraves Street underpass.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1941), and any new material added in sympathy to the original fabric it replaced. This place and

the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

(Refer Statement of Significance for Moonee Ponds Creek and infrastructure, Moonee Ponds Creek, Kensington, West and North Melbourne, proposed HO1092)

What is significant?

This Moderne style reinforced concrete road bridge over the Moonee Ponds Creek at Dynon Road, erected c1939, includes:

- eight cement rendered piers rising above the road deck with faceted shafts and stylised geometrically moulded coved caps;
- wrought iron balustrading between patterned with steel flats set in overlapping rectangles with panels of cascading semi-circles; and
- a road deck, slim in profile and tapering to ground at each end in a shallow arch.

Added street lights are not in character with the design.

How is it significant?

The Moonee Ponds Creek Dynon Road Bridge is significant historically and aesthetically to North & West Melbourne.

Why is it significant?

The Moonee Ponds Creek Dynon Road Bridge is significant:

Historically, as the first permanent bridge erected over the flood-prone Moonee Ponds Creek at this point utilising reinforced concrete construction which could withstand the force of flood waters, as following from the influence of John Monash in discarding steel frames for flood affected bridges (Criterion A); and

Aesthetically, as a well-preserved Moderne styled bridge that reflects the modern approach to bridge construction that now coped with increasing amount of motorised traffic, also seen on the Racecourse Road bridge. The bridge was one of the early designs of PS Robinson, the well known and innovative Melbourne City engineer (Criterion E).

Relevant thematic history theme represented

CREATING A FUNCTIONING CITY: 6.7 Transport

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

Submission summary C207

Refer Moonee Ponds Creek Macaulay Road Bridge, near 296 Macaulay Road, and Moonee Ponds Creek and infrastructure, proposed HO1092.

Goldsbrough Row and Co., later Younghusband, Row & Company Pty Ltd. later Younghusband Pty. Ltd. Wool and grain warehouses, 2 -50 Elizabeth Street, Kensington, proposed HO1162

Refer also proposed Kensington Flour Milling & Wool Store Heritage Precinct, Chelmsford, Elizabeth and Arden Streets area, Kensington, C207 Consultants Report (Graeme Butler & Associates 2012).

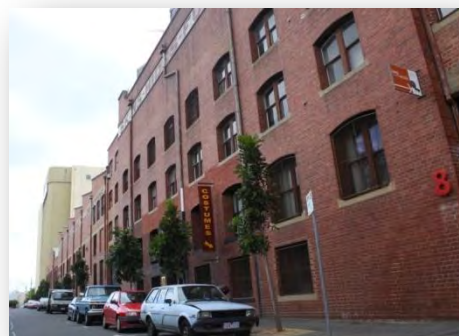


Figure 114 Part Elizabeth St façade



Figure 111 View of stores 2, 1 from north, 2012, train in siding



Figure 115 Part Elizabeth St Tallow store façade from south

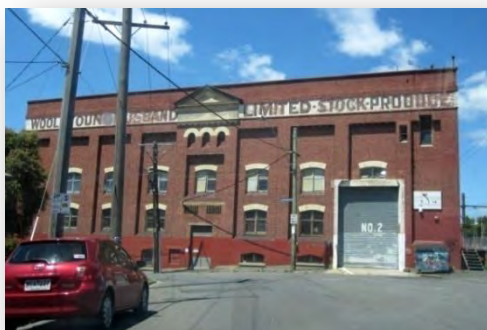


Figure 112 store 1 from north



Figure 116 West elevation from south, sawtooth store 5



Figure 113 Elizabeth St façade: store 2

Historical associations with persons or events?

Creation or major development date: 1900-1957

Major owners or occupiers: Goldsbrough Row and Co., later Younghusband, Row & Company Pty Ltd.

Designer(s): Lloyd Tayler and Fitts, Oakden & Ballantyne, Beaver & Purnell, Arthur Purnell,

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? No

Edwardian-era (1900-1915)? Yes

Inter-war period (1916-1939)? Yes

Post Second War (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level²³: A,B,C,D,E): **B -**

Melbourne City Council Place Value Definition 1985:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Place grading level 2012: A,B,C,D,E): **B 1**

Melbourne City Council Place Value Definition 2008:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? Yes

Scientific significance? No

Social significance? Yes

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

G.1: Social importance to the community, as demonstrated by documentation or sustained community expression of value for the place.



Figure 117 proposed heritage overlay (red sash), Planning Maps Online

Proposed or existing heritage overlay?

Proposed part Heritage Overlay HO1091, Kensington Flour Mill & Wool Store Precinct 2-50 Elizabeth Street, 52-112 Elizabeth Street & part 329-351 Arden Street, Kensington

Origin of place identification:

Flemington & Kensington Conservation Study - Graeme Butler, 1984

History & description

LLOYD TAYLER and FITTS designed the first stage of this major complex, WOOL and GRAIN STORES At Kensington, for Richard Goldsbrough Row and Company Pty. Ltd. wool brokers for construction in 1900. Amalgamation of Younghusband and Company Limited and Goldsbrough Row and Company Limited in 1902 yielded the firm Younghusband, Row, and Company Proprietary Limited. The wool storage was to be conducted at the Kensington stores built by R. Goldsbrough Row and Company Limited which had proved to be 'highly

²³ Referenced in the Melbourne Planning Scheme clause 22.05

convenient and economical' yet in 1903 Oakden and Ballantyne Architects called tenders. 'For Extensive Additions to Wool and Grain Stores at Kensington for Younghusband Row & Company Pty Ltd.'. In 1906 Oakden and Ballantyne designed a further development of the site as a new warehouse for Younghusband, Row & Company, built by James SG Wright of Armadale.

Behind the scenes of this major commercial undertaking and restructuring, the key figure in its initial development, Richard Goldsbrough Row, a Melbourne 'wool expert', was seeking the dissolution of his marriage with Eleanor Stewart Row, otherwise known as the internationally famous actress, Nellie Stewart. Row retired and left the wool business and was dead by 1914.

Wool Store No. 1 (1900-3, 1906, 1917)

Wool Store No. 1 is of red brick construction and four-storeys in height with a sawtooth roof incorporating south lights as the wool show room. The store's principal façade faces Chelmsford Street, the building extending southward along the Melbourne-Essendon railway line where the warehouse is serviced by a private rail siding. The first stage of the building was 18 bays in depth. In 1906 the building was extended southward along the railway by a further eight bays, using the same construction and general design but for the detailing of door and window joinery and the masonry openings with the most substantial difference being the use of mild steel lintels above entry doors that open on to the railway platform dispensing with the arched form.

The Chelmsford Street façade of Wool Store No. 1 has nine bays defined by giant-order brick pilasters that support, via corbelling, a deep brick entablature either side of the centre bay with its cemented pediment. This bay houses the main entry and supports a three-light arcade as an attic level. Segmentally arched window openings mark each floor level in the successive façade bays, until the last narrower blind bays which define each corner. The top or fourth floor level has no windows being lit from above via the sawtooth roof south facing glazing. The major change to this elevation is the intrusive high rectangular opening at the west end.

Wool Store No. 2 (1928-1932)

This five level red brick building was built in two stages: 1928, designed by Purnell, Round & Graham, as a two storey hipped roof form; and a three level addition with sawtooth roof designed by Arthur Purnell. This was a very rational elevation to Elizabeth Street, with paired rectangular window openings fitted with steel-framed glazing to 4 of the 5 levels, marking out the façade bays, with small skillions raised above

each end of the parapet: the firm's name was attached to a parapet panel.

Wool Store No. 3 (Tallow Store, 1917, 1923)

Designed by Oakden and Ballantyne Architects in 1917 with additions in 1923: the ground level was the first stage and then two additional floors, all with rectangular window openings and multi-pane glazing. The east elevation expresses the sawtooth profile roof unlike the other stores facing streets, with a corbelled brick capping on the raking parapet. Some ground level openings have changed.

Wool Store No. 5 1957

Designed by Purnell & Associates, this is a utilitarian two-storey warehouse extending along the railway with a brick base (painted), fibre cement sheet cladding to the upper level, and a south-facing corrugated iron clad sawtooth roof, made more pronounced by use of a deep eave. The construction of this store coincided with a minor boom in the wool sales and production as markets re-established after the Second War.

Younghusband occupied the buildings until at least the 1970s, with more recent uses including a costume store for the Australian Ballet.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1900-1957), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

The contributory parts of the complex are as follows.

Wool Store No. 1 (1900-3, 1906, 1917) includes:

- red brick construction and four-storeys in height
- sawtooth roof incorporating south lights as the wool show room.
- store's principal façade facing Chelmsford Street, and extending southward along the Melbourne-Essendon railway line where the warehouse is serviced by a private rail siding.
- first stage of 18 bays in depth.
- 1906 extension southward along the railway by a further eight bays, using the same construction and general design.

The principal Chelmsford Street façade has nine bays defined by:

- giant-order brick pilasters that support, via corbelling, a deep brick entablature either side of the centre bay with its cemented pediment;
- a centre bay housing the main entry and supporting a three-light arcade as an attic level;
- Segmentally arched window openings marking each floor level in successive façade bays, until the last narrower blind bays which define each corner; and
- a top or fourth floor level with no windows being lit from above via the sawtooth roof south facing glazing for wool sales.

The major change to this elevation is the intrusive high rectangular opening at the west end.

Wool Store No. 2 (1928-1932) includes:

- five level red brick building built in two stages:
- 1928 stage, as a two storey hipped roof form; and
- a 1932 stage as a three level addition with sawtooth roof.

The principal Elizabeth Street elevation, with

- paired rectangular window openings fitted with steel-framed glazing to 4 of the 5 levels, marking out the façade bays,
- small skillions raised above each end of the parapet; and
- the firm's name was attached to a parapet panel.

Wool Store No. 3 (Tallow Store, 1917, 1923)

- ground level as the first stage 1917;
- two additional floors, 1923;
- all with rectangular window openings and multi-pane glazing;
- an east elevation expressing the sawtooth profile roof unlike the other stores facing streets, and
- a corbelled brick capping on the raking parapet.

Some ground level openings have changed.

Wool Store No. 5 1957

A utilitarian two-storey warehouse extending along the railway with

- a brick base (painted);
- fibre cement sheet cladding to the upper level;
- a south-facing corrugated iron clad sawtooth roof, made more pronounced by use of a deep eave.

How is it significant?

The Goldsbrough Row and Co., late Younghusband, Row & Company Pty Ltd. Complex is significant historically and aesthetically to Kensington and the City of Melbourne and Victoria.

Why is it significant?

The Goldsbrough Row and Co., late Younghusband, Row & Company Pty Ltd. complex is significant

Historically

- as highly indicative of the important role of Kensington and North & West Melbourne for industrial and mercantile activities including those related to wool, grain and livestock (tanneries, abattoirs, flour mills);
- for its siting and design allowing the complex to demonstrate the importance of rail transport;
- for the juxtaposition of this large-scale industrial complex with modest workers housing to its north reflects important aspects of the worker and workplace relationships and living conditions in the local area, particularly within the Victorian and Edwardian-eras;
- for helping in the understanding of the design context of wool stores and warehouses in Australia and thus can be related to examples both within Victoria and further afield. The siting of the complex, its local context and design demonstrates the key characteristics of wool stores in Australia; and
- the Younghusband complex is one of the relatively few substantial and well preserved wool store complexes to survive, and stands as an important example in a metropolitan context and is broadly comparable to the wool stores on the waterfront at Geelong (Criterion A);

Associations

- For the association with Goldsbrough, Younghusband & Row, major wool and produce brokers, and stock and station agents (Criterion H); and

Aesthetically

- Considered in the context of other surviving wool stores, the Kensington complex stands as a key metropolitan example and one that is distinct from other wool stores in the region. It represents a later phase of wool store design when compared with the city wool stores, both of which are of far more modest scale overall and much less intact and differs from the later 1940s West Footscray examples, both of which adopt a more massive, austere and monumental quality in terms of their scale and architectural qualities, and do not have the evolved character of the Kensington complex and its ability to demonstrate aspects of industrial architecture over a 50 year period;
- For the physically and aesthetically powerful imagery of the complex, with its larger scale relative to adjacent residential development; and
- For the overall high consistency of scale, architectural expression, form and materiality. These qualities combine to give the complex

an imposing quality; and visual prominence, particularly when viewed from the railway line and in views from the north, northwest and to a lesser extent, the elevated views from the west (Criterion E).

Relevant thematic history theme represented

BUILDING A COMMERCIAL CITY: 5.5 Building a manufacturing industry

: 5.1 Establishing a pastoral industry

: 5.1 Processing raw materials (VFHT)

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

Even as it relates to the exhibited extent, however, there are three changes that we believe should be made to the Statement of Significance:

- *The statement currently identifies a 'creation or major development date' of 1900-1957. This is inconsistent with the description of significant elements under 'What is Significant' and should be amended to '1900-1932'.*
- *Additionally, the statement could explicitly note under 'What is Significant?' that Wool Store 5 is not significant (the VPP Practice Note suggests that under 'What is Significant?' mention can be made of elements that are not significant).*
- *As noted above, the B1 grading should not apply to Wool Store 5 and this should be acknowledged in the statement.*

The 2012 Heritage Assessment is inconsistent with the Statement of Significance in the Incorporated Document -

Submission summary C207

Lovell Chen on behalf of EG Funds Management, Submission 6

Overall, we agree that the complex is of a level of historical and aesthetic significance (high metropolitan) that would warrant the application of the Heritage Overlay (HO). We do, however, have some concerns about the proposed extent of the HO and some comments on aspects of the supporting documentation, generally related to the proposed inclusion of **Wool Store 5** in the HERITAGE OVERLAY.

In terms of the extent, Amendment 207 proposes a site-specific HO (HO1162) to apply to the 2-50 Elizabeth Street site in its entirety. This is a change from the recommendations of the Arden Macauley Heritage Review 2012, in which it was proposed that the site be part of a larger HO precinct to be known as the Kensington Flour Mill and Wool Store Precinct.

Objects to inclusion of Wool Store 5 (1957) in the site-specific HO1162 but reasonable in the context of a broader precinct-based HO, where the HO would have extended to the south to include both the adjacent Allied Mills site (which Wool Store 5 abuts) and the 329-351 Arden Street site further south.

Recognises that Wool Store 5 demonstrates the extent of physical development on the site over the operational life of the complex, the building otherwise makes no contribution to the heritage values of the place.

Response to submission

In the Consultant Report (Graeme Butler & Associates), the MCC was provided with the option of the broad heritage overlay of the Kensington Flour Milling & Wool Store Heritage Precinct (now proposed as separate components including HO1162, HO1091) or the individual heritage overlay (HO1162): both have similar outcomes and all proposed development will be the subject of an application where some contributory elements (i.e. Wool Store 5, 1957) might be demolished for the sake of preservation of the whole complex.

In the exhibited Consultant Report (Graeme Butler & Associates), the proposed Kensington Flour Milling & Wool Store Heritage Precinct Statement of Significance included the following contributory elements:
Row & Company Pty Ltd. later Younghusband Pty. Ltd. Wool and grain warehouses: wool stores 1, 2, 3, 5.

The proposed Goldsbrough Row and Co., later Younghusband, Row & Company Pty Ltd. later Younghusband Pty. Ltd. Wool and grain warehouses heritage overlay includes under *History & description/Contributory elements* The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), **(1900-1957)**, and any new material added in sympathy to the original fabric it replaced. This

place and the identification of contributory elements have been assessed typically from the public domain.

Under the *Statement of Significance*

Wool Store No. 5 1957 A utilitarian two-storey warehouse extending along the railway with a brick base (painted); fibre cement sheet cladding to the upper level; a south-facing corrugated iron clad sawtooth roof, made more pronounced by use of a deep eave.

In the **Statements of Significance incorporated document**, warehouse 5 is not listed, as determined by Melbourne City Council.

It is clear that the **warehouse 5** was included in the consultant report as Lovell Chen note *'While forming part of the evolved complex on the site...'* as part of the evolutionary history of the complex but I acknowledge that judged separately from the complex the warehouse would be graded D but it remains within a B graded complex. Given the practice note for applying the heritage overlay discourages the use of A-D grading systems and I believe the MCC are to phase the gradings out, this may appear academic.

An incorporated plan such as proposed for the North & West Melbourne Biscuit Making & Flour Milling precinct or, less formally, an amendment to the conservation policy in the reference document could allow for differentiation of primary and secondary contribution.

Conclusion

Given that the warehouse 5 occupies a strategic location within this significant complex as seen from the west, Bellair St and the railway line (perhaps more publicly visible than the east side of the complex), the site should be developed under heritage control with acknowledgment that the building might be demolished subject to archival recording and careful replacement with the values of the whole in mind.

Home for Lost and Starving Dogs, later Lost Dogs Home & Animal Hospital, 2 -52 Gracie Street, North Melbourne, existing HO869



Figure 118 residence and hospital from north, 2011

Historical associations with persons or events?

Creation or major development date: 1934-5

Major owners or occupiers: Lost Dog's Home Society

Designer(s): Peck & Kemter

Period representation:

The place expresses the following historical periods:

- Early Victorian-era** (1850-1875)? No
- Victorian-era** (1850-1899)? No
- Edwardian-era** (1900-1915)? No
- Inter-war period** (1916-1939)? Yes
- Post Second War** (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level²⁴: A,B,C,D,E): **D 3**

Melbourne City Council Place Value Definition 1985:

These buildings are representative of the historical, scientific, architectural or social development of the local area. They are often reasonably intact representatives of particular periods, styles or building

²⁴ Referenced in the Melbourne Planning Scheme clause 22.05

types. In many instances alterations will be reversible. They may also be altered examples which stand within a group of similar period, style or type or a street which retains much of its original character. Where they stand in a row or street, the collective group will provide a setting which reinforces the value of the individual buildings.

Place grading level 2012: A,B,C,D,E): **C 3**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

- Historical significance?** Yes
- Aesthetic significance?** Yes
- Scientific significance?** No
- Social significance?** Yes

Heritage Values satisfied:

- Criterion A:** Importance to the course or pattern of our cultural or natural history (historical significance).
- Criterion E:** Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
- Criterion G:** Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

Proposed or existing heritage overlay?

Existing Heritage Overlay HO869, 2 Gracie Street North Melbourne



Figure 119 Existing heritage overlay over whole site: further assessment may allow more focussed mapping (PMOL).

Origin of place identification:

Graeme Butler, North & West Melbourne Conservation Study

History & description

The concept of this Lost Dog's (and cat) Home arose in 1910 from a concern from a Mr Tripp Edgar, over what was thought the hasty and ill treatment plus the drowning of stray and lost dogs by Melbourne municipal officers (the Melbourne City pound was then on the Yarra Bank). A letter to 'The Argus': followed from Mrs KA Chade but negotiations urging the City Council, to install a lethal chamber to destroy dogs rather than drown them, failed. So Tripp Edgar and fellow members of his Oscar Asche company, sought to establish their own refuge.

Initial progress to establish a home was frustrated by antagonism of residents around any proposed dog refuge. Lost Dog's Home Committee acquired four blocks of land here in 1912 with government help. Patrons were Sir Justice Madden and Lady Denman, wife of the Governor General, with early building work on the site involving the society architect, Harold Desbrowe-Annear: the home opened in 1913 with a simple weatherboard keeper's house, six large exercise yards, a lethal chamber, and sewerage skillion sheds, all behind a tall paling fence. Once the home was established, the Committee hoped to encourage municipal dog catchers to send dogs to the home rather than drown them: lost dogs could be sent to the home by rail via nearby Macaulay Station although this ceased in 1923. Dog numbers increased and more land was acquired c1914 and more shelters erected.

This administration building at the Dogs' Home and Animal Hospital was officially opened in 1935 by His Excellency the Governor-General, Sir Isaac Isaacs who noted that the home had operated here for 22 years. The building contained an operating theatre fitted with the latest equipment; a pharmacy, a waiting-room for persons bringing animals to the hospital for treatment, and an inspection room. Sir Isaac Isaacs also unveiled a tablet erected in recognition of the benefactors of the hospital. The new building had cost £4000 and the designers were Peck & Kemter. In the same inter-war period they had designed (in association with A.C. Leith & Bartlett) the Modernist and significant Heidelberg Town Hall (1937 Victorian Heritage Register); Capitol House, Swanston Street built in 1921-24 (Victorian Heritage Register). The first veterinary officer at the new hospital was Anne Flashman (later Lady Rylagh) who also wrote an animal welfare column in 'The Herald'.

The Governor General observed that the establishment and efficient maintenance of a home and hospital for sick, lost, and injured

animals marked a very high consciousness in the people of Australia. He considered it symbolic of 'a great uplifting of public and private conscience, which proved the moral progress taking place in the community'. This building was 'proof of a heightened communal sense of right and wrong, social justice, and duty and service. When these human sentiments extended beyond our fellow-creatures to the relief of physical pain and suffering in animals, it offered great encouragement for the future.' The same ceremony saw Mr. A. C. Morley, chairman of the committees of the Institution, urge the need for the reestablishment in the Melbourne University of a chair of veterinary science. As counterpoint, a Mr. Holland, M.L.A. said after the opening that the 'palatial new home for lost dogs at Kensington (sic)' cost between 8/6 and 12/6 a week to look after the dogs. Holland observed that he had been met many people in the same suburb, who were ill-clad and ill-nourished' and the cost was only 2/6 to look after the baby of a sustenance worker'. Nearby was the old North Melbourne Benevolent Asylum which had long provided a safe haven for people who could not look after themselves.

The Dogs Home operated in parallel with the New Animal Hospital X-ray and Operating Theatre (since part rebuilt) which was built for the newly formed Animal Welfare League (1927-) in the next year (1936) at nearby Villiers Street and designed by Leighton Irwin, architect. Formed primarily to raise funds for the cause, the League opened a clinic at Melbourne University in 1930 and a dispute arose between it and the Lost Dogs Home Committee over treatment of the animals, claiming the Home was bent on dog destruction rather than repatriation or cure. The League clinic left the University and resolved to build their own clinic beginning the parallel animal welfare activity in North Melbourne, criticised by the Lost Dogs Home committee as a waste of public money. Both groups were served by some of the most prominent of Melbourne society. Rev Wilfred Clarke, president of the Home in the 1930s claimed it in 'The Sun' as the first public remedial veterinary service in Australia from 1913: this compares with for example the Victorian-era Melbourne Veterinary College, Hospital for Horses later Melbourne Veterinary College in Fitzroy which was a privately owned institution with fee for service as in a modern veterinary clinic.

This near symmetrical administration building and residence is two storey, stuccoed, has a gabled and tiled roof with longitudinal ridge, a clinker brick clad ground level with loggias or verandahs (part filled in), tall cemented chimney, regularly spaced double-hung sash windows. Roof tiles are

Marseilles profile blended pattern. The ground level had a board room, offices, examination and waiting rooms, and amenities. The upper level residence held bedrooms, kitchen, dining and living rooms plus amenities. There was a detached laundry to the east.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1934-5), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

This near symmetrical administration building and residence of 1934-5 includes:

- two storey scale,
- stuccoed walls,
- a gabled and tiled roof with longitudinal ridge,
- a clinker brick clad ground level with loggias or verandahs (part filled in),
- tall cemented chimney,
- regularly spaced double-hung sash windows.
- Marseilles profile Roof tiles, blended pattern.

- a ground level originally with a board room, offices, examination and waiting rooms, and amenities; and
- an upper level residence originally with bedrooms, kitchen, dining and living rooms plus amenities.

There was a detached laundry to the east.

How is it significant?

The Lost Dogs Home & Animal Hospital is significant historically, socially and aesthetically to North Melbourne and the City.

Why is it significant?

The Lost Dogs Home & Animal Hospital is significant:

Historically and socially, for its long association with animal welfare in the State and some of its most active promoters while claimed as the first formal public animal veterinary service in Victoria and Australia; also as the focus of many public fund raising events and celebrity activity in the name of animal health (Criteria A, G) ; and

Aesthetically as a well-preserved and successful design by the noted architects Peck & Kemter while also being the first of its kind (public veterinary hospital) in the State (Criterion E).



Figure 120 North elevation Building Permit Application 1934

Relevant thematic history theme represented

CARING FOR THE SICK AND DESTITUTE: 11.3

Caring for the sick

: 6.3 Providing essential services

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following example was used for comparison in the assessment (typically places drawn from the Melbourne City Council online *i-Heritage* database) being of a similar use, scale, location, and creation date.

- Lort Smith Animal Hospital, Villiers Street, North Melbourne (not in i-Heritage).

This type and era of a purpose built public animal hospital is uncommon in the State.

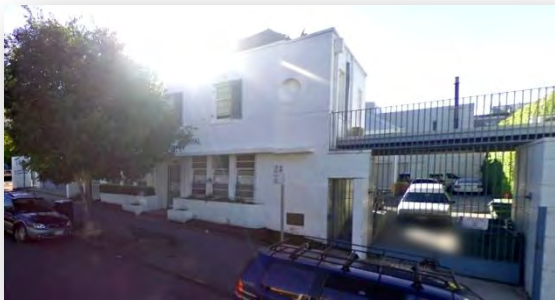


Figure 121 Lort Smith Animal Hospital, Villiers Street, North Melbourne (Google)

Submission summary C207

Virginia Jackson Director HARLOCK JACKSON PTY LTD, for Lost Dogs' Home Submission 9

Notes covered by H0869 and refers to previous grading of D grade building in a Level 3 streetscape.

Does not agree with the upgrade of the building's status to a C grade building, with no change to the streetscape grading.

Objects to inclusion in amendment.

Has advice from Bryce Raworth who says architectural or aesthetic values of the main building are in fact relatively modest. He believes it is a representative building rather than a fine building of its period, regardless of the fact that the architects with whom it is associated are well regarded for some other buildings. He concludes that in terms of its architectural interest in isolation that it remains a D grade building.

Thinks historical interest of the site is vested in the site as a whole, and not dependent on the building itself. He considers that the historical and social significance of the site's longstanding association with The Home outweighs its limited architectural interest.

Response to submission

The whole property is already in a site specific heritage overlay that means it has been judged by a public process as of at least local significance.

A planning permit is required for all external works on the site: the proposed amendment will not change this but seeks to clarify what is significant or contributory within the site. Similarly the amendment does not change the potential development options on the site.

The grading issue is becoming irrelevant given the practice note discourages use of the A-D grading and instead relies on being 'significant' or not, with no levels of significant except local and State. However, existing MCC policy sets a threshold of A-C for individual sites so that given the existing individually significant status of the heritage overlay, the upgrade is consistent with that policy.

The Statement of Significance includes the following values:

- Historically and socially, for its long association with animal welfare in the State and some of its most active promoters while claimed as the first formal public animal veterinary service in Victoria and Australia; also as the focus of many public fund raising events and celebrity activity in the name of animal health; and
- Aesthetically as a well-preserved and successful design by the noted architects Peck & Kemter while also being the first of its kind (public veterinary hospital) in the State.

The Raworth opinion questions some of these values saying that the acknowledged historical significance covers the whole site and is not confined to the building. It is clear that, along with the site, the existing main building, more than any other known structure there, has had a long association with the history of the site and that the architecture was a custom design by well known architects of a specific type that has little equal in the local area of North & West Melbourne. The place is also linked with the primary production emphasis of the area's history and associated animal husbandry.

Thomas Brunton & Co flour mill complex, later N.B. Love, 24 -78 Laurens Street, and 25 Munster Terrace, North Melbourne, proposed part enlarged HO455

Refer North & West Melbourne Biscuit Making & Flour Milling precinct, 3-21 Anderson & 24-78 Laurens Streets (also known as 1-25 Munster Terrace, North Melbourne), West Melbourne, proposed HO455 extended.



Figure 125 Brunton mill in 25 Munster terrace, significant part of complex, with adjoining silos

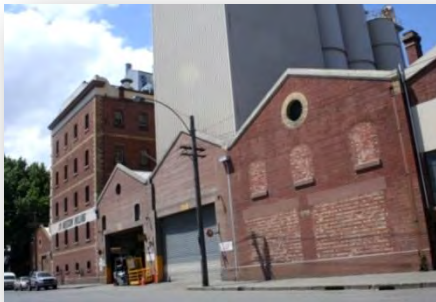


Figure 122 Core of Brunton section in Laurens St, with chimney at rear, gabled stores as contributory part of complex



Figure 126 inter-war infill south of Brunton mill in 1-25 Munster Terrace.



Figure 123 Brunton mill in Laurens St, significant part of complex



Figure 124 Northern extent of complex, gabled store contributory part of complex

Historical associations with persons or events?

Creation or major development date: 1889, 1893-4, 1913-

Major owners or occupiers: Brunton & Co., Thomas

Designer(s): Twentyman & Askew

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? Yes

Edwardian-era (1900-1915)? Yes

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level²⁵: A,B,C,D,E): **B 2**

Melbourne City Council Place Value Definition 1985:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Place grading level 2012: A,B,C,D,E): **B 2**

Melbourne City Council Place Value Definition 2008:

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes
Aesthetic significance? Yes
Scientific significance? No
Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance)..



Figure 127 Pink hatch existing adjoining heritage overlay 455 with red outline proposed addition (POM).

Proposed or existing heritage overlay?

Proposed part of expansion of existing HO455 as North and West Melbourne Biscuit Making & Flour Milling Precinct, 3-21 Anderson Street, West Melbourne 24-78 Laurens Street (including alternate address 1-25 Munster Terrace) North Melbourne.

Origin of place identification:

North and West Melbourne Conservation Study - Graeme Butler, 1983

History & description

As revised to combine all Brunton sites (red text shows change)

This important Victorian-era flour milling complex was erected as the Australian Flour Mills for Thomas Brunton & Co in 1888, probably to the design of milling engineer August Strauchmann and architects Twentyman & Askew. Brunton was a major industrial figure in Australia and at the time of building this complex had already erected a large mill in NSW and simultaneously was seeking political office while remaining active in a number of local societies and organisations in Victoria.

In Laurens Street, the complex includes a red brick and symmetrically fenestrated mill building of four-storeys and basement, with segment-arched openings and a simple, corniced stucco parapet. Cream brick quoins and string-moulds with rectangular entablature provide the decoration to this typically austere factory building. A lift shaft and structures on the roof have been added, but the main façade remains untouched, save the painted sign to the brickwork. **Gabled Victorian-era red brick store buildings, one north of the mill and three south of the mill are adjoining the mill.**

In Munster Terrace, there is a four-storey building of red brick, with cream quoins and string-moulds, and a stuccoed corniced parapet. What was originally a symmetrically fenestrated façade of segment-arched storey-doors and windows has been marred by the addition of large, flat-headed openings.

The complex is in an area built up by biscuit manufacturers, such as Brockhoff, Guthrie and Co., W. Blair and the earliest company, Smith and Sons, from 1874 (at the corner of Miller and Anderson Streets) and later T.B. Guest, and adjoining the large railway sidings of Spencer Street and North Melbourne.

Contributory elements

²⁵ Referenced in the Melbourne Planning Scheme clause 22.05

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1889, 1893-4, 1913-), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

As revised, to combine all Brunton sites

(Refer to Statement of Significance for HO455 North and West Melbourne Biscuit Making & Flour Milling Precinct 3-21 Anderson Street, West Melbourne 24-78 Laurens Street (including alternate address 1-25 Munster Terrace) North Melbourne)

What is significant?

A flour milling complex erected as the Australian Flour Mills for Thomas Brunton & Co from 1888 including:

In Laurens Street,

- a red brick and symmetrically fenestrated mill building of four-storeys and basement, with segment-arched openings and a simple, corniced stucco parapet. Cream brick quoins and string-moulds with rectangular entablature provide the decoration to this typically austere factory building. A lift shaft and structures on the roof have been added, but the main façade remains untouched, save the painted sign to the brickwork;
- gabled Victorian-era red brick store buildings, one north of the mill and three south of the mill;

In Munster Terrace:

- a four-storey building of red brick, with cream quoins and string-moulds, and a stuccoed corniced parapet. What was originally a symmetrically fenestrated façade of segment-arched storey-doors and windows has been marred by the addition of large, flat-headed openings.

The complex is located in an area built up by other biscuit manufacturers from 1874 and adjoins the large railway sidings of Spencer Street and North Melbourne.

How is it significant?

The Thomas Brunton & Company Australian Flour Mill is significant historically and aesthetically to North Melbourne.

Why is it significant?

The Thomas Brunton & Company Australian Flour Mill is significant

Historically for its association with this important flour milling and biscuit precinct as well as the nationally known figure of Thomas Brunton. As part of the North & West Melbourne Biscuit Making & Flour Milling precinct commenced in the 1870s and still operating, the Brunton complex is sited close to key railway sidings where wheat shipments arrived from the north. This complex is a key part of a precinct that, when combined with that of nearby Kensington, is Victoria's biggest ever flour milling and biscuit manufacturing complex in terms of built site coverage and output. The three millers in this part of Kensington and North and West Melbourne, being Kimpton, Gillespie and Brunton, are credited with the introduction of modern roller flour milling in Victoria, a move which led to the development of the export flour trade as one of Australia's major exports. The buildings making up the precinct are landmarks within the local area and highly representative of the special role played by North & West Melbourne in rural produce and Victorian-era industrial development within the State (Criterion A).

Aesthetically the complex has well-preserved, well designed and dominant buildings within the environs and precinct, aligning with the later TB Guest Buildings in scale and materials and providing part of the kaleidoscope of architectural styles as applied from the mid to the late Victorian-era to large scale industrial designs. Elements making up the North & West Melbourne Biscuit Making & Flour Milling precinct are remarkably well preserved as presented to the street and thus parallel with the rare industrial complexes such as at the Geelong waterfront and in terms of architectural cohesion they surpass Geelong, although they do not possess the breadth of historical development. Each building described has architectural pretensions (being generally from the Italian Renaissance), by their symmetrically fenestrated and parapeted form. Although from different owners, the major buildings have similarities which allow them to act as a streetscape as well as an identifiable complex. The precinct is of State significance as an unusually original and architecturally competent and cohesive 19th century industrial complex (Criterion E).

Relevant thematic history theme represented

BUILDING A COMMERCIAL CITY: 5.5 Building a manufacturing industry

: 5.1 Processing raw materials (VFHT)

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and

thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

Kensington Flour Mill complex, Elizabeth Street, Kensington, a later development.

Submission summary C207

Refer North & West Melbourne Biscuit Making & Flour Milling precinct, 3-21 Anderson & 24-78 Laurens Streets (also known as 1-25 Munster Terrace, North Melbourne), West Melbourne, proposed HO455 extended.

Response to submission

As one result of the Amendment C207 submission on the above proposed precinct, this place report has been modified to include all of the Thomas Brunton complex, as an adjustment to the reference Consultant's Report (Graeme Butler & Associates 2012) which had one of the TB Guest buildings in adjoining Munster Street as part of the Thomas Brunton complex. Other minor changes were made to clarify contributory status of some of the buildings such as the gabled stores in Laurens Street.

Melbourne City Council Electric Supply substation and coal yard (later CitiPower), 146 -166 Laurens Street, North Melbourne, HO1111



Figure 128 west side, 2013



Figure 129 east side 2013

Historical associations with persons or events?

Creation or major development date: 1938

Major owners or occupiers: Melbourne City Council

Designer(s): Beilby, Eric (City Architect)

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? No

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? Yes

Post Second War (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level²⁶: A,B,C,D,E): not graded.

Place grading level 2012: A,B,C,D,E): **C 3**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? Yes

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance)...

Proposed or existing heritage overlay?

Proposed as HO1111, MCC Electric Supply substation and coal yard, 146-166 Laurens Street, North Melbourne.



Figure 130 proposed heritage overlay, red dash (Planning Maps Online)

²⁶ Referenced in the Melbourne Planning Scheme clause 22.05

Origin of place identification:

Melbourne City Council list

History & description

Built on the site of the City pound, this former Melbourne City Council Electricity Supply substation and adjoining coal yard date from differing eras, the coal yard being a source of coal for power generation for the Melbourne City Council Electric Supply power station, built in Spencer Street in the 1890s.

This substation is a large and Modernistic example of an uncommon building type that had evolved throughout the City of Melbourne to allow distribution of the new power. Many free-standing substations date from the Federation era or the 1920s and are located in Council reserves.

This example is not on a park reserve and is much larger, with an associated extended function located next to the source of coal that created the power it distributed. As had been the practice the building was designed to be seen and not purely as a utility building. With its parapeted form, blind windows in a regular fenestration pattern (proposed to be glazed with glass bricks), and brick banding in cream and red, the building reflected the Modernist principles utilised locally from the 1930s when the Dudok or Netherlands school of architecture was the key inspiration for the avant-grade. Steel framed and set on piles, the floor plans showed 3 transformer buses at ground, and lesser area first floor. The front Laurens St elevation has the letters 'MCCES' in metal letters attached to the streamlines (now gone).

This building was designed in the same year as the Moderne style North Melbourne baths additions of 1938 when Eric Beilby was the City Architect, being also responsible for noted buildings such as Lady Huntingfield Kindergarten, North Melbourne, built and equipped by Melbourne City Council 1939-40.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1938), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

This substation is a large and Modernistic 1938 example of an uncommon building type that had evolved throughout the City of Melbourne to allow distribution of the new power, with:

- Dudok or Netherlands school of architecture as the key design inspiration;
- parapeted form,
- blind windows in a regular fenestration pattern (proposed to be glazed with glass bricks), and
- brick banding in cream and red,
- Steel framed and set on piles,
- floor plans originally showed 3 transformer buses at ground, and lesser area first floor.

The front Laurens St elevation once had the letters 'MCCES' in metal letters attached to the streamlines (now gone).

How is it significant?

Melbourne City Council Electric Supply substation is significant historically and aesthetically to North Melbourne.

Why is it significant?

Melbourne City Council Electric Supply substation is significant:

Historically as a symbol of the growing need for electric power in this large and active industrial precinct, a character long associated with this part of the City (Criterion A); and

Aesthetically as a successfully designed variation on a theme for this distinctive architectural type that differs from the red brick gabled structures dotted throughout the city, mainly in Council parklands while reflected the stylistic idiom of the period. It is the work of Eric Beilby who has been recognised as a significant architect within the public building realm (Criterion A).

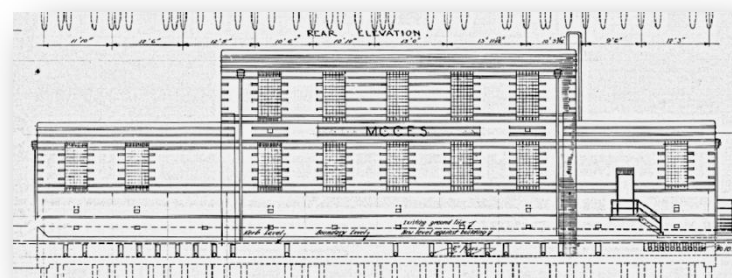


Figure 131 MCC drawing Laurens Street elevation 1938

Relevant thematic history theme represented

CREATING A FUNCTIONING CITY: 6.3 Providing essential services

BUILDING A COMMERCIAL CITY: 5.5 Building a manufacturing industry

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following Moderne style examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of style, scale and creation date.

- 183 To 189 A'Beckett Street Melbourne
- 97 To 107 Berkeley Street Melbourne
- 373 To 375 Little Bourke Street Melbourne
- 144 To 146 Queensberry Street Carlton
- 18 Anderson St, West Melbourne (q.v.)

This project has identified other City Architect designs that include the North Melbourne Swimming Baths that is similarly Modernistic in style and built with banded brickwork. Other City of Melbourne electricity supply buildings of this style are few with most being of stripped classical revival or Asiatic tea-house style pavilions.

Online *i-Heritage* database, Substations

2 To 4 Lansdowne Street East Melbourne
Grading A
Streetscape Level 2



Opposite 50 Jolimont Street Jolimont
Grading C
Streetscape Level 3



23 To 25 George Parade Melbourne
Grading D
Streetscape Level 0



12 to 14 Guildford Lane Melbourne
Grading D
Streetscape Level 2



10 To 14 Park Street Melbourne
Grading D
Streetscape Level 0



Substation, 70 To 74 Therry Street Melbourne



Grading C
Streetscape Level 1

Submission summary C207

Citipower on 146-166 Laurens Street, north Melbourne (Proposed HO1111)

The submitter is opposed to the inclusion of 146-166 Laurens Street, North Melbourne in the Heritage Overlay for the following reasons:

- The property houses a substation which is nearing the end of its lifetime and the substation plant needs to be replaced. The substation has a firm rating of 20MVA and the area load has now reached 30MVA so that a larger substation is now required when it is replaced.
- The Arden-Macaulay Structure Plan confirms that the infrastructure will need to be replaced.
- The larger transformers require access directly from the road and this means that the front wall of the present substation must be demolished and a moveable louvered wall for transformer ventilation built in its place.
- The submitter appreciates the historical aspects of this front wall having been designed by a recognised significant architect, however retaining it is not compatible with achieving an efficient increase in electrical capacity for this area and minimising the cost impost on electricity consumers.

The submitter encourages Council not to classify this building as significant.

Response to submission

No evidence has been provided to contest the conclusion that the building is locally significant and should be included in a Heritage Overlay.

Inclusion in the Heritage Overlay does not mean that a site cannot be redeveloped and the considerations put forward can be considered when and if they arise, with the heritage values of the place in mind.

Although the exterior fabric only is proposed for the heritage overlay I note that some early plant (switch gear) survives within the security yard that may warrant preservation or at least recording if they are to be removed²⁷.

²⁷ 6.6 kV Reyrolle horizontal isolation bulk oil switchgear

**Railways Reserve precinct,
North Melbourne 173-199
Laurens Street, North
Melbourne, HO1093**



Figure 132 Former workshop and printing office part 173-189 Laurens St (183) east elevation, 2013, part



Figure 133 Former workshop 173-189 Laurens St south elevation, 2013, part, showing corrugated iron wall cladding, timber framed joinery and sawtooth light



Figure 134 South side view 191-199 Laurens St, 2013

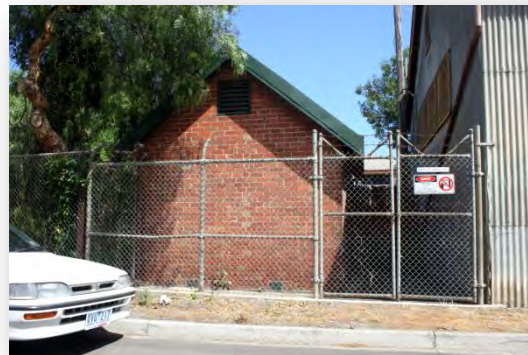


Figure 135 brick substation and pepper trees front of site, from Barwise Street 2011

Historical associations with persons or events?

Creation or major development date: Pre 1924 (1913-?)

Major owners or occupiers: Victorian Railways Commissioners

Designer(s): JH Fraser, Way and Works chief engineer

Period representation:

The place expresses the following historical periods:

- Early Victorian-era (1850-1875)?** No
- Victorian-era (1850-1899)?** No
- Edwardian-era (1900-1915)?** Yes?
- Inter-war period (1916-1939)?** Yes?
- Post Second War (1940-)?** No

Place evaluation: locally significant

Existing place grading and streetscape level²⁸: A,B,C,D,E): not graded.

Place grading level 2012: A,B,C,D,E): **C2**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

²⁸ Referenced in the Melbourne Planning Scheme clause 22.05

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes
Aesthetic significance? No
Scientific significance? No
Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance)..



Figure 136 proposed heritage overlay outlined in red, as Victorian Railways Reserve precinct with former Carpenters Shop, and later Printing Works, outlined in green and Victorian Railways Way and Works to the north (Planning Maps Online)

Proposed or existing heritage overlay?

Proposed Heritage Overlay HO1093 Victorian Railways Reserve precinct, 173-199 Laurens Street, North Melbourne

Origin of place identification:

Melbourne City Council List

History & description

In 1859 the Melbourne and Essendon Railway Company was authorized to construct a branch line off the government owned Northern line around North Melbourne Junction through Kensington and in 1860 a single track was open with a branch line to Flemington racecourse opened a year later. Newmarket Station served the new Cattle Yards of 1856 and to the south the Abattoirs also of 1856 were developed by the City Council with a later branch railway off the Northern Line at South Kensington Station feeding into the base of the yards near the Maribyrnong River. Acquired in 1867 by the Colonial Government, extension and refurbishing of the Essendon to Melbourne or North Eastern

Railway in the 1870s. This railway construction along with the Moonee Ponds Creek and its overflow set a precedent for Crown Land retention in this area, with the railways expanding its sidings and marshalling areas here as it expanded its branch lines across the Colony to reach new resource markets.

A request by Hotham Council in 1864 for a new siding at the Spencer St station urged more goods yards for expansion of industries such as for uncut and processed timber; Princes Bridge and Spencer Street then being the centres for the metropolitan wood trade. Wheat for the flour mills such as Brunton's (Laurens Street) and wool for the stores could also arrive by rail.

Progressive reclamation of the West Melbourne Swamp yielded more railway land such that the Railways Reserve along the Moonee Ponds Creek was extended incrementally in the 1880s. The Coburg railway passed through the area in the 1880s. Land was exchanged by Hotham municipality and the Railways Commissioners and on the other side the Kensington Hill was excavated for railway sidings that would serve the new flour mills there. In the late 1880s the distinctively arched corrugated iron clad locomotive sheds were set on what had been the West Melbourne Swamp for protection of the increasing number of locomotives (since removed). At the end of that decade new wood yard and sidings were built at Arden and Laurens streets and in 1892 a weigh bridge installed for trucks at the Arden St siding, with the railways land in this part of the City increasing to 487 acres in 1890. By 1905 the Railways Commissioners were given title to Crown land extending from Flinders street station on the south to beyond the North Melbourne station on the north.

The Railway reserve and Railway Offices were first listed here in 1897, with Geo Crichton in charge, along with the Melbourne and Metropolitan Board of Works store yard with George Parsons in charge; a large number of Sawn timber and firewood leases were also listed. The Melbourne & Metropolitan Board of Works plan of 1895 shows this site empty but a number of sidings curved into Laurens Street. By the Edwardian-era a weighbridge had been added to this part of the reserve. Later they were joined by, or redefined as, the Railway Electrification Branch depot, and Railway and Works workshop and office c1913. This followed a special report to Parliament by the Railways Commissioners seeking greater finance for upgrading the Way & Works capacity. Around that time the Way and Works Department of the Victorian Railways took over construction of the new Flinders Street railway station opening

January 1910. The chairmen of the Railways Commissioners at this time were Thomas James Tait (1903 to 1910) and William Francis Joseph Fitzpatrick (1910 to 1915). JH Fraser was the Way and Works department chief engineer.

A 1924 Victorian Railways plan shows the building as the Victorian Railways Carpenters Shop with a timber store and saw mill to the west as part of the Workmaster's depot (Way & Works); the tar paving shed and offices were located in smaller buildings on the north boundary. This was a reallocation of uses with the move to McLister Street, Spotswood of the Way & Works workshops which closely resemble this complex.

This large corrugated iron clad sawtooth workshop building has been used as the Victorian Railways Printing Works over much of its early existence and Railway workshops before that. In the 1940s-1950s the Printing Work held a paper store at the west end, printing works towards the middle plus offices, amenities and lockers at the east end. Workshops and stores were arranged along the north side as attached but separately roofed wings. To the south was the Ways & Works Workshop and to the north, plumbers and carpenters workshops, the latter marked as the old 'Panifex' (Pannifex) Building which was converted in 1956. East of it was the Timekeepers Building, set on Laurens St. All have a corrugated clad austere iron character which parallels with that of the later works yard at Spotswood. The railway sidings which once served this complex have been removed or built over by the adjoining cement works but aerial photographs show traces of their former path.

Of all of the various Railways projects and structures associated with this key transport site, these two workshops (see 191 Laurens St) symbolise the era of peek railway development in the late 19th early 20th centuries.

Contributory elements

The contributory elements within this building/property include, but are not restricted to, external fabric from the creation or major development date(s), c1890-1924), and any new material added in sympathy to the original fabric it replaced. The contributory elements within the proposed precinct include those that were built for railway uses prior to 1924 (see Figure 138).

This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

Former Victorian Railways Carpenters Shop, later Victorian Railways Printing Works, 173 -189 Laurens Street:

- large corrugated iron clad sawtooth workshop building has been used as the over much of its early existence and Victorian Railways Carpenters Shop before that;

Victorian Railways Way and Works workshop (part), 191 -199 Laurens Street:

- gabled corrugated iron clad workshop buildings with timber framed openings and louvred gable vents.
- A gabled red brick and contributory MCC substation is adjoining to the east with remnant pepper tree planting.

The railway sidings which once served this complex have been removed or built over by the adjoining cement works but aerial photographs show traces of its former path.

Of all of the various Railways projects and structures associated with this key transport site, these two workshop groups symbolise the era of peek railway development in the late 19th early 20th centuries.

How is it significant?

Victorian Railways Reserve precinct, 173-199 Laurens Street, is significant historically to North Melbourne and the City of Melbourne.

Why is it significant?

Victorian Railways Reserve precinct is significant:

Historically, of all of the various railways projects and structures associated with this key transport site, the former Victorian Railways Printing Works or Office and Victorian Railways Way and Works workshop symbolise the second era of Victoria's peek transport development in the early 20th centuries when the railways had already reached most of Victoria and underwent a massive rejuvenation in the Edwardian-era under the Railways Commissioners (Criterion A).

Aesthetically the workshops provide an austere but well-preserved industrial building type, clad with corrugated iron, which nevertheless has in part a strong and characteristic saw-tooth architectural form and corrugated iron finish for the era and use (Criterion E).

Heritage Assessment of 173-199 Laurens Street, Melbourne



Figure 137 Aerial view c2008 showing curving railway siding lines reflected in topography despite redevelopment: see Figure 138 Railway Reserve 1924 (State Library of Victoria collection showing sidings) and former printing works, labelled as carpenters shop and store in Worksmaster's Depot. (Google Maps)



Figure 138 Railway Reserve 1924 (State Library of Victoria collection showing sidings) and former printing works, labelled as carpenters shop and store in Worksmaster's Depot.



Figure 139 Aerial view c1955 of complex showing similar to existing with the addition of new workshops to the south taking place (State Library of Victoria collection:: Pratt)



Figure 140 Victorian Railways Printing Office (VPRO), similar to existing interior of 173-189 (183) Laurens St



Figure 141 Interior 173-189 Laurens St, 2013

Relevant thematic history theme represented
BUILDING A COMMERCIAL CITY: 5.6 Publishing
newspapers and periodicals

CREATING A FUNCTIONING CITY: 6.7 Transport

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

McLister Street, Spotswood, Way & Works workshops.



Figure 142 View c2008 McLister Street, Spotswood, Way & Works workshops.(Google)

Submission summary c207

VicTrack on Various properties

The VicTrack buildings and places that are affected by Amendment C207 are as follows:

- HO1091 - 329-351 Arden Street, Kensington, which includes the siding shed adjoining Essendon railway
- HO1098 (with tree controls) – Bellair Street, east side of the railway reserve, Railway gravitation shunting yards retaining wall and trees
- HO1100 (with tree controls) – Bellair Street, Signal box and pepper tree
- HO1093 - 173-199 Laurens Street, North Melbourne, Railways Reserve
- HO1101 - Racecourse Road Railway Bridge (Upfield Line)

VicTrack does not object to Amendment C207 but wish to bring the following to Council's attention (my bold).

The submitter consulted with Metro Trains who lease the abovementioned land, did have concerns with the new status of the infrastructure,

including the protection of trees. The submitter takes some comfort, that a planning permit is not required for routine maintenance and can remove vegetation that poses a threat under the Rail Safety Act 2006.

The submitter would also like to highlight that the **land at 173-199 Laurens Street** forms part of the area designated for the future Metro Project and questions whether applying a Heritage Overlay to a building that will most likely be demolished sets an unwarranted expectation and complication.

Response to submission

Meredith Gould in her scoping study for this project (MGA, 2010: 12) has noted the pivotal role of railway development on the land centred on the Moonee Ponds Creek valley and Batman's Swamp in the development of large scale export and domestic industry within the Melbourne Metropolitan area.

'Where the railway went there was potential for both residential and large scale industrial development and the West Melbourne Kensington area was the hub of the railway. Along the Kensington line, Kimptons set up a flour mill in Elizabeth Street at the foot of the Kensington Hill embankment.

The capacity to economically meet supply and demand for flour had now come together: the railways efficiently supplied the wheat from the Victorian hinterland directly to the mill door, the burgeoning population of Melbourne provided a workforce and the proximity to the docks and the city enabled quick delivery by rail or road to meet local and export demand. With the construction of the Arden Street Yards (*of which this complex is a part*), by 1890 similarly serendipitous circumstances would work in favour of a second large flour mill by Bruntons, later Love, now Weston Foods in Laurens Street. These two mills (with a third 'Minifies' at South Kensington) developed the process of roller milling in Australia, enabling the development of flour exports – a major component of Australia's economy.'

The Heritage Overlay is designed to protect the heritage significance of the place. In the case where upgrades are required to facilities and infrastructure, the Heritage Overlay is in place to ensure that the heritage significance is considered and as much heritage fabric is preserved as possible.

No evidence has been provided to contest the conclusion that the heritage places are significant locally and should be included in a Heritage Overlay which does not mean that a site cannot be redeveloped.

Heritage Assessment of 173-199 Laurens Street, Melbourne

A recent inspection of the former carpenters shop and store in the Victorian Railways Worksmaster's Depot, later printing works and now a recycled timber workshop, has revealed that it is well-preserved internally, with only a few of the original timber columns replaced in steel. The present tenant says that he has discovered a football fixture from 1923 inside the lining during his cleanup works, underscoring its known history.

The rear sawtooth wing (west end) is steel framed and recent construction: it is confirmed as not part of the proposed heritage overlay.

The inspection also revealed a Geelong & Melbourne Railway date stone reset into the wall of a post WW2 former Victorian Railways building to the south of the proposed precinct.



Figure 143 Geelong & Melbourne Railway date stone on a post WW2 former Victorian Railways building to the south of the proposed precinct, 171 Laurens Street.

Melbourne Gas Company Gas Regulating House, gateway, wall and caretaker's house, part 98-166 Macaulay Road, North Melbourne, HO1113



Figure 144 Victorian Heritage Register view, with previous associated structures to the east replaced since by a development



Figure 147 surviving gas complex wall along Macaulay Rd



Figure 145 View to north (Google), to caretaker's house (left) now a substation, and regulating house (right), part 98-116 Macaulay Rd



Figure 146 Rear view of altered caretaker's house.

Historical associations with persons or events?

Creation or major development date: 1887

Major owners or occupiers: Metropolitan Gas Company

Designer(s):

Period representation:

The place expresses the following historical periods:

- Early Victorian-era (1850-1875)?** No
- Victorian-era (1850-1899)?** Yes
- Edwardian-era (1900-1915)?** No
- Inter-war period (1916-1939)?** No
- Post Second War (1940-)?** No

Place evaluation

Existing place grading and streetscape level²⁹: A,B,C,D,E): **A 2**

Melbourne City Council Place Value Definition 1985:

These buildings are of national or state importance, and are irreplaceable parts of Australia's built form heritage. Many will be either already included on or recommended for the Victorian Heritage Register or the Register of the National Estate.

²⁹ Referenced in the Melbourne Planning Scheme clause 22.05

Place grading level 2012: A,B,C,D,E): **A 2**

Melbourne City Council Place Value Definition 2008:

These buildings are of national or state importance, and are irreplaceable parts of Australia's built form heritage. Many will be either already included on or recommended for the Victorian Heritage Register or the Register of the National Estate.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? No

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

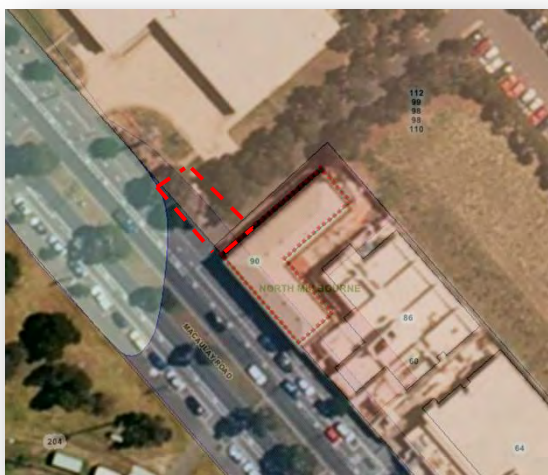


Figure 148 proposed heritage overlay west of existing to include former gate house caretaker's residence on, part 98-116 Macaulay Road (Planning Maps Online)

Existing and proposed heritage overlay?

Existing Heritage Overlay HO891 Gas Regulating House 60-96 Macaulay Road, North Melbourne (Heritage Victoria designation) to be effectively extended in a separate overlay to cover the caretaker's house: as HO1113 Melbourne Gas Company Gas Regulating House gateway, wall and caretakers house, Part 98-166 Macaulay Road, North Melbourne

Origin of place identification:

Melbourne City Council list

Statement of Significance

The following is derived from the existing Statement of Significance for this place, (Victorian Heritage Register)

'What is significant?'

The Melbourne Gas Company caretaker's house (part) and gateway, as part constructed in 1887, including:

- finely modelled three-coloured brickwork to walls;
- window arches in rubbed cream brick,
- cemented keystones;
- impost lines are in cream brick specials with pressed and shaped bricks,
- brown plinth bricks;
- hipped main roof, clad with slates and the hips capped in terra-cotta (later); and
- a driveway between the regulating house and caretaker's residence, with part basalt kerbing..

The eastern part of the house has been removed and with it the verandah on the east, north and south side has been removed, the roof replaced in a similar form and cladding, and the openings blocked.

How is it significant?

The Melbourne Gas Company gateway and caretaker's house at North Melbourne are of historical significance to Victoria, North Melbourne and the City.

Why is it significant?

The Melbourne Gas Company Gas gateway and caretaker's house are of historical significance as rare surviving components of a once large metropolitan gas supply infrastructure which is today almost completely obliterated, with only the supply pipelines remaining in use for natural gas distribution. The town gas industry, which was developed during the second half of the 19th century, improved living and working conditions and drastically changed the way of life of many Victorians (Criterion A);

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development dates, (1887), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

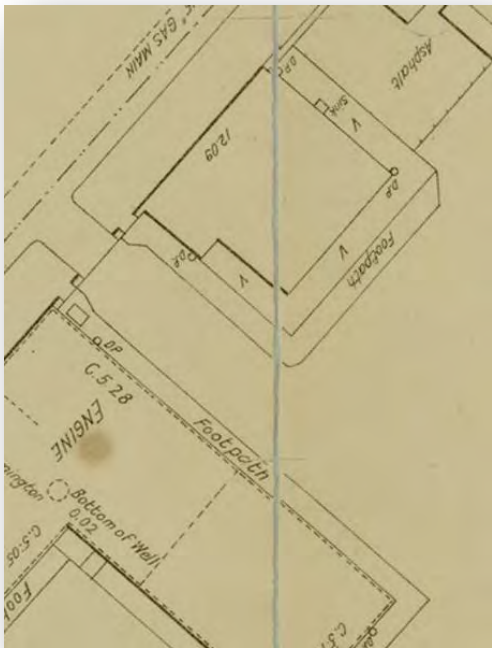


Figure 149 MMBW Detail Plan 746 1895 shows engine house (Victorian Heritage Register) and house (now minus verandah)



Figure 150 Aerial view showing complex



Figure 151 Regulator valves in new development adjoining valve house, 2011



Figure 152 Pratt c1955 aerial view (State Library of Victoria collection)

Relevant thematic history theme represented

CREATING A FUNCTIONING CITY: 6.3 Providing essential services

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

Victorian Heritage Register: 'Only one other metropolitan regulating house is known to survive, in St Kilda Road, ...The Gas Regulating House at North Melbourne is of scientific (technological) significance as a rare surviving example of a 19th century gas regulator.'

Submission summary C207

Kaye Oddie, Submission 5

'Why hasn't a Statement of Significance been included in the Arden-Macaulay Heritage Review for the Gas Regulatory Building and Wall (cf HO891, VHR1731)? The adjoining Melbourne Omnibus Company Stables at 36-58 Macaulay Rd has been included; the Gas Regulatory Building should be similarly included. The Brick Wall is part of the VHR registration; it must be included'

Response to submission

The existing Statement of Significance (Victorian Heritage Register) has been included on p420 of

the Consultants Report (Graeme Butler & Associates 2012) and as follows. The Melbourne Omnibus Company Stables is treated similarly in that what is being sought for both places is the protection of *parts of the place deemed to be not of State significant and thus outside of the Victorian Heritage Register.*

The following is the existing Statement of Significance for the site adjoining this place (Victorian Heritage Register).

What is significant?

The Gas Regulating House at North Melbourne is a remnant component of a once larger town gas distributing site. The Melbourne Gas Company became the monopoly gas manufacturer in Melbourne from 1 January 1878. Town gas was manufactured from coal at the Melbourne Gas Company's large plant in West Melbourne directly adjacent to the Yarra River where the coal was easily delivered by ship. The North Melbourne Outstation was established in 1887 as part of the distribution network from the West Melbourne plant via the (now demolished) 3 million cubic foot gasometer and the governing and pressure raising plant in the adjacent brick building. From North Melbourne gas was supplied to the Fitzroy and Essendon outstations as well as the north and north west regions.

The Gas Regulating House was constructed of finely modelled brickwork. The window arches are in rubbed cream brick, cornice lines are in brick specials with pressed and shaped brick clay bracket work, and recessed parapet panels are in bi-chrome brickwork. The interiors are of hard plaster walls in panels with an acanthus capital to the intermediate engaged pilasters, lath and plaster ceilings with deep cornices and ceiling roses, as well as other features which give a domestic decorative appearance unusual in an industrial building.

How is it significant?

The Gas Regulating House at North Melbourne is of historical, scientific (technological) and architectural significance to the State of Victoria.

Why is it significant?

The Gas Regulating House is of historical significance as a rare surviving component of a once large metropolitan gas supply infrastructure which is today almost completely obliterated, with only the supply pipelines remaining in use for natural gas distribution. The town gas industry, which was developed during the second half of the 19th century, improved living and working conditions and drastically changed the way of life of many Victorians.

The Gas Regulating House at North Melbourne is of scientific (technological) significance as a rare surviving example of a 19th century gas regulator, its importance compounded by the survival of some of its early regulating valves. Only one other metropolitan regulating house is known to survive, in St Kilda Road, but it has no equipment and is much smaller.

The Gas Regulating House at North Melbourne is of architectural significance as a fine example of a 19th century industrial building. The substantial character of the building, especially its unusually decorative interiors, reflects the importance of the new gas industry in the 19th century city.'

Clayton Reserve, drinking fountain, 201 -241 Macaulay Road, North Melbourne, HO1097



Figure 153 Canning & Macaulay Reserve, north reserve

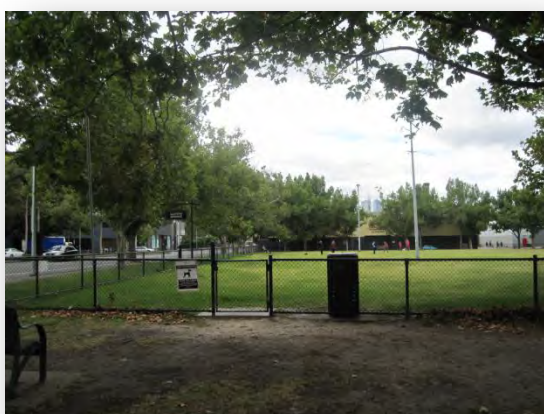


Figure 154 Clayton Reserve, south reserve, with recent chain wire fence



Figure 155 Drinking fountain

Historical associations with persons or events?

Creation or major development date: 1915-

Major owners or occupiers: City of Melbourne

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? No

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? Yes

Post Second War (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level³⁰: A,B,C,D,E): - -

Melbourne City Council Place Value Definition 1985:

Place grading level 2012: A,B,C,D,E): **C** -

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? Yes

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Proposed or existing heritage overlay?

Proposed Heritage Overlay HO1097 Clayton Reserve, drinking fountain, 201-241 Macaulay Road, North Melbourne.

³⁰ Referenced in the Melbourne Planning Scheme clause 22.05

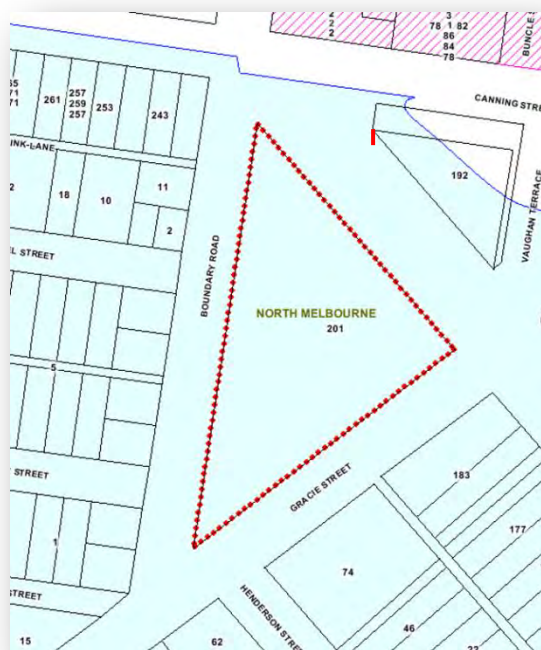


Figure 156 proposed heritage overlay (red dash), including street tree margins and the drinking fountain in the footpath.

Origin of place identification:

Graeme Butler survey.

History & description

This triangular shaped reserve was originally gazetted for Municipal Purposes in 1889-90. It was located near other municipal reserves just east of the Moonee Ponds Creek, later disbanded or exchanged with the Railways Department. This reserve followed in part from the idealised plan for Hotham (as shown in James Kearney's 1855 'Melbourne and its suburbs' map) with ornamental public gardens in various geometric shapes similar to St Vincents Place, South Melbourne, as proposed by surveyor Clement Hodgkinson but never realised. However the public gardens and reserve concept persisted in a more rationalised form into the 1870s as series of reserves that followed the path of a drain or creeklet that trickled down from the north-west: the Victorian-era building boom eventually swallowed these reserves.

In the Edwardian-era of new public parks and facilities under emerging town planning ideals, the reserve was constructed as a public park under the City of Melbourne and named Clayton Reserve, after John Clayton, who had just retired as the town clerk of the City of Melbourne (1891 to 1915). After the war, new city playgrounds for children were opened throughout the City but

publicised in an opening ceremony picture of Clayton Park, with the ceremony conducted by the new chairman of the Parks and Gardens Committee, Councillor Dr Wilfred Kent Hughes.

As a simple grassed reserve with a perimeter chain wire fence, significant plantings on the south part of the reserve includes plane trees along the perimeter probably from the Edwardian or 1920s construction. An early and contributory built element in the reserve is the grey granite hexagonal drinking fountain commissioned from a bequest by Mr S. P. Reynolds.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric and plantings from the creation or major development date(s), (c1915-1940), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

A triangular shaped grassed reserve:

Clayton Reserve

- grey granite hexagonal drinking fountain commissioned from a bequest by Mr S. P. Reynolds, at the park corner;
- non contributory perimeter chain wire fence; and
- about 26 plane street trees on perimeter

How is it significant?

Clayton Reserve, with drinking fountain, and are significant historically to North Melbourne.

Why is it significant?

The Clayton Reserve, with drinking fountain, is significant:

Historically, as an early example of the few plantation reserves in North Melbourne, named to commemorate a public figure Mr. J. Clayton, former town clerk, and symbolic of new planning provisions for the provision of children's playgrounds in reserves immediately after World War One.

Also as a public gathering place over an extended period; and for the drinking fountain designed to ornament the park (Criterion A).

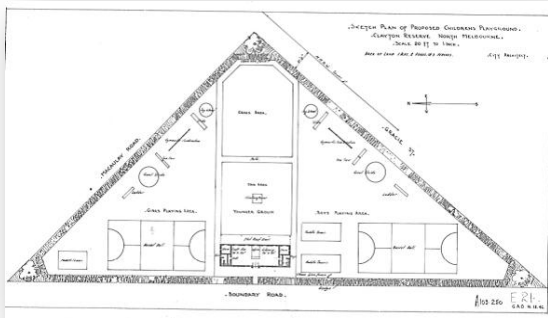


Figure 157 Plan 1946 MCC City Architect (MCC)

Relevant thematic history theme represented

APPRECIATING AND ADAPTING THE NATURAL ENVIRONMENT: 7.2 Cultivating the 'Garden City' aesthetic

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

Examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date. There is no similar place on i-Heritage but it is evident that comparable urban garden squares in Carlton and North Carlton represent a similar design ethos and have been recognised in Heritage Overlay Area citations but not individually.

Major public gardens such as the Treasury Gardens or reserve, Carlton Gardens, Fitzroy Gardens, Flagstaff Gardens, , Gordon Reserve, Royal Botanic Gardens and Royal Melbourne Zoological Gardens are in the Melbourne planning scheme but typically as designated by Heritage Victoria on the Victorian Heritage Register. Other recognition in the planning scheme is typically for built objects within gardens.

Submission summary C207

Kaye Oddie

Should be level 3 streetscape to be consistent

Response to submission

I agree.

Moonee Ponds Creek Macaulay Road Bridge, near 296 Macaulay Road, North Melbourne, part HO1092

Refer Moonee Ponds Creek and infrastructure submissions, proposed HO1092



Figure 158 Bridge from east end, with stormwater pump house at west end, 2011



Figure 161 Cast and wrought iron balustrade detail



Figure 159 bridge structure



Figure 160 Bridge structure and pipe way, 2011

Historical associations with persons or events?

Creation or major development date: 1923

Major owners or occupiers: Melbourne City Council

Designer(s): Reinforced Concrete & Monier Pipe Construction Co. PROP. LTD.

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? No

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? Yes

Post Second War (1940-)? No

Place evaluation

Existing place grading and streetscape level³¹: A,B,C,D,E): not graded.

Place grading level 2012: A,B,C,D,E): C -

Melbourne City Council Place Value Definition 2008:

³¹ Referenced in the Melbourne Planning Scheme clause 22.05

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes
Aesthetic significance? Yes
Scientific significance? No
Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance)..

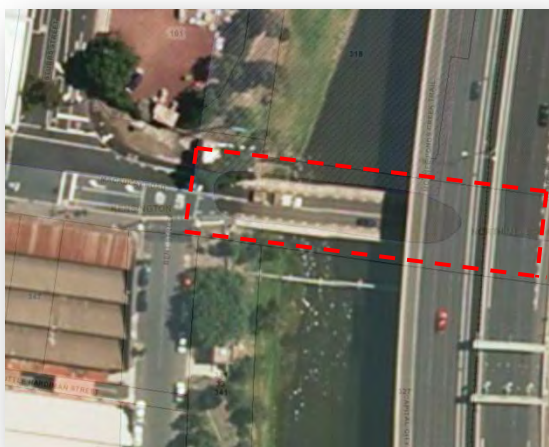


Figure 162 proposed heritage overlay, red dashed (Planning Maps Online)

Proposed or existing heritage overlay?

Proposed significant and contributory part of Heritage Overlay HO1092 Moonee Ponds Creek and Infrastructure Precinct The heritage place is the Racecourse Road, Macaulay Road, Arden Street and Dynon Road Bridges (plus 3m from the bridge perimeter), Pumping stations 1-5, water course with vegetated banks and existing channel widths and creek reserve including bluestone pitcher lining and piers supporting pipes.

Origin of place identification:

Graeme Butler survey.

History & description

This reinforced concrete road bridge over the Moonee Ponds Creek, with ornamental cast and wrought iron balustrading, was completed in

1923. The new bridge coincided with another near identical bridge in Arden Street, replacing existing dilapidated bridges. Melbourne City Council had let tenders in 1922 to the Reinforced Concrete Company to erect the two new bridges at a total cost of £9,100.

The bridge is a 47m long, seven span structure of reinforced concrete with square-section piers and tapered haunches supporting a concrete slab road deck that extends past the perimeter of the five main concrete girders on cantilevering tapered beams. The balustrading is around 1.375m in height and has cast iron stanchions with three chamfered bosses (103mm square), each housing 50mm diameter wrought iron pipe section rails and each adorned with a cast rosette. Between each boss is a reeded circular section metal shaft, while the base is square in section as an elongation of a typical boss. This balustrade is similar to other earlier bridges designed and built by John Monash's Reinforced Concrete & Monier Pipe Construction Company. The company had already acted for the firm Carter, Gummow & Co in the building of the Anderson St. Morell Bridge of 1899 and won the tender for the 1913 Flemington Road bridge (the first tramway bridge in Victoria with reinforced concrete girders), both for the Melbourne City Council. This and other bridges by the company marked a move away from plate girder road bridge construction by the City of Melbourne, largely due to the influence and persuasion of John Monash.

The Arden Street and Macaulay Road bridges form a distinctive group with the Epsom Road bridge which is a similar Reinforced Concrete Company design from the same era.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1923), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

(Refer Statement of Significance for Moonee Ponds Creek and infrastructure, Moonee Ponds Creek, Kensington, and North Melbourne)

What is significant?

This is a 1923 reinforced concrete road bridge over the Moonee Ponds Creek, including:

- ornamental cast and wrought iron balustrading,
- seven span structure of reinforced concrete

- square-section piers and tapered haunches supporting a 47m long concrete slab road deck ;
- deck extending past the perimeter of the five main concrete girders on cantilevering tapered beams;
- balustrading of around 1.375m in height
- balustrade cast iron stanchions each with three chamfered bosses (103mm square), and each housing 50mm diameter wrought iron pipe section rails;
- each stanchion adorned with a cast rosette;
- a reeded circular section metal shaft, between each boss on a square in section base, as an elongation of a typical boss.

This balustrade is similar to other earlier bridges designed and built by John Monash's Reinforced Concrete & Monier Pipe Construction Company.

The Arden Street and Macaulay Road bridges form a distinctive group with the Epsom Road Bridge which is a similar Reinforced Concrete Company design from the same era.

How is it significant?

Moonee Ponds Creek Macaulay Road Bridge (including the railing) is locally significant historically and aesthetically and contributory to a Heritage Overlay Area.

Why is it significant?

Moonee Ponds Creek Macaulay Road Bridge (including the railing) is significant:

Historically as one of an early group of reinforced concrete road bridges associated with key engineering and construction company, the Reinforced Concrete & Monier Pipe Construction Company, and for its association with the firm's principal, Sir John Monash, one of the major public figures of the time and influential in the move by local government away from metal-framed to reinforced concrete bridge construction (Criterion A); and

Aesthetically, for the rare balustrade design of a type used exclusively by Sir John Monash in bridges designed and built by his company Monash and Anderson over the period 1910-1923 (Criterion E).

Relevant thematic history theme represented

CREATING A FUNCTIONING CITY: 6.6 Streetmaking, drainage and river works; 6.7 Transport

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are of a similar use, scale, location, and creation date.

- Moonee Ponds Creek Bridges at Arden Street, Dynon and Racecourse Road (q.v.);
- Lynchs Bridge, Maribyrnong River;
- Epsom Road bridge over Newmarket Stock Yards stock way; also
- Broken River bridge, Benalla.

Submission summary C207

Refer Moonee Ponds Creek and infrastructure submissions, proposed HO1092

Kaye Oddie, Submission 5

Moonee Ponds Creek Macaulay Road Bridge should be level 3 streetscape to be consistent

Response to submission

I agree.

**St Georges church hall
(Anglican) & kindergarten, later
St Alban's Church of England, 55
-57 Melrose Street, North
Melbourne, HO1115**



Figure 163 View from north



Figure 164 View from west

Historical associations with persons or events?

Creation or major development date: (1916)
1926

Major owners or occupiers: St John & St James Missions trustees, Church of England St John & St James Missions trustees, Church of England

Designer(s): Williams, Louis R

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? Yes

Edwardian-era (1900-1915)? Yes

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level³²:
A,B,C,D,E): - -

Melbourne City Council Place Value Definition 1985:

Place grading level 2012: A,B,C,D,E): **C 3**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? Yes

Scientific significance? No

Social significance? Yes

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

Proposed or existing heritage overlay?

Proposed heritage overlay HO1115, St Georges church hall (Anglican) & kindergarten, later St Albans Church of England 55-57 Melrose Street, North Melbourne

Origin of place identification:

Graeme Butler survey

History & description

St Georges church hall (Anglican) and kindergarten was created here using the materials from an earlier (1916) Royal Park or Parkside church (Parkville), St Georges, in Manningham Street. As a mark of the working class parishioners, every effort was made to

³² Referenced in the Melbourne Planning Scheme clause 22.05

recycle the materials from the previous church, as ably assisted by the noted Arts & Crafts architect, Louis R Williams. Images of this church show a face brick, more ornate but simple Gothic revival church where the cream tinted roughcast render coat (with fine basalt toppings thrown on) used on this St Georges covered any imperfections in the second hand bricks. The upper level was to be the same size as the old church but the south transept was omitted. The builder was AE Orme of Albert Park and the cost was estimated at £3000 .

The new church hall was laid out with the hall at the Melrose Street level with a teacher's room next to the sanctuary and the two kindergarten rooms under the altar and accessible from a porch facing Mark Street. The scissor trusses and boarded ceiling lining were from the old church. Folding timber doors between the sanctuary and hall were provided and electric light and power installed. The same corrugated iron roof cladding was used in the new church but the distinctive roof vents of the old have not lasted in today's church.

Set in the transept, the small pipe organ is Victorian-era and English with the earliest known location as 1886-1910 in the Beechworth Town Hall (installed by William Anderson). It was later at St James's Anglican Church, Dandenong and placed here c1931 and refurbished in 1988. The ceiling T&G board lining and trusses are from the old church and are linseed oil stained, the walls are plastered with a dado of clinker bricks. Clinker bricks used for the basement walls externally have been painted over. Other timber fittings (candle sticks , pews, one dated 1938 from Mrs MA Stone) are said to have been carved by prison inmates in the Arts & Crafts tradition and a painting of Christ from a student under the tutelage of Mervyn Napier Waller (Waller was senior art teacher in the applied art school of the Working Men's College, Melbourne 1930s). The fencing of the hall took no chances, with corrugated iron panels used under 3 strands of barbed wire and capping.

With slum clearance in North Melbourne near finished, the Kensington Hotel and this church were left as 'essential services' in the 1960s: the 20 storey tower had opened (Snobs Hill) and the new community of 1500 had boosted attendances of both. The church hall follows a long tradition of Christian missions in the impoverished inner suburban areas, with a Methodist Mission centre not far away in Arden Street and others further east.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), ((1916) 1926), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

St George's church hall (Anglican) and kindergarten created here using the materials from the earlier (1916) Parkside church (Parkville), St Georges in 1926 has:

- cream tinted roughcast render coat (with fine basalt toppings thrown on) used to cover any imperfections in the re-used bricks;
- an upper level planned as the same size as the old church but without the south transept;
- originally laid out with the hall at the Melrose Street level with a teacher's room next to the sanctuary and the two kindergarten rooms under the altar and accessible from a porch facing Mark Street;
- scissor trusses and linseed oil stained timber ceiling lining from the old church;
- originally folding timber doors between the sanctuary and hall;
- corrugated iron roof cladding but without the earlier church's roof vent;
- a small Victorian-era and English pipe organ in the transept;
- plastered internal walls with a dado of clinker bricks;
- clinker bricks used for the basement walls externally (painted over).
- timber fittings (candle sticks, and pews (one dated 1938 from Mrs MA Stone) said to have been carved by prison inmates in the Arts & Crafts tradition;
- a painting of Christ from a student under the tutelage of Mervyn Napier Waller; and
- original yard fencing hall, with corrugated iron panels used under 3 strands of barbed wire and capping.

How is it significant?

St Georges Anglican church hall and kindergarten are significant historically, socially and aesthetically to North Melbourne.

Why is it significant?

St Georges Anglican church hall and kindergarten are significant

Historically and socially for the rare circumstances of its reconstruction where no materials were wasted in the relocation of a brick

church to this site where the need was greater; for the long years of service provided by the church to a myriad of ethnic groups that passed through the Housing Commission estate as well as the North Melbourne and Kensington residents who attended the hall at its inception (Criteria A, G); and

Aesthetically, as a unique reconstruction work by the noted Arts & Crafts architect Louis R Williams with the special restraints of the project still producing a design typical of his work from this era, as supported by the use of natural timber and brick finishes in the hall, the fittings (pews, side altar) and the significant Victorian-era organ (Criterion E).

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

No inter-war churches listed in i-Heritage but the following locally significant churches were obtained from the Victorian Heritage Database.



Figure 165 original St Georges, in Manningham Street, Parkville.



Figure 166 original St Georges, in Manningham Street, Parkville, c1925.



Figure 167 Burnley Uniting (former Presbyterian) Church, Burnley Street, RICHMOND, 1925



Figure 168 Congregational Church, Burnley Street, RICHMOND, 1920

Relevant thematic history theme represented

SHAPING CULTURAL LIFE: 10.2 Belonging to a religious denomination

: 11.2 Providing welfare services



Figure 169 Uniting Church, Scott Street Cavendish



Figure 170 Reservoir Methodist Church, 1934

Submission summary C207

Julie Higgins, Senior Town Planner, Hellier McFarland for Melbourne Anglican Trust Corporation, Submission 13

Melbourne Diocese is keen to optimise the development potential of the site as part of an ongoing review and inventory of church-owned land. acknowledge that the proposed heritage overlay will not prohibit the re-use or redevelopment of the St Alban site but makes it more difficult. Overly onerous given the relatively modest significance afforded the buildings on the (Grade C) and the low streetscape value (Level 3).

Response to submission

Council's existing referenced policy (Urban Conservation in the City of Melbourne) is to protect Grade C places but also have regard to this level in determining development outcomes, as compared for example, A or B places.

They do not contest the assessed heritage values of the place.

As mark of the working class parishioners of the area, the St Georges Anglican church hall and kindergarten building was created using the materials from an earlier (1916) Royal Park or Parkside church (Parkville), St Georges, in Manningham Street. Every effort was made to recycle the materials from the previous church, as ably assisted by the noted Arts & Crafts architect, Louis R Williams. While timber churches were sometimes shifted from one site or parish to another, the shifting of a masonry church building is rare and evocative of the nature of the parish.

A further aspect of this church are the contributory and significant interior elements listed in the Statement of Significance which include a National Trust of Australia (Vic) classified English pipe organ c1850-60 of regional significance³³. Although not part of this amendment, these interior items should be protected as artefacts and essential part of the worship that has taken place here.



Figure 171 pipe organ (National Trust of Australia (Vic))

³³ National Trust of Australia (Vic) file B4706

Sisalkraft Distributors P/L store and offices, later CFMEU offices, 152 -160 Miller Street, West Melbourne, HO1119



Figure 172 Corner view from south showing new central shuttered opening , 2013



Figure 173 Corner view from south, showing Modernist fenestration patterns, undisturbed by changes



Figure 174 View from west showing bricked up opening on left ground floor, 2013

Historical associations with persons or events?

Creation or major development date: 1954-6

Major owners or occupiers: Sisalkraft Distributors P/L Sisalkraft Distributors P/L

Designer(s): Marcus Martin Architects

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? No

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? No

Post Second War (1940-)? Yes

Place evaluation: locally significant

Existing place grading and streetscape level³⁴: A,B,C,D,E): - -

Melbourne City Council Place Value Definition 1985:

Place grading level 2012: A,B,C,D,E): **C 3**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? Yes

Scientific significance? No

Social significance? No

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance)..

Proposed or existing heritage overlay?

Proposed Heritage Overlay HO1119 Sisalkraft Distributors P/L store and offices, 152-160 Miller Street, West Melbourne.

³⁴ Referenced in the Melbourne Planning Scheme clause 22.05

Origin of place identification:

Graeme Butler survey



Figure 175 Aerial view with proposed heritage overlay dashed.

History & description

This Modernist cream brick warehouse and factory building was designed by the eminent society architect, Marcus Martin (1892-1981) Marcus Martin Architects with Stephen Dorling as the partner in charge. The builders were AM & R.R. Gyngell, and the estimated cost £21,000. Sisalkraft was a household name in the building and architectural world of the 1950-1960s as an updated version of tarpaper previously sold by Malthoid. The firm progressed from building paper to aluminium faced insulating and flame retardant sisalation as a universal sheeting for framed construction inside and out before the finish cladding was applied. Sisalkraft partnered with the Royal Australian Institute of Architects to create the annual Sisalation Prize with the aim of actively promoting the development and application of architectural knowledge in Australia. The firm gave the name and financial support to the Sisalkraft Theatre at Melbourne University Architecture School.

Set out on two levels at a corner site, the elevations are simple with ordered openings and opening groups set within each and typically fitted with natural aluminium framed windows. Detailing includes two-colour stretcher bond spandrels with alternating projecting bricks, with each window group and the main entry framed by projecting plain cement borders typical of the era.

The main façade to Miller Street had a vertical element terminating the façade east end where there is the main entry hall and adjoining show room; the firm's name and a flagpole were placed off-centre. The Stawell and Anderson Street façades were designed as one and two storey (for later expansion) with a similar vertical element at the south end. Anderson Street had large

shuttered loading doors to docks at ground level while Stawell Street had secured window groups. The upper level facing Miller Street held the firm's offices, staff amenities and travellers sample room. Both elevations were raised to two storeys in 1956 in a matching manner.

Although not a remarkable design the building is externally well preserved with the only major change being the matching bricking in of one of the loading doors on the north east elevation. Marcus Martin was well known for his inter-war residential design and later with Tribe for community buildings so commercial buildings such as this one are uncommon within this firm's output.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1954-6), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

This 1950s Modernist cream brick warehouse and factory building has:

- two levels on a corner site;
- simple elevations with ordered openings and opening groups set within each;
- openings typically fitted with natural aluminium framed windows;
- detailing that includes two-colour stretcher bond spandrels with alternating projecting bricks;
- window groups and the main entry framed by projecting plain cement borders typical of the era;
- the main Miller Street façade having a vertical element terminating the east end where there originally there was the main entry hall and adjoining show room;
- Stawell and Anderson Street façades designed originally as one and two storey (for later expansion) with a similar vertical element at the south end;
- both elevations as raised to two storeys in 1956 in a matching manner; and
- originally large shuttered loading doors to docks at ground level in Anderson Street while Stawell Street had secured window groups.

How is it significant?

Sisalkraft Distributors P/L store and offices is of historical and aesthetic interest to West Melbourne.

Why is it significant?

Sisalkraft Distributors P/L store and offices is of interest:

Historically as closely linked to one of the better known architectural product suppliers of the late 20th century (Criterion A); and

Aesthetically, as a well preserved and uncommon commercial building design from a well-known and respected architectural firm (Criterion E).

Heritage database being of a similar use, scale, location, and creation date. None listed in i-Heritage search.

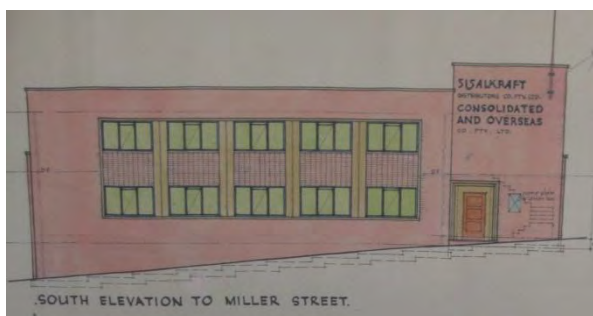


Figure 176 Building Permit Application extract – Miller St, 1954 (VPRO) with only change being bottom right hand window is now a door.



Figure 177 Anderson Street before added level (VPRO): the loading door on the left has been removed but its partner remains.



Figure 178 Stawell Street before added level (VPRO)



Figure 179 Expandite (Aust) Pty Ltd, rustproofing processes factory/warehouse, former, Vere Street, COLLINGWOOD, 1950s-60s



Figure 180 Drouin Co-Operative Butter Factory Complex (Former), 1950s, part

Examples from this era are few in any of the online databases.

Relevant thematic history theme represented

BUILDING A COMMERCIAL CITY: 5.5 Building a manufacturing industry

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following illustrated examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online i-

Submission summary C207

Jonathon Chapman, Perry Town Planning on behalf of the Construction, Mining, Forestry and Energy Union (submission 1)

Summary

- 1) *The property does not demonstrate significant historical or aesthetic significance to warrant inclusion within the Heritage Overlay.*
- 2) *The role of a building's past occupancy is of little relevance when considering a building's historical significance.*
- 3) *Although the building was designed by a prominent architect, the building is not of a style,*

use or design with which the architect was famous or notable for.

4) The building has been substantially altered over the last fifty years to a point whereby the architect's original design has been diluted.

Historic

`generic land use which is in the main the critical factor in significance rather than a particular business. The building was at the time used as a store and offices in a distribution role whereas the product itself was manufactured at the companies Homebush plant in Sydney NSW;

no external indicators that the building was for the use of Sisalkraft Ltd nor any motifs or symbols on the exterior which are recognisable with that particular firm; to the pedestrian in the street there are no indications as to the properties previous owners.

occupied by Sisalkraft from 1952-1974 (refers to Criterion A of the National Estates Heritage Values)

Aesthetic

accepted that Marcus Martin was indeed a significant and important architect in the first half of the 20th century but mainly for residential work not commercial as this is;

the building may be an example of Martin's commercial work the property does not fully demonstrate features of his style such as large angular bay windows and exposed concrete cornices.

Well-preserved?

over the 50 year life of the building there have been a number of alterations and additions which have substantially changed the appearance of the structure from Martins original design- south elevation to Miller Street has had a loading bay included disrupting the appearance of the window features including the spandrels and alternating bricks.

Over the past eleven years there have been three planning permit granted for redevelopment of the site, two of which included substantial alterations and extensions the other significant changes to the Miller Street and Anderson Street elevations at ground level.

Response to submission

Building association with Sisalkraft

The submission does not dispute the importance of Sisalkraft Ltd in the building industry- this building was custom designed and erected for the firm, as their Victorian distribution centre, to meet their needs and that of building suppliers of the

emerging post WW2 construction period. It is the only remaining Victorian presence of the firm- so in the local or even State context this building is the one lasting expression of their operation in Victoria at a time of building revival after WW2. No other building in the local area has that distinction or association.

This built expression does not need to be overt (covered with Sisalkraft signs etc) but be reasonably faithful to their period of operation. The building is the expression not portable logos or signage. The `man in the street' may be ignorant of the history of many buildings in the area but this does not deter from their significance. One purpose of amendments such as this is to provide a vehicle to reveal this history to enrich the historical environment.

The former head office, factory and warehouse at Homebush (later Fletcher Insulation), although much larger and more factory-like, the complex has a resemblance to this building, with similar form and brickwork and may have also been designed by Martin.



Figure 181 Part Homebush former Sisalkraft HQ (Google)

Marcus Martin association

The office of Marcus Martin has been involved in production of superior architecture over a long period (1920s-1950s) both residential and commercial, this being one of his last major commissions. Martin has at least 6 entries on the Victorian Heritage Register and 12 on the Victorian Heritage Database, not all houses. Not surprisingly, given his long period in practice, Martin used a number of different styles and motifs, from the Georgian revival of the dental surgery in Seddon St, Ivanhoe, Inter-War Spanish Mission, Inter-War Mediterranean the Moderne (Reinforced Concrete & Monier Pipe Construction Co P/L offices, 77 Bridge Road, Richmond, 1936) and Modern- there is not one absolute set of motifs that exemplify his work. As Martin & Tribe the firm designed many educational buildings in the 1940s (Lady Gowrie 36 Newry Street, Carlton North). The Monier offices were described in the City of Yarra heritage database as:

Heritage Assessment of 152-160 Miller Street, West Melbourne

Architect designed and well-preserved two-storey Moderne style office building, with heeler brick and stucco wall finishes, steel window frames and reputedly a well-preserved timber lined interior. Historical associations with nationally prominent Monier.



Figure 182 Flats, 5 Stonington Place, Toorak, 1925 Modern Georgian (Hermes No 31287)

In his *Encyclopedia of Australian Architecture* entry on Martin, Bryce Raworth has noted that Martin took an interest in Modernism but that he preferred a pitched roof to avoid leaks, such as was used in this design.



Figure 183 Modern Mediterranean 42 Wallace Avenue Toorak, 1936



Figure 184 Seddon St, Ivanhoe 1937



Figure 185 Monier offices showing advanced Moderne styling in 1936

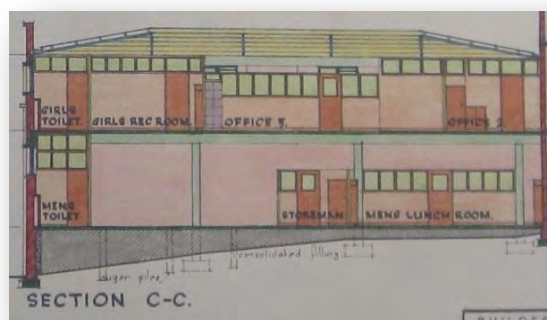


Figure 186 Building Permit Application drawings, section showing pitched roof behind parapet (VPRO)

Although this example is not of Martin's mainstream residential work it still represents the approach of a quality architectural firm in a new development era and fresh field of design. Comparison with other examples in the local area has not revealed many custom designed Modernist 1950s office warehouse buildings such as this, let alone designed by Martin's firm. Hence it is the best 1950s architect designed office warehouse example known in the West Melbourne or local area. The first stage of the Sisalkraft building (1954) was in the recovery era after the Second War when most major building had not yet started. Most new building in the Melbourne CBD, such as Gilbert Court and the Alliance Insurance Co. date from 1955 or after³⁵.

³⁵ Graeme Butler, City of Melbourne CAD database

Changes to the building

The changes to the building are minor in my view, the new loading door on the south elevation and removal of an opening on the west being the most obvious but still carefully designed to have the least impact. The new door on the south aligns with the adjoining window heads and probably done for Sisalkraft Ltd. as part of the ongoing

operations. The blocking of the opening on the west has been done in similar brickwork. The overall effect on the design is minimal. Only one other building permit followed the original two construction phases and that was for works valued at a small \$6500. Comparatively (in the local area of North & West Melbourne) this building is well-preserved for its date and building type.


ALUMINIUM FOIL

SISALATION

ANOTHER **SISALKRAFT** PRODUCT

25

22



PRODUCT FUNCTION

Sisalation is a heat insulator depending for its properties on the ultra-thin foil surface which is highly effective in reducing radiant heat transmission. In addition to the local weather and moisture vapour pressure imparted by the aluminium foil, it has the properties required for the various applications. Examples of use are: for walling of roofs, insulation of moisture vapour barrier for buildings, industrial insulation and cabinet construction.

PRODUCT DESCRIPTION

Sisalation consists of highly finished aluminium foil bonded to one or both sides of a mineral reinforced water proof Steelkmit.

PERFORMANCE

(a) Physical Properties:	Sisalation 400 Single	Sisalation 400 Double
Roll Size: 20' x 500' R.H. A.P.E.L. 1400' x 100'		
Roll Weight: 2 in. x 2 in. T.A.P.P.L. 4000 lb.	40	160
Machine Description:	Co	16
Cover Machine Description:		
Basic Machine Resistance (1/2 in. x 1/2 in.) A.P.P. 7000-50	50	50
Moisture Vapour Transmission Rate (24" x 24" x 24" T.A.P.P.L. 1440-49)	100	100
Basic Weight (5' x 100' sq. yd.) T.A.P.P.L. 1400-40	70	27
Finish of Foil Surface:	300	100
(b) Chemical Properties:		
Resistance to alkalis:		
Permeability:		

A.P.P.L. Technical Department of the Paper and Board Industry
 (Australia) Pty. Ltd., Melbourne, Victoria

Conclusion

The building is of local significance in the context of commercial, architect designed buildings of the 1950s in North & West Melbourne. This was an era of emerging architectural styles and revitalised building activity in Victoria, while associated with one of the key vehicles for the new building boom, Sisalkraft Ltd. This firm dominated the sisalation or building paper arena in the building industry with a large distribution centre in each state of Australia.

The building remains a well-preserved example from the office of an important architectural practice.

Moonee Ponds Creek and infrastructure, Moonee Ponds Creek, Kensington, North Melbourne, HO1092



Figure 187 North end of project area, Moonee Ponds Creek and Racecourse Road bridge, Housing Commission towers of the 1960s in the background, Kensington.



Figure 188 North section of Moonee Ponds Creek in project area, in naturalised form but with some stone pitching visible at edge?



Figure 189 view under Citylink over railway to former Younghusband wool store on Langford street, one of many views along creek to old wool stores.



Figure 190 Moonee Ponds Creek at Macaulay Road, start of canal width running south



Figure 191 Moonee Ponds Creek north of Arden Street



Figure 192 Moonee Ponds Creek at rail and Citylink crossings



Figure 193 Under Citylink, looking north



Figure 196 Pump house 2, west end of Sutton Street



Figure 194 Dynon Road, south end of project area



Figure 197 Pump house 2 at Macaulay Road, with mature pepper tree



Figure 195 Stormwater pump house, off Stubbs Street, Moonee Ponds Creek



Figure 198 Early (brick) and recent (concrete) pipe bridges south of Arden Street



Figure 199 Outfall drain and stone apron at north end of Moonee Ponds Creek section, may contain early stone work?



Figure 200 1971 aerial view of Moonee Ponds Creek at Sutton Street showing regularly spaced outfall drains leading into central, assumed concrete lined, channel (State Library of Victoria collection:))

Historical associations with persons or events?

Creation or major development date: 1830s-

Major owners or occupiers: Melbourne City Council

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? Yes?

Edwardian-era (1900-1915)? Yes?

Inter-war period (1916-1939)? Yes

Post Second War (1940-)? Yes

Place evaluation

Existing place grading and streetscape level³⁶: A,B,C,D,E): - -

Melbourne City Council Place Value Definition 1985:

Place grading level 2012: A,B,C,D,E): C -

Melbourne City Council Place Value Definition 2008:

These buildings (or structures) demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? No

Scientific significance? No

Social significance? Yes

Heritage Values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

Proposed or existing heritage overlay?

Proposed heritage overlay HO1092, Moonee Ponds Creek and Infrastructure Precinct The heritage place is the Racecourse Road, Macaulay Road, Arden Street and Dynon Road Bridges (plus 3m from the bridge perimeter), Pumping stations 1-5, water course with vegetated banks and existing channel widths and creek reserve including bluestone pitcher lining and piers supporting pipes.

Origin of place identification:

Melbourne City Council List

History & description

Before European settlement, the Moonee Ponds Creek and district was occupied by the Wurundjeri People of the Kulin nation. It is thought that the creek was named after Moonee Moonee who, with Tullamareena, escaped from

³⁶ Referenced in the Melbourne Planning Scheme clause 22.05

the first Melbourne gaol in 1838. The lower parts of the creek was a series of marshy ponds on a floodplain, with salt water marshes near its entry to the Yarra river known as Batman's lagoon and later the West Melbourne Swamp. Rapid development of Melbourne after gold rush from 1851 meant the creek and swamp quickly became a receptacle for waste from Kensington, Flemington, North Melbourne and Parkville.

The Moonee Ponds Creek (as is the case with other inner city streams like the Yarra) has been engineered to maximise local waste and storm water disposal, amenity and development potential. It formed the municipal boundary between North Melbourne and Flemington & Kensington in the 19th century.

From the establishment of fell mongers and tanneries on the Moonee Ponds Creek to the dumping of increasing amounts of night soil from emerging residential areas, the creek's character had changed from a natural stream to an open sewer, made worse by seasonal flooding of its contents onto adjoining lands, made worse by silting up of its channels and the swamp it fed. The stench of the creek was frequently noted throughout the Victorian-era, hindering any nearby residential development and frequently sweeping away products of industrial development near its banks. Midway through the Victorian-era the southern parts of the Moonee Ponds Creek were referred to as the Moonee Ponds canal.

Kearney's 1855 plan shows the allotments in Hotham north as Regency style garden circles and oblongs set south of the Flemington Road. The Moonee Ponds Creek was shown as petering out at Flemington Bridge near the Bridge Inn and west of a large lagoon; two more lagoons lay to the south vaguely located on the path of today's Moonee Ponds Creek. The West Melbourne Swamp was a massive water body further south again, its northern point clipping the new Mount Alexander Railway. Further north the Kensington Village survey straddled one of the smaller lagoons and ignored the creek. Another unnamed creek (sometimes referred to as a gully) came in from Royal Park along the line of Harcourt Street and ran west between the lines of Haines and O'Shannasy Streets towards the Moonee Ponds Creek.

Hodgkinson's Hotham Hill subdivision layout of 1858 included a string of garden and plantation reserves that followed the unnamed creek in its path to the Moonee Ponds Creek: the creek was to become an open sewer and the garden squares sold off for housing. In 1858 the Moonee Ponds Creek was shown as a thin dotted stream,

linking a series of three lagoons on the path to West Melbourne Swamp.

With the post-gold 1850s urban growth, major floods along the Moonee Ponds Creek such as those in 1849, 1863, 1870, 1878, 1891, 1920s and 1934 each inspired calls for flood abatement schemes and works. Growth of industry along the creek called for more effective drainage within the creek, to rid the effects of foul smelling stagnant water. The Hotham municipality commissioned a storm-water channel from Royal Park to lower Hotham as part of early drainage works. Meanwhile the Royal Commission on low lying land of 1873 examined reclamation of West Melbourne or Batman's Swamp towards yielding land for industry and railway use after forging an effective channel from the Moonee Ponds Creek and joining it with the Yarra River, achieving 'abolition of the monster nuisance'.

Surveyor Hodgkinson's plan would liberate 120 acres as well as a public park with a lake formed from the West Melbourne lagoon and by 1877 'The Argus' claimed: 'The large area of low lying land and stagnant water that lies between the Yarra and Saltwater rivers, and Melbourne, popularly known as the West Melbourne Swamp, is at length to be reclaimed and converted to purposes of usefulness' via a circuitous channel that linked the Maribyrnong and Yarra Rivers. 'The railway prevents the extension of the city in a westerly direction and there is a large number of men employed on the railways, the wharves and the river, who have, at much inconvenience to themselves to make their homes on Emerald Hill, at Hotham, or Collingwood Then the reclaimed area will suit admirably for workshops at which ships' work is done, for wool washing establishments, and for manufactories of various kinds. It is highly desirable that no such establishments should be permitted to remain on the banks of the Upper Yarra -here then, is the very place for them...'. The next plan was in 1878 for an 'elevated channel to receive the waters' of the Moonee Ponds Creek and take them into the Yarra past the reclaimed swamp areas: 'At Macaulay road substantial pitched channels are being constructed to carry the storm waters of the elevated portions of North Melbourne into the drains in the reclaimed area'. This was to be called the Railway or Coal Canal but, no sooner had they declared the drainage complete, than extensive flooding occurred in March: 'The waters of the Moonee Ponds were here the direct cause of the mischief...'. A year later it was gain solved: 'An excellent channel has been made to carry of the water of the Moonee Ponds Creek also the drainage at Queensberry street...' but others claimed it had too many bends to function well.

Removal of part of the Kensington Hill (now bordered on the east by Bellair Street south) in 1883 yielded fill to create what was to become the Arden Street Railway Reserve. The Arden Street timber pile bridge was renewed in 1883 and another on the Macaulay Road crossing in 1884. In the same year was the Moonee Ponds (Creek) Channel Extension creating a new channel east of the natural course of the creek, just south of Barwise Street (Racecourse Rd), and a culvert was taken over the creek on the line of Parsons Street in 1886 along with more land reclamation beside the creek's banks forming higher embankments or levees. The 1897 Melbourne & Metropolitan Board of Works Detail Plan shows a subterranean brick culvert on the north side of Parsons Street extending to the creek and a nearby pitched channel on the east side of Stubbs Street: there may be remnants of this stone lined or pitched channel.

Le Capelain (superintending engineer of the Central Board of Health) proposed a new more ambitious scheme in that year of multiple pitched channels to increase the efficiency of the Moonee Ponds Creek flow to the bay but the expense deterred its completion. In 1887 an old drainage canal near North Melbourne station was filled in and 2 years later the Moonee Ponds canal was extended from Racecourse Road to the Flemington Road crossing.

In 1892 the West Melbourne Dock (later Victoria Dock) was opened, concentrating much of the Port of Melbourne's maritime freight next to the railway yards. West of the dock the Moonee Ponds canal allowed better access to shipping for coal for railway locomotives, now known as the Railway Canal south of Macaulay Road. This augmented and replaced what was called Railway Dock that extended, on the east side of the canal, south of Swamp Road to the line of Dudley St at the Yarra, since filled in. One of the last major works on the Moonee Ponds Creek was the 1902 'Moonee Ponds Creek Channel Extension and Improvements' showing a pitched channel surface from the Essendon railway crossing to the south of Swamp Road (Dyvon Road), past what was then the Railway Dock (since filled in) to Dudley St, with the former creek flowing to the east of the new line at the north end. There was also concrete lining of the canal from Arden Street to Macaulay Road: all at an estimated cost of £10,408. A nearby canal running parallel with the Swamp Road, joining the Maribyrnong River and Moonee Ponds Creek, was also shown in the 1890s.

In 1929 construction of the new Spencer Street bridge closed the old Queens wharf area to all but small craft and a new harbour created in its stead at the mouth of the Moonee Ponds Creek to

become Appleton Dock; South Wharf was extended west.

A happy ending seemed in sight with the announcement of red, pink, and white flowering gums and poplar trees to be planted along the Moonee Ponds Creek at Kensington by the Metropolitan Board of Works as part of their flood prevention work in 1937. As part of a project costing £22,000, the board widened the creek and planted the banks with exotic grasses.

In the same year, five austere red brick clad and parapeted stormwater pump houses were erected and added to in 1947 by the City of Melbourne.

'The Argus' pronounced: 'For many years the creek has been criticised as insanitary. It has caused many floods which have washed residents of low-lying parts of Kensington and Macaulay from their homes. The flood prevention work is being carried out by the board and the Melbourne City Council, which will begin its part of the project once the board's work is completed'.

In 2002 the south end of the canal was realigned for the Docklands development, moving the junction with the Yarra River 600 metres east. The east bank of the Moonee Ponds Creek has been recently provided with a walking-bike path, suitably fitted with flood markers; the banks planted with native trees or shrubs. The area is dominated by the massive aerial Citylink tollway bridges which covers the canal in places, along with the railway which has paralleled the east side of the stream since the Victorian-era.

As extensive as these works were, the visible evidence of them is scarce except for the raised earth embankments, changed channel alignment and greater channel width, and the more manufactured character of the Moonee Ponds channel south of Macaulay Road: north of this the stream has a naturalistic character, with grassed banks, potentially deriving from the 1930s work and more recently. Any evidence of the old channel lining appears mainly submerged with publicly visible stone limited to crushed basalt and rubble deposited on banks south of Arden Street or recent stone facing for stormwater outlets. There are some visible pitched edgings to the west side of the canal, just south of Racecourse Road which may be part of early stone linings although they do not resemble the squared and dressed stone construction shown in drawings for the lining works in 1902 and earlier.

Statement of Significance

Refer to four significant and contributory reinforced concrete road bridges as separate

citations in the Consultants Report (Graeme Butler & Associates 2012).

What is significant?

Post-contact contributory elements in the Heritage Overlay Area include (but not exclusively):

- Land within the existing creek reserve;
- water course either as naturalistic or constructed form, with vegetated banks and existing channel widths;
- earthen embankments either side of water channel;
- blue stone pitched channels as evident or further identified;
- brick pipe bridge piers south of Arden Street bridge;
- inter-war brick stormwater pump houses numbers 1- 5; and
- four significant and contributory inter-war reinforced concrete bridges: Dynon Road, Arden Street, Macaulay Road and Racecourse Road.

How is it significant?

Moonee Ponds Creek (part) and associated infrastructure are significant historically to the City of Melbourne.

Why is it significant?

Moonee Ponds Creek (part) and associated infrastructure are significant:

Historically,

as one of the early water courses of central Melbourne that, like the Maribyrnong and Yarra River, took the accumulated waste from the rapidly growing metropolis into the bay as a necessary part of the growth of the Colony until the Melbourne & Metropolitan Board of Works sewage system of the late 1890s, early 1900s;

as the source of major flooding in the Kensington, West and North Melbourne areas that caused reoccurring hardship to many residents and industrialists alike and hence the focus of ongoing and expensive flood retardation or abatement schemes that continues through the 19th and 20th centuries as a battle between the ever-increasing stormwater run-off and the capacity to drain it into the bay;

as the focus of similarly ambitious reclamation schemes to enable the draining of the West Melbourne Swamp to yield new land for development and rid the City of what was perceived as a giant cess pit;

as the path taken for another urban product, motor transportation, freeway and tollway construction, to enable the metropolis to function;

and more recently the venue for pedestrian and cycling recreation as the partial realisation of over 100 years of expectation that one day the creek would return to near its pre-settlement rural form (Criterion A).

Contributory elements management

The contributory elements as specified above and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

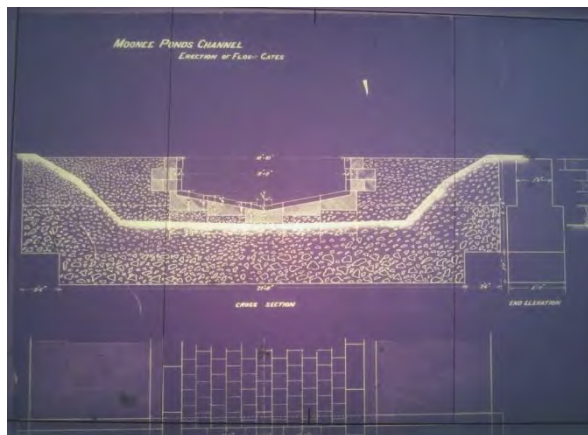


Figure 201 Moonee Ponds Channel, erection of Flood Gates (n.d.)



Figure 202 Section through Moonee Ponds Channel (n.d.)



Figure 203 Section Moonee Ponds Creek Improvements channel, showing stone pitching, between Arden Street and Macaulay Road. (n.d., VPRO)

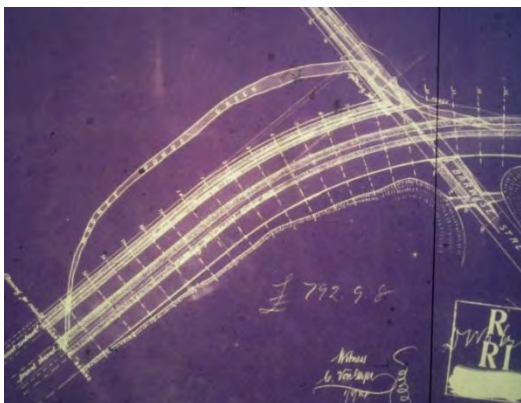


Figure 204 Plan Moonee Ponds Channel Extension 1884 showing natural course of creek and new paved channels south of Racecourse Road. (VPRO)

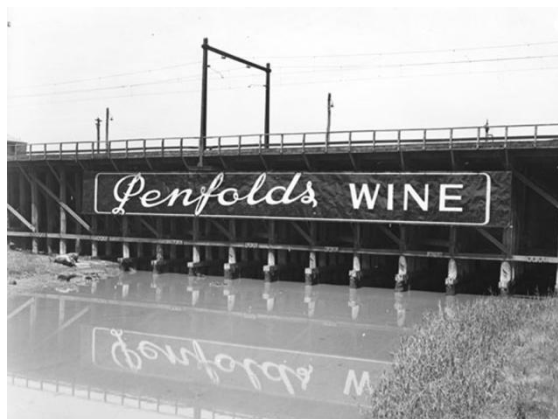


Figure 206 Moonee Ponds Creek at the Williamstown railway bridge crossing. 1930s? (VPRO)



Figure 205 Part plan Moonee Ponds Channel Extension 1902 showing Williamstown railway crossing and Dynon or Swamp Road bridge, with the now filled in Railway Wharf and Dock to south (VPRO).



Figure 207 Moonee Ponds Creek South of Macaulay Road 1942, following similar line to proposed mapped heritage overlay

Victorian Railways Photographic Collection



Figure 208 North of Macaulay Road, 1942, showing narrow (assumed stone lined) channel within earth embankments.



Figure 209 Moonee Ponds Creek north end, 1971, showing narrow formed channel.

Relevant thematic history theme represented

CREATING A FUNCTIONING CITY: 6.6 Streetmaking, drainage and river works

: 5.5 Building a manufacturing industry

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-Heritage* database being of a similar use, scale, location, and creation date.

No similar heritage overlays have been proposed for whole or part inner city water courses.

However the Yarra and Maribyrnong Rivers and Darebin Creek are the relevant similar places, with similar multiple values, natural and cultural. All of these water courses have played a historic role in the City's development.

Submission summary C207

(See also other Moonee Ponds Creek elements in this report)

Kaye Oddie for Friends of Moonee Ponds Creek, Submission 7

Supports:

- C grading for the Creek and Infrastructure Precinct,
- C3 grading for the four bridges over the Creek at Dynon Road, Arden Street, Macaulay Road and Racecourse Road, noting that the C3 grading should apply to all four bridges.

However:

Friends of Moonee Ponds Creek recommends that the 'New Heritage Overlay' for the Moonee Ponds Creek on the Map is extended to the outer constructed concrete or earthen flood walls, so that the Map is consistent with the extent of the significant features named in the Statement of Significance. Also

1. *It is understood that, prior to European settlement and during the early years of settlement, the Creek in the environs of the study area comprised a series of ponds, that connected into a flowing creek formation only during heavy rainfall. We would like to see a short statement regarding this earlier history incorporated into the Arden-Macaulay Heritage Review Statement of Significance 'Why is it Significant', based on information taken from the Moonee Ponds Creek Concept Plan - Background Information & Resources Descriptions document (Board of Works and Moonee Ponds Creek Association Inc 1991, Attachment 2)*

**Lovell Chen for Linking Melbourne Authority,
Moonee Ponds Creek**

The submitter is not supportive of a Heritage Overlay over the entire Moonee Ponds Creek and Infrastructure Precinct as proposed.

Any application of the heritage overlay ought to be limited to identified bridges within the overlay except for the Racecourse Road bridge, having regard to the extent of alteration that has occurred to that bridge since construction.

The submitter has the following concerns:

- No detailed investigation has been undertaken to confirm how this mapping correlates with the ground conditions. South of Arden Street, the mapping appears to explicitly exclude some of the supporting structure (piers) to the elevated CityLink tollway. The proposed precinct does not include the creek southward of Dynon Road.
- External Paint controls apply but no indication is given in the schedule that would limit the application of this aspect of the controls, meaning a permit would be required to paint any external surface within the precinct.
- The proposed precinct comprises a heavily modified watercourse bearing relatively little resemblance to its original form, and undergoing major change in terms of its presentation by the elevated CityLink roadway which extends through the precinct.
- As for any watercourse in an urban environment, the Moonee Ponds Creek has influenced the pattern of settlement and types of activities that occur around and in proximity to them and the watercourses themselves are in turn influenced by urban development around them. However it does not follow that all such natural features warrant a heritage control.
- None of the other inner city rivers or creeks have all-encompassing HO or other controls of this nature. There are precedents for the application of heritage controls to large and dispersed areas including infrastructure systems, but in such cases the basis for the listing is typically very strong.
- In the case of the Moonee Ponds Creek the extent to which any of the identified features relate to the historical significance is not clear in all cases, nor is it clear that the combination of features comprises a cultural landscape that would warrant a heritage overlay.

- In some cases no justification is given for identifying particular elements as contributory which is particularly relevant when considering future management of the creek.
- The impact the elevated CityLink roadway has had on the presentation of the creek is not adequately acknowledged in the analysis. The physical structures associated with the road are referenced in terms of the history of the place, but not as to whether they contribute or detract from the place.
- Recognising that the creek has a history that can be documented as interesting and important to the local areas, the application of the Heritage Overlay to the extent of fabric identified is not supported.

There may be a case to include one or more of the identified road bridges in the Heritage Overlay, subject to more detailed assessment and review (except the Racecourse Road bridge which has been extensively altered).

Response to submissions

Friends of Moonee Ponds Creek

The Consultants Report and Statement of Significance gives:

What is significant?

Post-contact contributory elements in the Heritage Overlay Area include (but not exclusively):

- *Land within the existing creek reserve;*
- *water course either as naturalistic or constructed form, with vegetated banks and*
- *existing channel widths;*
- *earthen embankments either side of water channel;*
- *blue stone pitched channels as evident or further identified;*
- *brick pipe bridge piers south of Arden Street bridge;*
- *inter-war brick stormwater pump houses numbers 1- 5; and*
- *four significant and contributory inter-war reinforced concrete bridges: Dynon Road, Arden Street, Macaulay Road and Racecourse Road.*

Some of these are under a separate Statements of Significance in the Consultants Report see p.408 with mapped extents that would clarify the proposed extent. I have examined an alternative to the exhibited map and the mapped extent appears satisfactory. I concur generally with the

stated intent of the boundary to be *extended to the outer constructed concrete or earthen flood walls, so that the Map is consistent with the extent of the significant features named.*

The Statement of Significance refers to post-contact cultural significance: with no direct knowledge of the 'chain of ponds' extent or period of existence- its inclusion in the Statement of Significance may be outside of the scope of what is being assessed or the key significant factors

Linking Melbourne Authority

Meredith Gould, in her scoping heritage study of the Arden Macaulay structure plan area has noted the key role that changing the Moonee Ponds Creek and changes to it had on development options in the area.

There was a massive increase in railway infrastructure across the state (late Victorian-era), much of it with the Kensington/North Melbourne area as its hub.

The railways infrastructure was achieved by filling the land. To form the Arden Street Yards, extensive filling was required within the swamp and for the Coburg line an elevated embankment was required to form a firm base and to lift the tracks above the flood prone land. As part of the track installation, the outflow from Moonee Ponds Creek was placed in a bluestone lined canal south of Racecourse Road, removing three natural billabongs or lagoons which had terminated the Moonee Ponds Creek. The land was in part excavated to obtain the fill to produce the appropriate height and grade for the new railway line. A flood embankment on the Kensington side completed major modification of the natural landscape form... The southern section of the bluestone lined canal, and the flood embankments remain largely intact from this time...

Major works were put into place to connect the new canal to a river outlet and at the same time to provide a canal for coal barges to service the needs of the railway locomotives in the extensive Melbourne yards. This was completed around the early 1890s, terminating at Appleton Dock³⁷.

Relevance of the creek in its local area

The over-arching issue with the proposed heritage overlay area is that the elements conceded by the Lovell Chen submission as having potential local significance would not be there if there was no Moonee Ponds Creek.

.... it does not follow that all such natural features warrant a heritage control

³⁷ MGA, 2010: 15- Theme 3. Filling the valley, Milling and Wool, Consolidation of the railways

From its presence as feeding a lagoon on the early surveyor's maps, the Moonee Ponds Creek has been a **primary** physical element that has determined town planning, public works, recreation and land development in the local area to the present day. The creek is not just *any* natural feature for the North & West Melbourne and Kensington areas but a shaper of major transport infrastructure and industrial land-use. Conservation of the identified elements would be possible only if they had a creek to span, form or drain. These elements have, in turn, determined the proposed boundaries of the proposed creek overlay.

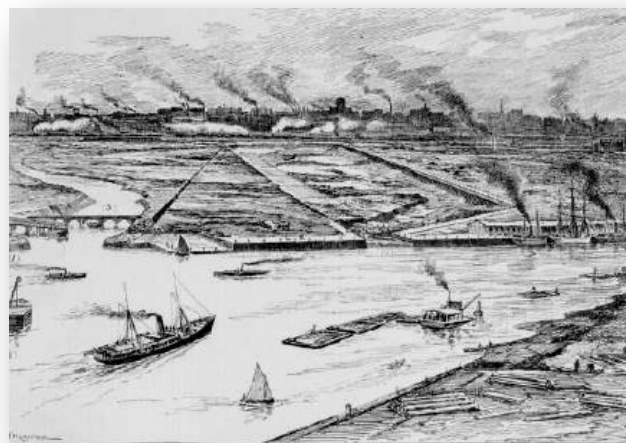


Figure 210 New West Melbourne Dock 1892 with Moonee Ponds Creek as the 'coal' or 'railway canal' connecting on the left. (State Library of Victoria)

Contributory elements

The contributory elements cited are chosen on the basis of deriving from the general area's significant period of pre Second War, with exceptions for individually significant places.

Changes to creek

The proposed Heritage Overlay over the Moonee Ponds Creek recognises the Creek's evolving history which is consistent with the major infrastructure projects and upgrades which have been undertaken to harness and improve the creek and surrounds. Reference '*...to heavily modified watercourse bearing relatively little resemblance to its original form...*' is what the heritage overlay is about: it is the **modifications** and added infrastructure that transforms this place from one with natural values, only, into a cultural one. The Heritage Overlay recognises and ensures that the creek remains a creek, albeit one that has and will continue to evolve over time.

Mapping

The mapping relies on existing cadastral boundaries, as preferred by the practice note *Applying the Heritage Overlay*, that already encompass the creek and aim to include all listed contributory elements both north and south of Arden St, with variations determined by the mapping of contributory elements such as bridges.

The incorporated plan exhibited by the City of Melbourne for the Moonee Ponds Creek satisfies basic management requirement.

The Heritage Overlay applies to both the listed heritage item and its associated land (refer Clause 43.01 - Scope). It is usually important to include land surrounding a building, structure, tree or feature of importance to ensure that any new development does not adversely affect the setting or context of the significant feature. In most situations, the extent of the provision will be the whole of the property (for example, a suburban dwelling and its allotment)³⁸.

An Area of Aboriginal Cultural Heritage Sensitivity has already been mapped over the creek.



Figure 211 Planning Scheme Maps Online shows Area of Aboriginal Cultural Heritage Sensitivity on Moonee Ponds Creek, another cultural overlay but larger than proposed.

That part of the Moonee Ponds Creek south of Dynon Road is out of the project area but also deserves assessment, with its connection with the major, former shipping infrastructure to the south.

Management

Management for the proposed precinct should ideally be based on an incorporated plan that provides for permit exemptions. application of paint control could also be regulated by an Incorporated plan but in the interim applies to the listed contributory elements.

³⁸ *Applying the Heritage Overlay Practice Note | 01 Revised September 2012*

Racecourse Road Railway Bridge, Upfield line, near 87 Racecourse Road, Kensington, HO1101



Figure 212 Bridge from west, showing trusses and rendered pylons.



Figure 213 From north end, with added signs and safety guard

Historical associations with persons or events?

Creation or major development date: 1929

Major owners or occupiers: Railway Commissioners

Designer(s): Way and Works branch, Railways Department

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No
Victorian-era (1850-1899)? No
Edwardian-era (1900-1915)? No
Inter-war period (1916-1939)? Yes
Post Second War (1940-)? No

Place evaluation

Existing place grading and streetscape level³⁹: A,B,C,D,E): - -

Melbourne City Council Place Value Definition 1985: None

Place grading level 2012: A,B,C,D,E): **C 3**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes
Aesthetic significance? Yes
Scientific significance? No
Social significance? No

Heritage values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance)
Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

Proposed or existing heritage overlay?

Proposed Heritage Overlay HO1101 Racecourse Road Railway Bridge, Upfield line, Racecourse Road, Kensington.

Origin of place identification:

Graeme Butler survey 2011

History & description

This massive steel girder bridge structure was part of a series of inter-war inner urban railway upgrades (see also South Kensington line) in this case linked with the need to widen Racecourse

³⁹ Referenced in the Melbourne Planning Scheme clause 22.05

Road and solve the traffic bottleneck caused by the massive increase in motor car ownership, added tramway tracks and the popularity of venues like Flemington Race Course. Even in the 1880s a similar problem was experienced with 'The large amount of race, market, and agricultural show traffic rendered the narrowness of the opening positively dangerous to people who had to pass through it.' This bridge had been built as recently as 1884.

The new bridge was prefabricated and put in place by a special system devised by the engineers of the Way and Works branch of the Railways Department. Weighing 300 tons, the bridge was four times as heavy as any other similar bridge built by the department. Its construction was considered a breakthrough in engineering, exceeding the previous limitations of 100 tons for detached bridge construction.

The bridge pylons reflect their era by the simple Moderns style design while the main visual power comes from the massive steel girder trusses either side of the track.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1929), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain

Statement of Significance

What is significant?

This prefabricated steel girder bridge structure of 1929 includes:

- steel girder truss structure and decking; and
- bridge pylons that reflect their era by the simple Moderne style design.

How is it significant?

Racecourse Road Railway Bridge significant historically, technically and aesthetically to Kensington and North Melbourne.

Why is it significant?

Racecourse Road Railway Bridge significant historically

As a direct reflection of the major increase in motor car ownership, added tramway tracks and the popularity of venues like Flemington Race Course in the inter-war period (Criterion A),

Technically for its construction methodology - as weighing 300 tons, the bridge was four times as

heavy as any other similar bridge built by the Railways Department and considered a breakthrough in engineering by exceeding the previous limitations of 100 tons for detached bridge construction, and

Aesthetically as a visually powerful structure where the structure itself is fully and strongly expressed (Criterion E).



Figure 214 Air view with proposed heritage overlay (red dashed line, Land Victoria)

Relevant thematic history theme represented

CREATING A FUNCTIONING CITY: 6.7 Transport

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

Examples used for comparison in the assessment are generally places chiefly drawn from the Melbourne City Council online *i-heritage* database being of a similar use, scale, location, and creation date.

However, there were no comparative examples listed on *i-Heritage* or the Victorian heritage database. The railway bridge south of Richmond railway station, over Swan Street, Richmond was built 1950s⁴⁰.

⁴⁰ Wikipedia entry for Richmond RS.



Figure 215 Railway bridge, over Swan Street, Richmond (Google): later, more extensive but less orchestrated example

Submission summary c207

VicTrack on Various properties

The VicTrack buildings and places that are affected by Amendment C207 are as follows:

- HO1091 - 329-351 Arden Street, Kensington, which includes the siding shed adjoining Essendon railway
- HO1098 (with tree controls) – Bellair Street, east side of the railway reserve, Railway gravitation shunting yards retaining wall and trees
- HO1100 (with tree controls) – Bellair Street, Signal box and pepper tree
- HO1093 - 173-199 Laurens Street, North Melbourne, Railways Reserve
- HO1101 - Racecourse Road Railway Bridge (Upfield Line)

VicTrack does not object to Amendment C207 but wish to bring the following to Council's attention (my bold).

The submitter consulted with Metro Trains who lease the abovementioned land, did have concerns with the new status of the infrastructure, including the protection of trees. The submitter takes some comfort, that a planning permit is not required for routine maintenance and can remove vegetation that poses a threat under the Rail Safety Act 2006.

The submitter would also like to highlight that the land at 173-199 Laurens Street forms part of the area designated for the future Metro Project and questions whether applying a Heritage Overlay to a building that will most likely be demolished sets an unwarranted expectation and complication.

Response to submission

The Heritage Overlay is designed to protect the heritage significance of the place. In the case where upgrades are required to facilities and infrastructure, the Heritage Overlay is in place to ensure that the heritage significance is considered and as much heritage fabric is preserved as possible.

No evidence has been provided to contest the conclusion that the heritage places are significant locally and should be included in a Heritage Overlay which does not mean that a site cannot be redeveloped.

Although of no great aesthetic value, the bridge remains a great technical achievement at a time when the Victorian Railways was still a major transport force in the State.

**Moonee Ponds Creek
Racecourse Road Bridge, near
157 Racecourse Road,
Kensington, part HO1092**

Refer to Moonee Ponds Creek Macaulay Road Bridge and Moonee Ponds Creek and infrastructure, HO1092



Figure 216 View from south



Figure 217 View from east end of deck



Figure 218 View from east end to new balustrade addition extended deck on north side

Historical associations with persons or events?

Creation or major development date: 1928

Major owners or occupiers: Melbourne City Council

Designer(s): Morton, H. E., City Engineer

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? No

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? Yes

Post Second War (1940-)? No

Place evaluation

Existing place grading and streetscape level⁴¹: A,B,C,D,E): None.

Melbourne City Council Place Value Definition 1985: None.

Place grading level 2012: A,B,C,D,E): **C 3**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? No

Scientific significance? No

Social significance? No

Heritage values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance)

Proposed or existing heritage overlay?

Significant and contributory part of proposed Heritage Overlay HO1092 Moonee Ponds Creek and Infrastructure Precinct. The heritage place is the Racecourse Road, Macaulay Road, Arden Street and Dynon Road Bridges (plus 3m from the bridge perimeter), Pumping stations 1-5, water course with vegetated banks and existing channel widths and creek

⁴¹ Referenced in the Melbourne Planning Scheme clause 22.05

reserve including bluestone pitcher lining and piers supporting pipes.

Origin of place identification:

Graeme Butler, MCC list

History & description

From the early 1920s public pressure rose to clear what was seen as a bottle neck for motor traffic particularly on race days. Melbourne city engineer H E Morton noted that Barwise Street (continuation of Racecourse Rd) narrowed from one chain and a half to one chain wide from the end of Racecourse road to Flemington road. Morton recommended that the City Council reclaim private property on the south side of Barwise Street to widen the roadway. A core part of this project was the bridge over the Moonee Ponds Creek to be rebuilt by the City Council and the Victoria Racing Club should contribute to the cost of the rest which would 'provide a broad, straight roadway from the course to the city'. A new electric tramway on the bridge was a complication meaning the road had to be regraded to give an additional 6 feet of head room under the railway bridge. The total cost, including road construction, bridges, and land resumption, was to be more than £100,000. The new bridge alone was to cost £11,300. This expenditure and cost of the new railway bridge over Racecourse Road was a massive undertaking for the time. This was in an era when the City of Melbourne instituted and constructed major civil engineering projects.

As with other contemporary bridges over the Moonee Ponds Creek this was a reinforced concrete structure with a concrete balustrade and tapered cast concrete light standards either end of the bridge mounted with opal light spheres typical of model suburbs of the time where concrete street lamp standards were provided in medians as part of the distinctive look of the estate. As with the other bridges the road deck cantilevers out past the main girders on stub beams. Since construction the north side of the bridge has been extended out with new utilitarian steel and concrete balustrading.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1928), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

(Refer to Statement of Significance for Moonee Ponds Creek and Infrastructure Precinct)

What is significant?

The 1928 southern half of the Moonee Ponds Creek Racecourse Road Bridge which has:

- a reinforced concrete structure with a concrete balustrade;
- Moderne style tapered cast concrete light standards either end of the bridge mounted with opal light spheres; and
- a road deck that cantilevers out past the main girders on stub beams.

The north side of the bridge has been removed and extended with new utilitarian steel and concrete balustrading.

How is it significant?

Moonee Ponds Creek Racecourse Road Bridge is significant historically and aesthetically of interest to North Melbourne, Kensington and the City of Melbourne.

Why is it significant?

Moonee Ponds Creek Racecourse Road Bridge is significant:

Historically as the first major modern bridge construction over the Moonee Ponds Creek to carry all modes of motorised and pedestrian traffic including and electric tramway. It is symbolic of an era when the City of Melbourne instituted and constructed major civil engineering projects in Victoria (Criterion A); and

Aesthetically, as in part of interest for its Modernistic styling as seen in the light standards and balustrading, and the modern use of reinforced concrete in lieu of metal substructure favoured up to the Edwardian-era (Criterion E).



Figure 219 proposed heritage overlay (red dash) within Melbourne, with emphasis on original substructure and balustrade

Relevant thematic history theme represented

CREATING A FUNCTIONING CITY: 6.6 Street making, drainage and river works

: 6.7 Transport

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-heritage* database being of a similar use, scale, location, and creation date.

Reinforced concrete bridges over the Moonee Ponds Creek at Arden St, Macaulay and Dynon Roads.

Submission summary C207

Refer to Moonee Ponds Creek Macaulay Road Bridge and Moonee Ponds Creek and infrastructure submission, HO1092.

City of Moonee Valley

The submitter is supportive of Amendment C207.

The submitter has suggested that the Moonee Ponds Creek Bridge, at the junction of Flemington Road and Mt Alexander Road, could be considered in the future for inclusion in a Heritage Overlay and have included details on the bridge for reference.

Lovell Chen for Linking Melbourne Authority, in Moonee Ponds Creek and infrastructure submission

There may be a case to include one or more of the identified (Moonee Ponds Creek) road bridges in the Heritage Overlay, subject to more detailed assessment and review (except the Racecourse Road bridge which has been extensively altered).

Response to bridge submission

That part of the bridge in the City of Melbourne has not been extensively altered (see images above): the part in the City of Moonee Valley has been altered. The bridge in its well-preserved form terminates the vista up the Moonee Ponds Creek and is a companion to the other inter-war bridges along the creek and the adjoining significant inter-war railway bridge (HO1101).

The history of its achievement and its relatively well-preserved aspect to the City of Melbourne side in concert with the rest of the precinct make it a significant contributory element within the proposed Moonee Ponds Creek area.

James Hill's factory and drop forge, 57 -59 Robertson Street, Kensington, HO1102



Figure 220 View from south



Figure 221 View from south-east

Historical associations with persons or events?

Creation or major development date: 1911

Major owners or occupiers: Hill, James

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? No

Edwardian-era (1900-1915)? Yes

Inter-war period (1916-1939)? No

Post Second War (1940-)? No

Place evaluation: locally significant

Existing place grading and streetscape level⁴²: A,B,C,D,E): ungraded

Place grading level 2012: A,B,C,D,E): **C 2**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? No

Scientific significance? No

Social significance? No

Heritage values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance)

Proposed or existing heritage overlay?

Proposed Heritage Overlay HO1102, James Hill's factory and drop forge 57-59 Robertson Street, Kensington

Origin of place identification:

Melbourne City Council list

History & description

William and later James Hill's 'Iron factory' and drop forge was erected c1911 on land (CAs 29 & 30) purchased separately by William from A Riddell of Smith St and P Callaghan of Swanston Street c1910. The far more substantial Holmes & Sons Iron Foundry, begun in 1892 and the manufacturer of a range of stoves, fenders and bedsteads, was close by in Robertson Street but has since been demolished. Hill sold his works and plant in 1920 with items such as the Scott 5cwt. drop-hammer, 2 and 3 ton Blocks, 'Spring and Drop Hammers, Blacksmiths' Forges, Bellows, Tools, Anvils, Bench Drills, Screwing Machines, . Vices, Shafting, Belting, Pulleys, Coke-crusher, Quantity Steel, Wrought and Cast

⁴² Referenced in the Melbourne Planning Scheme clause 22.05

Iron'. It was later occupied by CJ White & Sons Pty Ltd, engineers and brass founders and, in the 1950s, E Haydon & Co wrought iron manufacturers. Recent occupiers include the Victorian the Cast Iron Restoration Co Pty Ltd who have specialised in reconstruction of many Victorian-era cast iron verandahs across Melbourne and Victoria.

This corrugated iron clad workshop has a simple gabled roof with vented ridge, timber framed construction and skillions to the east and north plus later steel deck clad additions to the east. Where provided, windows are small as indicative of the use.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (c1911), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain

Statement of Significance

What is significant?

This c1911 corrugated iron clad workshop has:

- a simple gabled roof with vented ridge;
- timber framed construction;
- skillions to the east and north; plus
- later non contributory steel deck clad additions to the east; and
- where provided, small windows indicative of the workshop use.

How is it significant?

James Hill's factory and drop forge is significant historically to Kensington.

Why is it significant?

James Hill's factory and drop forge is significant

Historically as an old industrial site within the Kensington locality that has continued to function as an engineering workshop and forge from the Edwardian-era up until the present time.

Kensington is known within the City of Melbourne for its industrial heritage, this building being a key contributory element (Criterion A).



Figure 222 proposed heritage overlay (Land Victoria)

Relevant thematic history theme represented

BUILDING A COMMERCIAL CITY: 5.5 Building a manufacturing industry

6.7 Transport

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-heritage* database being of a similar use, scale, location, and creation date.

The following factories are typically much grander than the forge, being part of another type of metropolitan rather than local character: no forges are listed.

- C W Stewart, a boot manufacturer, 88 and 90 Kay Street, Carlton c1920 (altered);
- Hopkins Bros. & Odlum Factory, 116 To 128 Leicester Street Carlton (altered).



Figure 223 Former Keep Bros & Wood factory, 55-67 Batman St, West Melbourne c1910 (converted to residential use)

Submission summary C207

Bernard and Jan Mortimer,

They write:
property is a 'very cheaply constructed factory built in the early 1900's and no different to say a cheaply constructed corrugated iron factory built in the 1950's or 60's in say Airport West.....This building requires major capital investment to make it safe.

Asks 'What is significant here?'
'like all the factories in the street, it was built on land where once perfectly good housing once stood but were pulled down to make way for factories'

They have no objection to the proposed heritage overlay on Gibson & Son factory and offices, later Ross, Robbins Pty Ltd. Adjoining which they also own.

'Only a small part of current building was original. Planning to upgrade area but why keep this building? Dangerous – iron is nailed on- nails popping out onto footpath Roof is nearly totally rusted Sheets are curling off in laneway

E A Haydon family bought building from Whites. It has not operated as a forge – present tenants who lease from us only use it for assembling castings for verandahs which are cast in Castlemaine or China. Present tenants are at stage of winding down business and there is no way known we would be able to let the current factory to new tenants because of OH&S regulations'

Response to submission

Background

This industrial site was identified and pictured by Meredith Gould in her scoping study for the Arden Macaulay structure plan area. One of her recommendations for the interpretation and expression of *Theme 4. 20th Century Industrial Development, Civilising the Streets, Flooding* was 'Undertake further research and assessment of selected sites which illustrate the industrial development up to WW2. (See list at section 4.4). Consider for inclusion within a heritage overlay e.g. 59 Robertson Street...'⁴³

Value of the place?

Historically as an old industrial site within the Kensington locality that has continued to function

as an engineering workshop and forge from the Edwardian-era up until the present time.

Kensington is known within the City of Melbourne for its industrial heritage, this building being a key contributory element.

Yes, it is because it is old and because it is an old factory, much older than for example Gibson & Son factory and offices, later Ross, Robbins Pty Ltd.. The age and use combination is now uncommon in an area where these buildings were more typical. The building has no known aesthetic significance and its representation of the type is not high but judged within the locality it is recognisable for its use and age.

Houses for factories?

Note that a MMBW plan of 1897 shows this site and most adjoining sites along Stubbs St vacant - for good reason because of flooding. That is why this area and its parallel on the east side of the creek was developed later than adjoining residential areas and for factory use: this is part of the history of the area and the factory represents that history. The land is still adjacent to an inundation overlay in the Melbourne Planning Scheme.

Development?

A heritage overlay does not prevent development but allows consideration of heritage values when an application is made for development. For example if no reasonable use can be found for the place, an archival record may allow some retention of its history. Such a record could be triggered by a development application.

Conclusion

Although a very modest example of early industrial development in the area, this corrugated iron clad shed is an honest reflection of the type of small scale industries that serviced the massive railways and milling infrastructure nearby.

⁴³ MGA, 2010: 24

Gibson & Son Pynerzone factory and offices, later Ross, Robbins Pty Ltd., 106 -116 Stubbs Street, Kensington, proposed HO1104



Figure 224 View from south-east (Google)



Figure 225 View from south, showing Robertson St Façade and adjoining 57-59 Robertson St former forge: roller door is original in type.

Historical associations with persons or events?

Creation or major development date: 1929-1930

Major owners or occupiers: Gibson & Son

Designer(s): Reed, Leslie J W

Period representation:

The place expresses the following historical periods:

- Early Victorian-era** (1850-1875)? No
- Victorian-era** (1850-1899)? No
- Edwardian-era** (1900-1915)? No
- Inter-war period** (1916-1939)? Yes
- Post Second War** (1940-)? No

Place evaluation

Existing place grading and streetscape level⁴⁴: A,B,C,D,E): ungraded

Place grading level 2012: A,B,C,D,E): **C 3**

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? Yes

Scientific significance? No

Social significance? No

Heritage values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance)

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

Proposed or existing heritage overlay?

Proposed Heritage Overlay HO1104 Gibson & Son Pynerzone factory and offices, later Ross, Robbins P/L 106-166 Stubbs Street, Kensington

Origin of place identification:

Melbourne City Council list

History & description

This site is on George Annand's Crown Allotment 27/16 in the old Kensington Village government survey, mainly sold from 1849 but in this case 1851. Annand also had CA22/16 opposite. The village survey straddled the Moonee Ponds Creek and later accommodated the Coburg railway line. Legendary flooding of the creek made some of the land unusable until successive flood control measures and realignment of the creek's path allowed the land to be utilised but land close to the creek was only ever suitable for industrial development such as this factory. In 1929 this building was erected at the corner of Robertson Street for an estimated cost of £2000 to the

⁴⁴ Referenced in the Melbourne Planning Scheme clause 22.05

design of Leslie J W Reed for Gibson & Son the makers of 'Pynerzone Disinfectant'.

Following on from products like Eucalypti Essence (the pure essential eucalypti essence) marketed in the mid Victorian-era, Pynerzone, 'an extract of pine and eucalyptus', was introduced to Victoria in the Edwardian-era and described then an essential sink and drain disinfectant. 'It emits a pungent odour, redolent of the pine forest and is guaranteed to be an effective and economical deodorant for the hot weather', a forerunner of current products such as Pinoclean. It was widely advertised by local agencies in South Australia

throughout the next decade, Tasmania by 1914, and by the late 1920s the product was associated with Gibson & Son and its application had broadened and was claimed as essential for 'FOR HOUSEHOLD, HOSPITAL, FACTORY AND STABLE USE'. Advertising for Pynerzone waned by the 1930s although the Gibsons were here into the 1940s but by the 1950s it was S.C. Orland P/L disinfectant manufacturers. Later Spring Replacement P/L and the Opal Cordial Company, aerated water manufacturers, occupied the building.



Figure 226 West or front elevation (VPRO) showing changes to opening joinery

The designer, Leslie Reed's practice had expanded from residential to include apartment blocks and small industrial projects by the 1930s, possibly commencing with this design but later projects followed the prevailing Moderne style. The Gibson building was in the 1920s Greek revival mode with the broad gabled central pediment, capped brick pilasters, and simple cemented mouldings around the formal central

entry. Windows were steel framed, hopped, and symmetrically arranged as was the façade generally. Folding timber doors at each end of the elevation have been replaced with shutters as has the panelled entry door to the offices. Unpainted cement work and clinker brickwork bring natural materials to the fore in the design. Around the corner in Robertson Street body brickwork is pressed reds with only the pilasters in clinker but the parapet is pedimented as for the main facade.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1929-1930), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

The 1930 Gibson factory and offices building has:

- Greek revival character with the broad gabled central pediment, capped brick pilasters, and simple cemented mouldings around the formal central entry;
- steel framed windows, hopped, and symmetrically arranged as was the façade generally;
- unpainted cement work and clinker brickwork that bring natural materials to the fore in the design; and
- body brickwork of pressed reds with only the pilasters in clinker around the corner in Robertson Street but the parapet there is pedimented, as for the main facade

Folding timber doors at each end of the elevation have been replaced with shutters as has the panelled entry door to the offices.

How is it significant?

Gibson & Son factory and offices is significant historically and aesthetically to Kensington and the City of Melbourne.

Why is it significant?

Gibson & Son factory and offices is significant

Historically as among the first group of major manufacturing firms to locate in this revitalised part of the old Kensington village survey after successful flood control measures and the home of a widely used disinfectant product in the first half of the 20th century (Criterion A); and

Aesthetically a well-preserved successful and prominent Greek Revival factory design by a recognised important architect of the era, Leslie Reed (Criterion E).

Relevant thematic history theme represented

BUILDING A COMMERCIAL CITY: 5.5 Building a manufacturing industry

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and

thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-heritage* database being of a similar use, scale, location, and creation date.

- 393-399 Macaulay Road, Kensington
- wool store, 435 Macaulay Road, Kensington
- 183 To 189 A'Beckett Street Melbourne
- 97 To 107 Berkeley Street Melbourne
- 373 To 375 Little Bourke Street Melbourne
- 144 To 146 Queensberry Street Carlton

Submission summary C207

Bernard and Jan Mortimer, Submission (my bold)

'A brief history as we know it

The factory has been used as an automotive repair business, as Ross Robbins factory making valve components, as a scrap metal yard and now us. The assessment says it has panelled door entry to the offices. There were no offices when we bought the building and there had not been any under the previous owners.

The north end of the building along Stubbs St. is deteriorating with large cracks appearing in the brickwork. We would suggest this is because when stormwater runs down the north side laneway it creates a flood area in Stubbs St. People are unable to use the footpaths and it is damaging the footings of the building. While you may want to put the building on a heritage overlay, Council are doing nothing to help the preservation of this building by neglecting the drainage through the north end laneway.

Some of the external walls have a lean outwards, top to bottom of approx. 50-75 mm on the south side facing Robertson St. but this does appear stable at the moment. **We also believe that a heritage overlay on the façade of the building could easily be justified but that a heritage overlay on the whole site would create a serious impost on us, as the owners** because its potential for future re development in light of C207 planning amendments would be severely hampered. Therefore potentially costing us severely in economic terms.'

We believe heritage Protection should be concentrated on fabulous buildings, not potential eyesores

In another letter 19 June:

'We also own the adjoining property at 106 – 116 Stubbs St and **would accept a heritage overlay on it'**

Response to submission

Facade only? Condition?

Normal practice is to follow the title boundary with a heritage overlay but if desired an incorporated plan could be prepared to allow exemptions for works on the site- maintenance, replacing like with like, is not controlled.

Conclusion

Judged among the other inter-war factories in the area, this is stylistically superior and architect design but this relates to the façade which continues along both street frontages.

Victorian Producers Co-operative Company Ltd. No. 5 Wool Store, 85 Sutton Street, North Melbourne, HO1118



Figure 227 View from west



Figure 228 Context with wool stores opposite

Historical associations with persons or events?

Creation or major development date: 1956-

Major owners or occupiers: Victorian Producers Co-operative Company Ltd.

Designer(s): Cyril J Hudspeth

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? No

Edwardian-era (1900-1915)? No

Inter-war period (1916-1939)? Yes

Post Second War (1940-)? No

Place evaluation

Existing place grading and streetscape level⁴⁵: A,B,C,D,E): ungraded

Place grading level 2012: A,B,C,D,E): C 2

Melbourne City Council Place Value Definition 2008:

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? No

Scientific significance? No

Social significance? No

Heritage values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance)

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

Proposed or existing heritage overlay?

Proposed Heritage Overlay HO1118 Victoria Producers Co-operative Company Ltd. No. 5 Wools Store Part 85-105 Sutton Street, North Melbourne

Origin of place identification:

Graeme Butler survey

History & description

This area, flat land close to the Moonee Ponds Creek, had been long used by fellmongers and tanneries such as James Steele's Kensington Tannery and Reynolds' Victorian Tannery so that a wool warehouse was a natural progression from the historical uses of the 1850s.

Existing major wool stores in the Arden Street Macaulay Road area begin with the vast Goldsbrough Row and Co., later Younghusband, Row & Company Pty Ltd., Kensington complex from the Edwardian-era with a number of smaller stores being erected in the 1920s when international wool sales recovered after the First War. The New Zealand Loan and Mercantile

⁴⁵ Referenced in the Melbourne Planning Scheme clause 22.05

Company built its wool and grain stores in Kensington south of Arden Street, in 1890, but this has been demolished. Within the City of Melbourne, the Goldsbrough Mort wool store survives on the north-east corner of Bourke and William Streets (1862) with the characteristic sawtooth roof structure but has been gutted and stripped internally and the former PB Curtain wool store (1878), three-storey and brick and once with a sawtooth roof to the top display floor (now substantially demolished).

In 1910 the Victorian Producer's Co-operative Company Ltd was formed by wool growers to escape what was seen as the 'tyrannical conditions imposed on them by middlemen in the sale of their produce and in the purchase of their requirements'. Their counterpart in New South Wales, the Co-operative Wool & Produce Company (renamed the Commonwealth Wool & Produce Company Ltd) was more powerful as can be seen by their vast buildings opposite this site.

After a series of developments on this site from the 1920s including acquisition, use and additions to existing warehouses the construction of this major warehouse began in the boom post War period of wool marketing and coincided with the Melbourne Olympic Games. At that time the company had a large wool store on the west of this site extending to the railway and two brick blocks on the south facing Mark Street, one of which remains in an altered state.

The noted engineer, Cyril Hudspeth, designed and documented this six-level red brick sawtooth profile building in 1956 for an estimated cost of £272,000, with £20,500 allowed for the Frankpile footings: the contractor was Johns & Lyng Pty. Ltd., master builders. WL Meinhardt were the structural engineers. Later occupiers of the Victorian Producer's Co-operative Company Ltd building included Yellow Express Carriers Ltd for storage.

This is a Modernist approach to providing a vast floor space with the requisite sawtooth roof on the top floor (clad with deep profile corrugated fibre cement sheet, glazed with heat absorbing glass), devoid of any of the stylistic ornament of most previous wool stores in the City and echoing the rationalist approach of the wool store complex opposite, with its Modernistic styling. Continuous aluminium framed horizontal glazing strips encircle the building, divided by cavity brick clad spandrels, all attached to a concrete encased steel frame expressed on the exterior of the building. Metal clad sliding timber doors were regularly spaced along the ground floor. These are broken only where they meet a vertical glazed curtain wall extending the height of the building at

its south end. Inside there were broad expanses of suspended concrete floor slabs, punctuated only by the drop elevator enclosures for the bails. A large goods lift was located next to the reinforced concrete escape stair at the south end of the building's west elevation.

Contributory elements

The contributory elements within this property include, but are not restricted to, external fabric from the creation or major development date(s), (1956-), and any new material added in sympathy to the original fabric it replaced. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

This six-level red brick sawtooth profile building of 1956 includes:

- Modernist design character devoid of any of the stylistic ornament of most previous wool stores in the City;
- a vast floor space with the requisite sawtooth roof on the top floor;
- roof clad with deep profile corrugated fibre cement sheet;
- continuous aluminium framed horizontal glazing strips encircle the building, divided by cavity brick clad spandrels;
- window glazing with heat absorbing glass;
- a concrete encased steel frame expressed on the exterior of the building;
- metal clad sliding timber doors regularly spaced along the ground floor, broken only where they meet a vertical glazed curtain wall extending the height of the building at its south end;
- an interior of broad expanses of suspended concrete floor slabs, punctuated only by the drop elevator enclosures for the bails; and
- originally a large goods lift was located next to the reinforced concrete escape stair at the south end of the building's west elevation.

How is it significant?

Victorian Producers Co-operative Company Ltd. No. 5 Wool Store significant historically and aesthetically to North Melbourne and the City of Melbourne.

Why is it significant?

Victorian Producers Co-operative Company Ltd. No. 5 Wool Store significant

Historically, as a major built symbol of the importance of primary production and in particular, wool growing and marketing, to Australia, particularly in the post Second War

period, and the strength of growers in successfully organising this market. The building is one of the few surviving structures built for a company that received wide national press coverage because of its representation of growers from many parts of Australia, its evolution being part of a national primary producer cooperative movement: the Victorian Producers Co-operative Company became one of the biggest. Also by its scale as indicative of the special role played by North Melbourne and Kensington in industrial expansion for the City of Melbourne and the State and the traditional link with primary industry (Criterion A); and

Aesthetically, as an austere but totally functional example of the Modernist approach to a building type that has simple and lingering requirements from the Victorian-era onwards as indicted by its layout, open floor space, and sawtooth top level (Criterion E).



Figure 229 proposed heritage overlay (Land Victoria)

Relevant thematic history theme represented

BUILDING A COMMERCIAL CITY: 5.5 Building a manufacturing industry

5.1 Processing raw materials (VFHT)

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-heritage* database being of a similar use, scale, location, and creation date.

Most comparable with Goldsbrough Mort Wool Store for use of the Modern style.

- Part Younghusband & Co wool stores, Elizabeth St, Kensington;

- Australian Estates Wool Store, Sunshine Road, West Footscray, 1940s



Figure 230 Australian Estates Wool Store, Google view

- Goldsbrough Mort Wool Store, Sunshine Road at West Footscray, 1940s.



Figure 231 Goldsbrough Mort Wool Store, Google view

Submission summary C207

Dustday Investments Pty Ltd on 85-105 Sutton Street, North Melbourne (Proposed HO1118)

The submitter is opposed to the inclusion of 85-105 Sutton Street, North Melbourne in the Heritage Overlay.

The proposed heritage control over the property amounts to a substantive adverse imposition upon the use of the property and the registered proprietor's rights as owner.

The submitter requests that the property be removed from the proposed amendment and expect to hear further from the Council in relation to this matter.

Response to submission

No evidence has been provided to contest the conclusion that the building is significant locally and should be included in a Heritage Overlay.

This building with the nearby Commonwealth Wool and Produce Co-op Ltd. (64 Sutton Street), was noted in the Meredith Gould heritage scoping

study for the Arden Macaulay Structure plan as indicative of the mastering of the Moonee Ponds Creek flooding.

With the creek positioned on the western side of the valley, and flood embankments in place, the wide flat land on the North Melbourne side, was ideal for larger industrial sites capitalising on the locational synergy of proximity to the port, to rail and with the established industries⁴⁶.

The building remains as a major built symbol of the importance of primary production and in particular, wool growing and marketing, to Australia, particularly in the immediate post Second War period, and the strength of growers in successfully organising this market.

The building has close associations within Australia with the national primary producer cooperative movement: the Victorian Producers Co-operative Company being one of the biggest.

By its dominant scale the wool store is indicative of the special role played by North Melbourne and Kensington in industrial expansion for the City of Melbourne and the State and the area's traditional link with primary industry. Although aesthetically austere it is a totally functional example of the Modernist approach to a building type that has simple but lingering requirements from the Victorian-era onwards as indicted by its layout, the open floor space, and sawtooth top level for selling the wool. The nearby and similarly vast inter-war Commonwealth Wool & Produce Company Ltd. later Elder Smith & Co. Wool Stores, provides for a significant precinct of wool stores in this part of the City.

⁴⁶ MGA, 2010: 21

North and West Melbourne Precinct, Varies, North and West Melbourne, existing HO3



Figure 232 Detail of Kearney map of Melbourne & Suburbs 1855 showing idealised proposed subdivision on Hotham Hill

Historical associations with persons or events?

Creation or major development date: 1852-1940

Major owners or occupiers: Various

Designer(s):

Period representation:

The place expresses the following historical periods:

Early Victorian-era (1850-1875)? No

Victorian-era (1850-1899)? Yes

Edwardian-era (1900-1915)? Yes

Inter-war period (1916-1939)? Yes

Post Second War (1940-)? Yes

Place evaluation

Existing place grading and streetscape level⁴⁷:
A,B,C,D,E): ungraded

⁴⁷ Referenced in the Melbourne Planning Scheme clause 22.05

Place grading level 2012: A,B,C,D,E): **A**

Melbourne City Council Place Value Definition 2008:

These buildings (places) are of national or state importance, and are irreplaceable parts of Australia's built form heritage. Many will be either already included on or recommended for the Victorian Heritage Register or the Register of the National Estate.

Assessed Cultural Values for the Melbourne Planning Scheme

Historical significance? Yes

Aesthetic significance? Yes

Scientific significance? Yes

Social significance? Yes

Heritage values satisfied:

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance)

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

Criterion G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

Proposed or existing heritage overlay?

Existing Heritage Overlay HO3, North and West Melbourne Precinct

Origin of place identification:

Graeme Butler survey.

History & description

North and West Melbourne developed in stages from the mid nineteenth century. North Melbourne, South Melbourne, St Kilda and Carlton were among the first of the new suburbs and were surveyed from 1852 onwards to accommodate the boom induced by the gold rush of 1851.

Planning and landscape

Differing approaches to allotment layout in sequential Government land sales, included imposition of the standard north-south planning grid but set at an angle to the existing Russell or Hoddle Melbourne Town grid which had paralleled the Yarra River. Existing main transport routes and physical features such as the Moonee Ponds Creek which were also at an angle shaped the street patterns. These technical and physical influences have all resulted in a distinctive juxtapositioning of street layout patterns in North and West Melbourne. For example the gold traffic

route from 1851 along Flemington Road and Mount Alexander Road created a boundary on the north after the Hoddle survey and a reason for future commercial and residential development along its path.

Wide government main and arterial roads (Hoddle's 30m wide main roads or boulevards at 60 m width such as Flemington and Sydney Roads, Elizabeth Street north) help define North Melbourne. Angled and spacious street intersections characterise this nineteenth century town plan, along with a secondary layer of smaller allotments, some from private subdivision, narrow roads and a network of service lanes such as Little Baillie, Little Lothian, Little Dryburgh and Little Provost Streets. This subdivision pattern yielded a fine-grain urban form which in turn reinforces the street pattern in a three-dimensional way, making it more apparent. This is made more distinctive by the sometimes dramatic changes in topography.

Superintendent C.J. La Trobe directed reservation in the early 1850s of large areas of parkland close to Melbourne town, including the sites of Yarra Park, Royal Park and Princes Park. Royal Park was intended as a park for the 1855 North Melbourne Extension (sold as Hotham Hill from 1865) planned along the Flemington Road. Surveyor and landscape designer Clement Hodgkinson designed an estate which addressed Royal Park and created elaborate London-square style circuses and squares. This would be a high status residential area, similar to East Melbourne. Expediency saw all but the Canning Street Square (tree avenue, later Pleasance Gardens from 1905) lost in a bid to recoup more revenue in 1878. The reserve triangles at the intersection of the planning grids (see Gardiner Reserve) are reminders of this grand vision. Surviving mature street trees add to this significance. Appointed as District Surveyor for Victoria in 1855, Hodgkinson was made responsible for government reserves in 1860. As the new administrative head of the Lands Department, he took a detailed interest in the planning and development of the city reserves, including Fitzroy Gardens and St Vincent Gardens in Albert Park. This started an extensive period of landscape design of Melbourne's parks and gardens.

The two major garden reserves which abut the precinct, Royal Park and Flagstaff Gardens, the early Melbourne Hay Corn and Horse Market and General Market at the top of Elizabeth Street, Old Melbourne Cemetery later the Victoria Market in the 1870s, the position of the expanding railway docks and the massive development of the State and metropolitan railways, have all constrained, influenced and shaped the precinct's physical development in a distinctive manner. Even before

subdivision, the first major civic square in the area was that surrounding the Benevolent Asylum (Elm, Miller, Abbotsford and Curzon) which was demolished in 1911 but has left behind a distinctive enclave of Edwardian-era housing.

In 1859, West Melbourne received more building allotments in random shaped blocks between King and Peel Street south of Victoria Street, around the Roman Catholic Church reserve and west of the Melbourne cemetery, since removed, marrying the oblique axis of the existing North Melbourne subdivision with the north-south line of Melbourne town at their junction.

Amongst the residential areas, reserves for churches were provided for the Presbyterian, Church of England, Wesleyan and Roman Catholic faiths as well as reserves for a market, Police, Court House, Town Hall and Mechanics Institute. Many of the streets were 30 metres wide although small allotments were provided for very small row housing on narrower streets, concentrated around Lothian, Baillie and Provost Streets.

Flooding and the swamp

A large marsh, at first called Batman's, but later called the West Melbourne swamp, formed part of the western boundary of North and West Melbourne and extended southward nearly to the River Yarra: it constrained the initial survey and development but eventually its draining for industry and railway land was an impetus for the development of the area and the Colony. A similar containment of the Moonee Ponds Creek waters by realignment and paving, also allowed cheap land for industrial development which can be seen today along its edges. Major floods including those in 1863, 1870, 1878, 1890s, 1920s and 1934, each promoted more municipal and Government flood abatement schemes and works around the Moonee Ponds Creek as the major flood zone in the area. The Melbourne Geelong railway opened 1857, cut off the northern portion of the swamp affecting drainage and flow of the Moonee Ponds Creek.

Industry

Fell-mongering on the Saltwater or Maribyrnong River from the 1840s and the embargo on further noxious industrial development upstream on the Yarra in the 1850s provided a basis for industrial expansion along river or creek valleys that allowed drainage of noxious by-products. Influencing the development of North Melbourne and Kensington, new abattoirs, cattle yards and the Flemington racecourse had developed in the 1860s and led to the growth of stables, furrier s and cattle dealers nearby. Feed merchants, butchers, bakers and hotels also sprang up in the

1860s. Motive power for industry fostered horse training and breeding from the 1840s and has left remnant commercial stabling in both areas.

Railway development along the west boundary of the area from the 1850s eventually created the means for supply and distribution of primary products from processing plants along its edge. Cheap land generated by swamp land reclamation aided industrial growth along the Moonee Ponds Creek as inspired from the Royal Commission on low lying land (and)... reclamation of West Melbourne or Batman's Swamp in 1873 and works in the 1870s-1880s as well as land for railway goods yard expansion which in turn boosted industry. Industries strongly dependent on transport were encouraged, including the timber trade and other dry bulk goods such as coal and cement. Flour milling developed around Laurens Street and became a major industry with a direct rail connection and associated significant architecture which began in the form of Smith & Sons flour mill from 1874. North & West Melbourne and Kensington became the City's key industrial centres.

Housing

From the gold rushes of the 1850s to the end of the 1880s boom, Melbourne had the largest population in Australia, the gold rush, transforming Melbourne from provincial colonial outpost to a leading city of the British Empire: North and West Melbourne were built up in this time and remain highly expressive of this golden era today. Land sales at North Melbourne were aimed specifically at the population influx of the 1850s, allowing land to be developed for cheap housing outside the restrictive Melbourne Building Act until the Hotham by-law 3 in 1879 that applied it across the municipality. The Melbourne Building Act, proclaimed in 1850, applied within the 1837 Town Reserve below Victoria Street and all of West Melbourne. The consistent and more substantial housing in the blocks between Peel Street and King Street reflects this within the Act but cheaper timber houses were erected outside of it, particularly in the 1850s. Few of these survive, many being redeveloped in the nineteenth century for housing or later for small industry. For more substantial buildings, stone was often used in the 1850s.

The population of the metropolitan area expanded by near 50% in the 1860s but expansion in North Melbourne was nearly twice that (over 90%). By 1884 North Melbourne was the most thickly populated of all the Colony's municipalities but by 1900 most of North & West Melbourne was developed and building had slowed. However there are significant Edwardian-era and inter-war buildings that relate closely with the Victorian-era

majority. Decline in the residential population of the central city as people moved out to the newly developed suburbs aided by new motor transport. Inner-city suburbs like North Melbourne, West Melbourne, Flemington and Carlton remained strongly residential, with a large working-class population.

The resulting residential building development in the precinct has a consistency of one and two-storey scale, terrace row forms defined at the property boundary with a fence, verandah or building façade. Rear wing scale is generally lower than that at the front and includes a small area of rear open space. Most houses are constructed from face brick or rendered masonry construction, sometimes incorporating a verandah element. Less common is timber and stone construction, the latter usually associated with a small group of early buildings. Small scale industrial redevelopment, often located in the smaller streets, has resulted in the removal of some residential use in the early twentieth century.

Servicing this residential boom, a fine shopping precinct developed around Errol and Victoria Streets near the new Town Hall (site reserved 1870), later extending a little into Queensberry Street. It is a shopping precinct of very high integrity and outstanding heritage significance, characterised by: masonry construction with face brick or render finishes; two storey rows of shop and residences, often of tall proportions; prominent parapets; occupation of the front and side boundaries; often intact timber shopfront windows; and often street verandahs. Buildings are usually tallest at the front, with a lower rear wing, small but important rear light courts and access to a rear lane. By the time the Melbourne Building Act was extended to the whole of the municipality in 1879, the more common construction for all building types was face brick or render.

Civic works, including bluestone kerb and channels and gutters, bluestone paving, asphalt roads and footpaths, and sewer siphons contribute to significance.

Slum clearance

As a later but key development phase in North Melbourne, Oswald Barnett's campaign against slums led the Victorian Government to establish the Housing Investigation and Slum Abolition Board (HISAB) in July 1936, to investigate housing conditions in identified slum areas, with the first North Melbourne Slum Reclamation Area declared in 1941 as bounded by Molesworth, Curzon, Haines, and Abbotsford Streets and many to come. This movement had a major effect historically and aesthetically on North Melbourne,

as it has other inner suburban areas. Some of the resulting tower development set in spacious grounds as originally intended has now matured and present as distinctive within the local area although destructive of the main Victorian-era historical theme of the precinct.

Significant development period and contributory elements

The main development period in the North and West Melbourne Heritage Overlay Area is that of the Victorian era with a substantial contribution from the Edwardian-period. There is also a contribution from some well preserved inter-war buildings and individually significant places of all eras. These include places graded A, B, C and D as defined by local heritage planning policy.

The contributory elements within this place are as listed above along with any new material added in sympathy to the original fabric it replaced as reconstruction. This place and the identification of contributory elements have been assessed typically from the public domain.

Statement of Significance

What is significant?

Contributory elements in the Heritage Overlay Area include (but not exclusively) detached and attached Victorian-era and Edwardian-era houses, having typically:

- Pitched gabled or hipped roofs, with many façade parapets,
- One and two storey wall heights but with some isolated landmark 3 storey buildings,
- Face brick (red, dichrome and polychrome), bluestone or stucco walls, some weatherboard;
- Slate, corrugated iron roof cladding, some typically unglazed Marseilles pattern terracotta tiles;
- Chimneys of either stucco finish (with moulded caps) or of face matching brickwork with corbelled capping courses;
- Post-supported verandah elements facing the street, set out on two levels as required with cast-iron (typically mid to late Victorian-era) or timber detailing (typically early Victorian-era or Edwardian-era or early Victorian-era) also some use of arcaded masonry verandahs;• Less than 40% of the street wall face comprised with openings such as windows and doors; and
- Front gardens, originally bordered by typically timber or iron picket front fences of around 1m height or no gardens with verandah balustrade as the boundary fence;

Contributory elements also include:

- Corner shops and residences with display windows and zero boundary setbacks.

- Well preserved buildings from the pre Second War era;
- Discrete areas of industrial development of nineteenth and early twentieth century workshops and warehousing (see O'Connell and Cobden Street area north of Victoria Market) contributory development with no setbacks from boundaries.
- Mature street tree plantings (plane and elm trees)
- Staged subdivision patterns that draw from Government survey;
- Evidence of early land survey concepts under La Trobe, Hoddle, and Hodgkinson such as original subdivision patterns, street widths, plantations, and boulevards like the Flemington and Sydney Roads;
- Public infrastructure, expressive of the Victorian and Edwardian-eras such as bluestone pitched road paving, crossings, stone kerbs and channels with markings, cast-iron street furniture and services, and asphalt paved footpaths;
- Some distinctive rear and side service lanes or rights-of-way, with substantial boundary walls, stable and loft structures, night soil hatches and privies;
- Landmark mainly Victorian-era church and school development;
- Evidence of significant early institutions such as the Benevolent Asylum where replacement development has face red brick or render as the prominent wall materials; single storey construction or single storey with a discrete attic roof first floor; a front garden setback; side setbacks on one or two boundaries; prominent roof forms, usually with terracotta tiles; and a consistent date of construction from 1911 to 1930; and
- Well preserved inter-war buildings and individually significant places of all eras.

How is it significant?

The North and West Melbourne Precinct is of historical, scientific, architectural, aesthetic and social significance to the City of Melbourne and Greater Melbourne.

Why is it Significant

The North and West Melbourne Precinct is significant:

Historically and socially

As, in part, one of Melbourne's first group of working class suburbs from 1852, planned from the outset as outside of the Melbourne Building Act for low cost accommodation after the gold influx, located next to industry, the railways and docks from early in the Victorian-era, as reflected by the well-preserved but modest nature of typical housing in the precinct as well as its setting and layout;

As one of Melbourne's key industrial and transport centres closely aligned with major government expenditure on swamp drainage and flood control that has allowed extensive industrial development on cheap, flat and well service land as well as furthering residential and community development in the west of the precinct;

As, in part (Hotham Hill), an illustration of La Trobe's intentions for Melbourne to have residential precincts of high urban amenity, and impressive boulevards defining the entrances to the city, such as Flemington Road, Elizabeth Street North and Sydney Road;

For the illustration of differing Government subdivision concepts, patterns and themes as determined by the economic or political environment;

As a major and distinctive cultural entity within Melbourne inner suburbs, with long and deep associations for its past and present community in the endeavours of sport, formation of community groups and local culture (Criteria A, G).

Aesthetically

For the highly representative nineteenth and early twentieth century urban structures; including commercial, industrial and residential sites that express the working class nature of the area (as well as the lesser number of prestigious residences on Hotham Hill), with some buildings surviving from the 1850s and some built of stone which are rare in Melbourne. North and West Melbourne has some individually significant buildings, particularly churches and schools, that are landmarks in Melbourne, and some outstanding nineteenth century shopping strips;

For the collection of mature plants in street plantings including plane avenues and individual specimens of *Ulmus procera*, now uncommon internationally; and.

For the sometimes dramatic spaces and views created by the interaction of the undulating topography, angled subdivision, the remaining garden or plantation triangles and oblongs, the broad streets with oblique intersections, and the associated nineteenth and early twentieth century building development (Criterion E).

Relevant thematic history theme represented

LIVING IN THE CITY: 8.2 Housing the population

: 5.5 Building a manufacturing industry

: 4.2 Administering the City of Melbourne

(Refer to Appendix 3 Heritage Overlay Area Statements of Significance, historical themes and

thematic chronology for explanation of relevant theme and associated events.)

Comparative examples

The following examples used for comparison in the assessment are places chiefly drawn from the Melbourne City Council online *i-heritage* database being of a similar use, scale, location, and creation date:

Most Heritage Overlay Areas in the Cities of Melbourne and Yarra outside the Central City. These areas exhibit their own character within the identified period expression of the Edwardian and Victorian-eras, with North & West Melbourne having a strong industrial presence as well as the residential precincts, similar in part to, for example, Richmond.

Submission summary C207

Kaye Oddie, Submission 5

The Arden-Macaulay precinct has a boundary down Shiel Street, North Melbourne. Shiel Street, northern side, is covered by HO3. Shiel Street, southern side has a heritage graded (Level 3 streetscape) Street Tree avenue of elms its full length (cf existing Melbourne Heritage Inventory - mislabelled as on 'West' side.). There are two points I would like to raise:

(i) Why hasn't the tree avenue been reassessed as part of the Arden-Macaulay Heritage Review and assigned a 'Building Grading' (?B, C)? The comparison is the C3 heritage grading separately given to the Pepper Trees at 208-292 Arden St.

The Shiel Street Elm Trees are significant for similar reasons, i.e. they are part of similar significant plantings of elm and plane trees across North Melbourne.

Another comparison can be made to Gardiner Reserve, assigned a C3 heritage grading in the Arden-Macaulay Heritage Review/AmC207.

(ii) The existing Heritage Overlay HO3 generally covers both sides of a street where there are heritage graded buildings or features on either side. The relevant comparison is nearby Gardiner Reserve, where it abuts the Heritage Overlay HO3 at the Dryburgh St/ O'Shanassy Street corner see map below). It is therefore inconsistent that the two heritage-graded sides of Shiel Street are not included in the Heritage Overlay (HO3). Amendment C207 provides the appropriate opportunity to correct this anomaly/omission because Shiel St lies on the Arden-Macaulay boundary. It may be the map provided as part of the Amendment C207 - 'Map of Affected Properties' has addressed this issue; clarification is requested on this.

Response to submission

Agreed that both sides of Shiel St should be in HO3 (to southern side building line as termed in

the submission) to allow for inclusion of the contributory elements (see Statement of Significance includes *Mature street tree plantings (plane and elm trees)*)



Figure 233 West side of Shiel Street showing the basalt kerb and pitched channel and semi-mature elms

Appendix 2 Heritage Overlay Area Statements of Significance, historical themes and thematic chronology

Existing Heritage Overlay Area Statements of Significance within the project area

The following proposed Statements of Significance derive from the *proposed* Reference Document 'City of Melbourne Heritage Precincts Background History & Significance Assessment' 2007 prepared as a reference to Clause 22.06 of the *Melbourne Planning Scheme*. Clause 22.06 was proposed as a 'Heritage Precincts Policy of the Melbourne Planning Scheme'.

Although not yet included in the scheme the document was a valid reference to begin assessment of the Arden Macaulay project area. It is evident from the following statements that there was also a proposed revision of heritage overlay boundaries.

Proposed Statement of Significance Kensington Precinct 2007

Kensington has cultural heritage significance as a late nineteenth century residential area linked with industry in the City of Melbourne. The Flour Milling Precinct has cultural heritage significance as an intact and rare operational industrial area in the City of Melbourne. It demonstrates the topographical determinants and the related nineteenth century transport infrastructure which moulded land use in the city and inner suburbs. By the end of the nineteenth century a concentration of flour milling had developed between Kensington and West Melbourne, close to the city and clustered around the railway system to the hinterland. This is largely responsible for the built and land use character of the area. The mills unique built form produces a distinctive and significant urban industrial streetscape. Nearby is workers' housing in South Kensington providing domicile for the labour force at the mills and warehouses. Associated with the flour mills are large brick wool stores, which co-located to take advantage of the shared rail sidings. Kensington is significant for its illustration of nineteenth and early twentieth century workers housing. A small shopping precinct services the residential development to create a complete nineteenth century industrial living and working place.

The principal period of development contributing to cultural significance is the mid

1880s to 1914. Significance of the four mills continues beyond 1914 through the twentieth century to the present day.

Implications for this study area from the from the Kensington Statement of Significance

Conservation and enhancement of elements in the area that express the above significant aspects:

- Late nineteenth century residential areas linked with industry in the City of Melbourne, with workers' housing in South Kensington providing domicile for the labour force at the mills and warehouses among other activities plus a small retail precinct that services the residential development and creates a complete nineteenth century industrial living and working place;
- Nineteenth century transport infrastructure's effect on land use in the area, with shared rail sidings and adjoining major railway yards serving suburban Melbourne;
- Flour milling precinct as an intact and rare operational industrial area in the City of Melbourne, with unique built form produces a distinctive and significant urban industrial streetscape, significant and contributory mills structures continue in date from the 1880s beyond 1914 through the twentieth century to the present day;
- Large brick wool stores, which co-located to take advantage of the shared rail sidings.

Proposed Statement of Significance North and West Melbourne Precinct 2007

Primarily residential, but fringed and overlaid with industry, North and West Melbourne has cultural heritage significance for its representation of the nineteenth century development which characterised the north western fringe to the city grid. Partly in and partly out of the 1837 Town Reserve, central city functions have been a consistent influence on development. Particularly important are the early markets, and industries which developed to service them and which boomed after the

Gold Rush. The Victoria Market was a key generator for the small-scale peripheral industry in the eastern portion of the precinct. Although there are some buildings of individual significance, most contributory elements in North and West Melbourne are typical and sometimes humble examples of their date and style. Grouped together, they illustrate a nineteenth century living and working place. Some early buildings from the 1850s and early 1860s survive.

Areas of outstanding architectural significance are found in the shopping precinct of Errol and Victoria Streets, focused on the fine Town Hall. Hotham Hill has a high level of integrity with few intrusions and exhibits residential development over a relatively short time period. Victoria Market has city, State and national significance as a nineteenth century market. It is also significant as a burial ground for the early settlers of Melbourne and for the Aboriginal community.

North and West Melbourne is an area of irregular shape. The West Melbourne swamp and Moonee Ponds Creek define the west; and the important boulevards of Flemington Road and its extension as Elizabeth Street, define the north and east. Broad streets provide a distinctive urban form through the oblique relationships of the four street layout patterns. These are generated by the position of the city grid, the magnetic north cadastral layout for the State, and topographical factors. The boulevards, Flemington Road, Elizabeth Street and Peel Street, illustrate La Trobe's intention for Melbourne to have well planned entrances from the hinterland to the city centre. Except for the Benevolent Asylum site, the principal period of development contributing to cultural significance is 1837 to 1914. For the Benevolent Asylum site bounded by Elm, Abbotsford, Miller and Curzon Streets that period is 1913 to 1930.

Implications for this study area from the North & West Melbourne Statement of Significance

Conservation and enhancement of elements in the area that express the above significant aspects:

- its representation of the nineteenth century development which characterised the north western fringe to the city grid, particularly the early markets, and industries which developed to service them and which boomed after the Gold Rush;

- some buildings of individual significance but more likely contributory typical examples for their largely Victorian-era and Edwardian-era creation date but as a group they illustrate a nineteenth century living and working place, with some early buildings from the 1850s and 1860s.
- shaping of the suburb by the West Melbourne swamp and Moonee Ponds Creek on the west; and the important boulevards of Flemington Road and its extension as Elizabeth Street on the north and east. Broad streets provide a distinctive urban form through the oblique relationships of the four street layout patterns and topographical factors; and
- a principal period of development that contributes to the cultural significance of the area is 1837 to 1914.

Further Historical Themes identified in the study area 2010

The following themes were identified in the MGA 2010 *Heritage Assessment Arden Macaulay Structure Plan Area* report. The first draft of this study issued in 2005 was adopted by Melbourne City Council on 2 September 2008.

Theme 1. 1830s 'a very pretty country having the appearance of an English Park',

Elements:

- Aboriginal life at contact,
- onset of sheep grazing before settlement,
- shaping of settlement by the natural environment (West Melbourne swamp and Moonee Ponds Creek)

Implications for interpretation of historic theme 1.

- Accurately map the crossing of the Geelong Road and provide a pedestrian/bicycle crossing to the creek here with extended open space on either side. Anticipated around Robertson and Mark Streets. Interpret the pre-settlement landscape, grazing and the connection with Geelong.
- At points between the Bay and Racecourse Road, provide interpretation of the use of the creek by Aboriginal tribes and the route it

provided between the mountains and the Bay.

- Accurately map the northern extent of Batman's Swamp and provide a visual connection through vegetation between it and the Geelong track crossing. Eventually connect pedestrian/bicycle access and the vegetation theme with the 'E Gate' development to the south.
- Where there is new public open space provision in North Melbourne, incorporate a lagoon element as a focus to development in the vicinity of Street.

Theme 2. The Early Railways - Building Infrastructure for Exports

Elements

- Railway construction and influence on industry

Implications for interpretation of historic theme 2.

- Interpret the importance of the railways to the development of Victoria and the pivotal role of the land centred on the Moonee Ponds Creek valley and Batman's Swamp in the development of large scale export and domestic industry within the Melbourne Metropolitan area. In particular, interpret wheat growing/flour milling and the sheep/wool industries.
- Interpret the marsh and the impact of the unstable ground on the construction of the railway.
- The proposed new underground railway station will be approximately at the northern reach of Batman's Swamp and within the vast wetlands which would have provided abundant seasonal food to the Aboriginal people. Consult the appropriate Aboriginal community in the determination of an appropriate Aboriginal name for the station

Theme 3. Filling the valley, Milling and Wool, Consolidation of the railways

The combined wool stores and milling site in Elizabeth Street Kensington complete with railway sidings, and the North Melbourne block defined by Munster Terrace, Laurens, Queensberry and Miller Streets, are landmarks

in the Arden Macaulay Structure Plan area and are at least of regional heritage significance.'

Elements

- Infrastructure such as Moonee Ponds Creek canal,
- Railways and yards and associated works;
- Industrial & warehouse complexes, flour milling, wool stores

Recommendations for interpretation of historic theme number 3.

- Retain the wide bluestone lined canal in the lower tidal reach of the Moonee Ponds Creek.
- Interpret the importance of the railways to the development of Victoria and the pivotal role of the area centred on the Moonee Ponds Creek valley and Batman's Swamp in the development of large industry within the Melbourne Metropolitan area.
- Include within a heritage overlay: the Kensington rail yard area, the brick embankment, the contributory buildings within the Allied Milling site, the Younghusband Complex, the pedestrian overpass and 329-353 Arden Street, south of the mill.
- Include within a heritage overlay the area bounded by Munster Terrace, Laurens, Miller and Queensberry Street.
- Where there is redevelopment of the Arden Street yards, interpret the integration of the railways with Victorian industry at the Arden Street yards by locating new roads in the configuration of the rail lines with building development located between.

Theme 4. 20th Century Industrial Development, Civilising the Streets, Flooding.

Elements

- wool and flour milling sites, with associated railway infrastructure
- Local parks,
- the bluestone street kerb and gutters,
- Kensington railway footbridge,
- mature street tree avenues around Gracie Street, specimen gums and pepper trees, and
- pumping station infrastructure associated with flood control

Implications for interpretation of historic theme number 4.

- Retain the civic infrastructure which contributes to heritage significance, including the parks, the bluestone street kerb and gutters throughout, the Kensington railway footbridge, the mature street tree avenues around Gracie Street, and the system of pumping station infrastructure associated with flood control.
- Where possible, retain the mature peppercorn trees²⁴ scattered throughout the industrial zone and use these to interpret previous industrial development.
- Retain the three *Eucalyptus camaldulensis* specimens south of Arden Street on the east side of the creek.
- Undertake further research and assessment of selected sites which illustrate the industrial development up to WW2²⁵. Consider for inclusion within a heritage overlay e.g. 59 Robertson Street; the Commonwealth Wool and Produce Co-op. building.
- Interpret the integration of the railways at the Arden Street yards with major industrial development in Melbourne in the 20th century through further research and assessment of the John Holland yard within the Arden Street and the Barrett Bros & Burston Co. sidings within the Arden Street rail yards; and the Weston Milling site in Laurens Street.
- Interpret the major industries of wool and flour milling through conservation and interpretation of significant buildings.

Theme 5. Post WW2 Housing

Elements

- HCV housing estates;
- Slum clearance;
- Original street patterns

²⁴ Note: pepper trees were purposely planted by government along drainage lines and in school reserves in area during Victorian-era (MGA thinks scattered by cattle traffic)

²⁵ Lists in section 4.4

Implications for interpretation of historic theme number 5.

- If redevelopment of the towers is contemplated, reinstatement of the broad pre World War Two
- street layout would better integrate the site with the heritage area to the east.
- Retain a similar proportion of public housing in any redevelopment of the existing tower blocks.

Note: MGA has not discussed the original street patterns or planning development in previous themes; neither is there a case made for 'proportion of public housing' as a significant element to the public housing theme. The significant private medium density 1950s-1960s development by the Master Builders Redevelopment Association assisted by the RVIA outside of the study area but in Arden St, North Melbourne paralleled with that of the HCV, as indicative of support from professional and private groups for slum clearance. This was the first government sponsored but private slum clearance²⁶.

Theme 6. Citylink

Elements

- Moonee Ponds Creek
- CityLink and Tullamarine Freeway construction

Implications for historic theme number 6.

- Following ten years of protracted drought, vegetation close to and under Citylink road network is largely dead or vegetation has failed to thrive. Replant in the creek valley consistent with the landscape recommendations elsewhere in this report (Assumed indigenous planting to demarcate the original fresh, swamp and salt water parts of the creek).

The MGA report mapped these recommended actions and urged further work on built sites.

Historical phases identified in the Flemington & Kensington study 1984

Identifiable Eras:

- fell-mongering on the Saltwater River 1840s
- horse racing, training and breeding 1840s

²⁶ Howe: 152

- pastoral areas 1847-
- village centres (government and private subdivision) 1849-
- gold traffic route 1851-
- additional village centres (post-gold population) 1860-, 1870-
- railways 1859-60.
- industrial growth along the Moonee Ponds Creek with swamp reclamation 1870s
- land speculation c1885- (housing, Industrial, commercial growth)
- economic depression c1892-1898
- Federation era renewed economic activity (housing, industry, commercial growth) c1900-10
- World War One, 1914-18 development cessation
- Post War residential c1918-1925 expansion, government financed, and private i.e. Travancore Estate.
- World economic depression, c1928-1932 development cessation
- Momentary recovery, c1932-1939
- World War Two. development cessation c1939-1953
- Post-war expansion formulated natural population increases and new immigration policies, public housing emphasis, 1947-
- post-war housing and general c1953-building recovery begins
- Housing Commission Flat and private flat development 1960s.

Historical Themes

The historical themes that formed the background to this assessment derive from Context 2011: *City of Melbourne Thematic Environmental History* (final). The themes can be loosely associated with the Australian Historic Themes matrix and the Victorian Framework of Historic Themes (VFHT).

The following table sets out the themes identified in the Thematic Environmental History and their links with the Victorian Framework of Historic Themes.

Thematic History 2011	Theme content	Sub theme	VFHT Themes
PROMOTING SETTLEMENT	beginnings, inter-racial conflict; Hoddle, La Trobe, pastoral industry	2.1 Founding stories	2.2 Exploring and mapping,
PROMOTING SETTLEMENT	beginnings, inter-racial conflict; Hoddle, La Trobe, pastoral industry	2.3 Promoting immigration	2.4 Arriving in a new land; 2.5 Migrating and making a home
SHAPING THE URBAN LANDSCAPE	architecture, planning, parks and gardens, the 'Garden City', street trees, public spaces, City Square	3.1 From town to city	6.2 Creating Melbourne, 6.3 Shaping the suburbs
SHAPING THE URBAN LANDSCAPE	architecture, planning, parks and gardens, the 'Garden City', street trees, public spaces, City Square	3.2 Expressing an architectural style	6.2 Creating Melbourne, 6.3 Shaping the suburbs, 9.3 Achieving distinction in the arts
SHAPING THE URBAN LANDSCAPE	architecture, planning, parks and gardens, the 'Garden City', street trees, public spaces, City Square	3.3 Naming places	6.2 Creating Melbourne
SHAPING THE URBAN LANDSCAPE	architecture, planning, parks and gardens, the 'Garden City', street trees, public spaces, City Square	3.4 Defining public space	4.7 Transforming the land and waterways
GOVERNING, ADMINISTERING AND POLICING THE CITY	Melbourne City Council; Melbourne as a state and federal capital city, other local municipalities, MMBW, the courts system, police, defence	4.2 Administering the City of Melbourne	6.1 Establishing Melbourne Town, 6.2 Creating Melbourne, 6.3 Shaping the suburbs
GOVERNING, ADMINISTERING AND POLICING THE CITY	Melbourne City Council; Melbourne as a state and federal capital city, other local municipalities, MMBW, the courts system, police, defence	4.3 Melbourne's role as Federal capital	7.1 Developing institutions of self-government and democracy
GOVERNING, ADMINISTERING AND POLICING THE CITY	Melbourne City Council; Melbourne as a state and federal capital city, other local municipalities, MMBW, the courts system, police, defence	4.5 Administering Aboriginal affairs	7.1 Developing institutions of self-government and democracy
GOVERNING,	Melbourne City Council;	4.6 Administering	7.3 Maintaining law and order, 7.1

Thematic History 2011	Theme content	Sub theme	VFHT Themes
ADMINISTERING AND POLICING THE CITY	Melbourne as a state and federal capital city, other local municipalities, MMBW, the courts system, police, defence	justice	Developing institutions of self-government and democracy
GOVERNING, ADMINISTERING AND POLICING THE CITY	Melbourne City Council; Melbourne as a state and federal capital city, other local municipalities, MMBW, the courts system, police, defence	4.7 Policing the city	7.3 Maintaining law and order
GOVERNING, ADMINISTERING AND POLICING THE CITY	Melbourne City Council; Melbourne as a state and federal capital city, other local municipalities, MMBW, the courts system, police, defence	4.8 Defending the city	7.4 Defending Victoria and Australia
BUILDING A COMMERCIAL CITY	pastoral industry, trading port, merchants, banking, manufacturing, exhibitions, retail development	5.2 Melbourne as a trading port	5.3 Marketing and retailing, 3.2 Travelling by water
BUILDING A COMMERCIAL CITY	pastoral industry, trading port, merchants, banking, manufacturing, exhibitions, retail development	5.3 Developing a large, city based economy	5.3 Marketing and retailing, 5.2 Developing a manufacturing capacity, 5.4 Exhibiting Victoria's innovation and products
BUILDING A COMMERCIAL CITY	pastoral industry, trading port, merchants, banking, manufacturing, exhibitions, retail development	5.4 Developing a retail centre	5.3 Marketing and retailing
BUILDING A COMMERCIAL CITY	pastoral industry, trading port, merchants, banking, manufacturing, exhibitions, retail development	5.5 Building a manufacturing industry	5.2 Developing a manufacturing capacity, 5.4 Exhibiting Victoria's innovation and products
BUILDING A COMMERCIAL CITY	pastoral industry, trading port, merchants, banking, manufacturing, exhibitions, retail development	5.6 Publishing newspapers and periodicals	3.7 Establishing and maintaining communications, 5.4 Exhibiting Victoria's innovation and products
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public services, public utilities, hospitals	6.2 Sewerage	6.2 Creating Melbourne, 8.3 Providing health and welfare services
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public services, public utilities,	6.3 Providing essential services	8.3 Providing health and welfare services

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Thematic History 2011	Theme content	Sub theme	VFHT Themes
	hospitals		
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public services, public utilities, hospitals	6.4 Disposing of the dead	8.6 Marking the phases of life
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public services, public utilities, hospitals	6.5 Public toilets	6.2 Creating Melbourne, 8.3 Providing health and welfare services
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public services, public utilities, hospitals	6.6 Street making, drainage and river works	3.1 Establishing pathways, 3.2 Travelling by water, 4.6 Exploiting other mineral, forest and water resources, 4.7 Transforming the land and waterways
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public services, public utilities, hospitals	6.7 Transport	3.1 Establishing pathways, 3.2 Travelling by water, 3.3 Linking Victorians by rail, 3.4 Linking Victorians by road in the twentieth century, 3.5 Travelling by tram
APPRECIATING AND ADAPTING THE NATURAL ENVIRONMENT	appreciating the natural environment, Garden City movement	7.2 Cultivating the 'Garden City' aesthetic	6.2 Creating Melbourne, 4.7 Transforming the land and waterways
LIVING IN THE CITY	settling, education	8.2 Housing the population	6.7 Making homes for Victorians, 6.8 Living on the fringes
LIVING IN THE CITY	settling, education	8.3 Educating the people	8.2 Educating people
WORKING IN THE CITY	working life	9.2 Women's work	5.8 Working
WORKING IN THE CITY	working life	9.3 Working in the post-war city	5.8 Working
SHAPING CULTURAL LIFE	arts and culture, ethnicity, community groups, religion, cemeteries	10.2 Belonging to a religious denomination	8.1 Maintaining spiritual life, 8.4 Forming community organisations
SHAPING CULTURAL LIFE	arts and culture, ethnicity, community groups, religion, cemeteries	10.3 Belonging to an ethnic or cultural group	8.5 Preserving traditions and commemorating
CARING FOR THE SICK AND DESTITUTE	infant and maternal care, public health, hospitals and welfare	11.2 Providing welfare services	8.3 Providing health and welfare services
CARING FOR THE SICK AND DESTITUTE	infant and maternal care, public health, hospitals and welfare	11.3 Caring for the sick	8.3 Providing health and welfare services
CARING FOR THE SICK AND DESTITUTE	infant and maternal care, public health, hospitals and welfare	11.4 Caring for mothers and babies	8.3 Providing health and welfare services
EXPRESSING SOCIAL AND POLITICAL OPINION	Parliament, Eight-Hour Day monument, Federation, Yarra Bank speeches,	12.2 Staging protests	7.2 Struggling for political rights

Thematic History 2011	Theme content	Sub theme	VFHT Themes
EXPRESSING SOCIAL AND POLITICAL OPINION	Parliament, Eight-Hour Day monument, Federation, Yarra Bank speeches,	12.3 Upholding conservative values	7.1 Developing institutions of self-government and democracy, 7.2 Struggling for political rights
EXPRESSING SOCIAL AND POLITICAL OPINION	Parliament, Eight-Hour Day monument, Federation, Yarra Bank speeches,	12.4 Celebrating the larrikin spirit	7.2 Struggling for political rights
ENJOYING THE CITY	theatres, hotels and cafes, Bohemian Melbourne, recreation, entertainment, festivals, tourism,	13.2 Promoting tourism	5.7 Catering for tourists
ABORIGINAL COUNTRY	Aboriginal occupation	1.0 Aboriginal Country	1.4 Creation stories and defining country, 2.1 Living as Victoria's first inhabitants
PROMOTING SETTLEMENT	beginnings, inter-racial conflict; Hoddle, La Trobe, pastoral industry	2.2 Defending traditional country	2.8 Fighting for identity; 4.3 Grazing and raising livestock
GOVERNING, ADMINISTERING AND POLICING THE CITY	Melbourne City Council; Melbourne as a state and federal capital city, other local municipalities, MMBW, the courts system, police, defence	4.1 Governing the Colony and State of Victoria	7.1 Developing institutions of self-government and democracy
BUILDING A COMMERCIAL CITY	pastoral industry, trading port, merchants, banking, manufacturing, exhibitions, retail development	5.1 Establishing a pastoral industry	4.3 Grazing and raising livestock
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public services, public utilities, hospitals	6.1 Water supply	6.2 Creating Melbourne
APPRECIATING AND ADAPTING THE NATURAL ENVIRONMENT	appreciating the natural environment, Garden City movement	7.1 Appreciating the natural landscape	1.6 Appreciating and protecting Victoria's natural wonders
LIVING IN THE CITY	settling, education	8.1 Settling as immigrants	6.7 Making homes for Victorians, 6.8 Living on the fringes
WORKING IN THE CITY	working life	9.1 A working class	5.8 Working
SHAPING CULTURAL LIFE	arts and culture, ethnicity, community groups, religion, cemeteries	10.1 Arts and creative life in the city	9.3 Achieving distinction in the arts, 9.4 Creating popular culture, 2.6 Maintaining distinctive cultures, 8.6 Marking the phases of life
CARING FOR THE SICK AND DESTITUTE	infant and maternal care, public health, hospitals and welfare	11.1 Improving public health	8.3 Providing health and welfare services
EXPRESSING SOCIAL AND POLITICAL OPINION	Parliament, Eight-Hour Day monument, Federation, Yarra Bank speeches,	12.1 Introducing social and political reforms	7.1 Developing institutions of self-government and democracy, 7.2 Struggling for political rights

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Thematic History 2011	Theme content	Sub theme	VFHT Themes
ENJOYING THE CITY	theatres, hotels and cafes, Bohemian Melbourne, recreation, entertainment, festivals, tourism,	13.1 Public recreation	5.6 Entertaining and socialising, 9.1 Participating in sports and recreation
ADVANCING SCIENTIFIC KNOWLEDGE	Observatory, origins of BOM, Mueller at the RBG, Royal Society	14.1 Keeping weather records	9.5 Advancing knowledge
PRESERVING AND CELEBRATING THE CITY'S HISTORY	civic monuments, centenary 1934-35, heritage movement, commemorations,	15.1 Remembering the past	7.5 Protecting Victoria's heritage, 8.5 Preserving traditions and commemorating
ENJOYING THE CITY	theatres, hotels and cafes, Bohemian Melbourne, recreation, entertainment, festivals, tourism,	13.3 Staging exhibitions	5.6 Entertaining and socialising, 5.7 Catering for tourists, 9.1 Participating in sports and recreation
ENJOYING THE CITY	theatres, hotels and cafes, Bohemian Melbourne, recreation, entertainment, festivals, tourism,	13.4 Processions and street events	5.6 Entertaining and socialising, 5.7 Catering for tourists, 9.1 Participating in sports and recreation
ENJOYING THE CITY	theatres, hotels and cafes, Bohemian Melbourne, recreation, entertainment, festivals, tourism,	13.5 Building a city of fashion and style	5.6 Entertaining and socialising, 5.7 Catering for tourists
ENJOYING THE CITY	theatres, hotels and cafes, Bohemian Melbourne, recreation, entertainment, festivals, tourism,	13.6 Eating and drinking	5.6 Entertaining and socialising, 5.7 Catering for tourists
ADVANCING SCIENTIFIC KNOWLEDGE	Observatory, origins of BOM, Mueller at the RBG, Royal Society	14.2 Observing the heavens	9.5 Advancing knowledge
ADVANCING SCIENTIFIC KNOWLEDGE	Observatory, origins of BOM, Mueller at the RBG, Royal Society	14.3 Pioneering botanical research	9.5 Advancing knowledge
ADVANCING SCIENTIFIC KNOWLEDGE	Observatory, origins of BOM, Mueller at the RBG, Royal Society	14.4 Developing zoological gardens	9.5 Advancing knowledge
ADVANCING SCIENTIFIC KNOWLEDGE	Observatory, origins of BOM, Mueller at the RBG, Royal Society	14.5 Establishing scientific institutions	9.5 Advancing knowledge
PRESERVING AND CELEBRATING THE CITY'S HISTORY	civic monuments, centenary 1934-35, heritage movement,	15.2 Raising monuments	7.5 Protecting Victoria's heritage, 8.5 Preserving traditions and commemorating

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Thematic History 2011	Theme content	Sub theme	VFHT Themes
	commemorations,		
PRESERVING AND CELEBRATING THE CITY'S HISTORY	civic monuments, centenary 1934-35, heritage movement, commemorations,	15.3 Remembering the Aboriginal past	7.5 Protecting Victoria's heritage
PRESERVING AND CELEBRATING THE CITY'S HISTORY	civic monuments, centenary 1934-35, heritage movement, commemorations,	15.4 Preserving the fabric of the past	7.5 Protecting Victoria's heritage, 8.5 Preserving traditions and commemorating

Thematic Chronology

The following Thematic Chronology (date order) sets out some key events and their contribution to identified historical themes in the project area.

The basic sources are as follows with acronyms used in the table:

Graeme Butler 1983 *North and West Melbourne Conservation Study* (N&WMCS),

Graeme Butler 1984. *Flemington and Kensington Conservation Study* (F&KCS)

Meredith Gould Architects (MGA) 2010. Heritage Assessment, Arden Macaulay Structure Plan Area,;

Context 2011: *City of Melbourne Thematic Environmental History* (final);

Royal Historical Society of Victoria Journal (RHSVJ);

Victorian Government Gazette (GG).

Date	event	Theme	source
1802-3	David Collins's party of marines and convicts sent an exploratory party to Port Phillip — and the future site of Melbourne	2.1 Founding stories	Context 2011: 4
1803	Surveyor General of N.S.W. Charles Grimes ascended the Saltwater River (now the Maribyrnong) in February 1803, he described the land where Flemington now stands as rich pasture suitable for grazing.	2.1 Founding stories	F&KCS:
1833	John Batman navigated the Maribyrnong River and claimed part of Flemington for his rural estate.	2.1 Founding stories	F&KCS: 5
1836	First sheep shorn in Melbourne occurred on the banks of the Saltwater River near the present day racecourse in November 1836.	5.1 Establishing a pastoral industry	F&KCS: 5
1836-	Port Phillip District declared open for settlement by the British, immigration encouraged so Melbourne would become a site of significant New World immigration, which saw Europe expand its markets and political power through the colonisation of new lands.	2.3 Promoting immigration	Context 2011: 5
1837	Hoddle, Map of the surveyed lands of Melbourne. Roll Plan 104, (S.L.V.) showing the Town Reserve plan for Melbourne, with Victoria Street as the northern boundary, its western alignment later extended as Boundary Road - west of this was swamp.	2.1 Founding stories	MGA: 7
1837	Hoddle's Map of 1837 shows North and West Melbourne as lightly wooded, with rounded hills and fringed with She-oaks, since described as being 'park-like', with a main track beginning near Curzon Street and winding northwards, over the Moonee Ponds Creek and eventually to Geelong. A swamp formed the western barrier.	2.1 Founding stories	N&WMCS, V1:
1837	Hoddle, Map of the surveyed lands of Melbourne. Roll Plan 104, (S.L.V.) shows the course of the Moonee Ponds Creek, as 'Moonee Chain of Ponds bad water' indicating its termination at a horseshoe water body, a central oval water body and a smaller southern water body (under the second 'Moonee') with the annotation 'termination of the Bed of Moonee Monee'. (Racecourse Road now runs east-west, south of the horseshoe lagoon or billabong). Northern crossing of Moonee Ponds Creek near the existing Flemington Bridge, connecting with Melbourne town along a track roughly aligned with Flemington Road.	2.1 Founding stories	MGA:8
1837	Governor Bourke visited Melbourne in March 1837 he proclaimed the town and confirmed the site of the town survey, first land sales took place	3.1 From town to city	Context 2011: 9
1837-1877,	Larger site for a cemetery open in West Melbourne on the site of the current Victoria Market, after Melbourne's first burial ground of	6.4 Disposing of the dead	Context 201: 41

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Date	event	Theme	source
1917	around eight acres was used on Burial Hill (later named Flagstaff Hill) in 1837-8.		
1840	The Melbourne Racing Club, formed in 1838 and in 1840, moved the site of their races from Batman's Swamp to the more suitable river flats at Flemington, first known as the Saltwater Course or Flat and was formerly reserved in 1845.	13.1 Public recreation	F&KCS: 12
1840s	In those times, this sheet of water was termed indifferently " The Blue Lake " and " The Salt-water Lake " or " Lagoon " also I have later heard it styled as Batman's " or the " North Melbourne Swamp."	2.1 Founding stories	RHSVJ V2:117 Recollections of Melbourne in the forties.
1840s	Many Aboriginal people had been moved from the town centre to a reserve at Yarra Bend on the Merri Creek.	2.1 Founding stories	Context 2011: 4
1840s-	Melbourne had ironmongers, mills of all kinds, soap-making establishments, tanneries and breweries with the Yarra and Maribyrnong providing water for power and disposal of waste products. Sites were low-lying and undesirable for residential use; concentrated in West Melbourne, North Melbourne (Food-processing plants) and Kensington.	5.5 Building a manufacturing industry	TEH: 35
1840s-	Work of forming and draining roads rested with the Melbourne City Council. By the 1870s many of the streets were macadamised.	6.6 Street making, drainage and river works	Context 201: 42
1842	Hoddle Plan of North and South Melbourne shows West Melbourne swamp as <u>Occasionally covered with water. Marshy land</u> '.	2.1 Founding stories	MGA: 8
1842-	Hay, Horse and Pig Markets, in the triangular area between the Sydney and the Flemington Roads (renewed during 1873-4 and the Queen Victoria Market built)	5.3 Developing a large, city based economy	N&WMCS, V1: xiii; Context 2011: 33
1845	North Melbourne was included in the town reserve of the Melbourne Corporation in 1844-5, after Melbourne achieved municipal status in 1842	4.2 Administering the City of Melbourne	N&WMCS, V1:vii
1847	Town of Melbourne was officially raised to the status of City	3.1 From town to city	Context 2011: 9
1847	Charles Laing's government survey map of 1847 shows no development in North and West Melbourne,	3.1 From town to city	N&WMCS, V1:vii
1847-9	Original crown allotments in Flemington and Kensington consisted of large rectangular pastoral tracts. Owned by a landed gentry from their sale in the period 1847-9, used for grazing sheep and cattle.	3.1 From town to city	F&KCS: 5
1849	Kensington `Village Lots'- survey of lots of 2 acres straddling the current North Melbourne & Kensington localities, later shown on maps of 1855 (Kearney), 1856 etc. as sold but now part of the Moonee Ponds Creek. Lots taken from Crown Portion 16 Douuta Galla Parish, surrounded by existing pastoral Portions, formed residential areas of the late Victorian-era.	3.1 From town to city	MGA: 11, 21; F&KCS: 5
1849, 1851	The Argus of 6th September, 1849, stated that " the site for the proposed Benevolent Asylum on the summit of the hill overlooking the junction of the Moonee Ponds Creek with the saltwater swamp .. The site selected is about the most magnificent that could well be imagined, the view not only being extensive and beautiful in the extreme, but peculiarly eligible for a public building, from the fact of its commanding every entrance to the city—north, south, east, and west—as well as forming a most prominent object of observation from the bay." This was the only building standing on any part of	11.3 Caring for the sick	Mattingley: RHSV: 19-104 (1917)

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Date	event	Theme	source
	North Melbourne in September, 1852...The Asylum was opened on Thursday, 27th-November, 1851		
1850	Melbourne Building Act (passed 1849, proclaimed 1850) to control building in an area south of Victoria Street and east of the Sydney Road in Hotham.	3.1 From town to city	N&WMCS, V1:viii
1850	Melbourne Building Act stipulated that all new buildings had to have a masonry party wall (which extended above the roofline in the case of terrace houses) and be constructed of fireproof materials as applied to the central city, East Melbourne and Jolimont, West Melbourne and part of North Melbourne (south of Victoria Parade).	3.1 From town to city	Context 2011: 13
1850s	...a large marsh, at first called Batman's, but which some years afterwards was called the West Melbourne swamp, formed a portion of the western boundary of North Melbourne. It also was the western boundary of West Melbourne, and extended southward nearly to the River Yarra. ...	2.1 Founding stories	Mattingley: RHSV: 18-82 (1916)
1850s	Stables: in the early fifties, .. stables presented a very busy appearance from the large number of carters' who kept their horses and drays there while they were securing fresh loads for the diggings. At night, many of them slept in their drays as a protection to the goods entrusted to their care.	6.7 Transport	Mattingley: RHSV: 18-87 (1916)
1850s	Superintendent C.J. La Trobe aided in the reservation by the early 1850s of large areas of parkland close to central township, including the sites of Yarra Park, Royal Park (grazed with stock) and Princes Park (Royal Park cited for – remnant indigenous vegetation)	7.1 Appreciating the natural landscape	Context 201: 44
1850s	Street tree planting and plantations in public reserves had been advocated from the 1850s. Von Mueller had planted trees in a public reserve in Flinders Street ... in the 1850s. The first elm (Ulmus sp.) was planted in Collins Street in 1875. Lines of elms and plane trees ...were used to form grand avenues, such as those along St Kilda Road and Royal Parade.	7.2 Cultivating the 'Garden City' aesthetic	Context 201: 44
1850s-	At first there was but little difficulty in obtaining firewood, all that was necessary being to cut down one of the trees growing either on your own land or on one of the streets and cut it up, but later on this source of supply failed, and then we had to depend on wood carters, who used to stand with their loads in that part of Elizabeth-street north immediately in front of the present Victoria market.	6.3 Providing essential services	Mattingley: RHSV: 18-85 (1916)
1850s-1890s	Melbourne had the largest population in Australia, the gold rush, transforming Melbourne from provincial colonial outpost to a leading city of the British Empire.	3.1 From town to city	Context 2011: 10
1851	SUPPLY OF WATER TO THE CITY - REPORT OF THE CITY SURVEYOR (Melbourne City) To the Chairman and other Members of the Water Works Committee- Moonee Ponds Creek considered among other sources	6.1 Water supply	'The Argus': Saturday 11 January 1851
1851	Benevolent Asylum, at the western end of Victoria Street. opened November, 1851 after site requested in 1848, as bound by Abbotsford, Elm, Curzon and Miller Streets- today marked by Edwardian-era housing built after laying a new foundation stone at Cheltenham in April 1909.	11.2 Providing welfare services	N&WMCS, V1:viii; Context 2011: 64
1851-	Gold traffic route via Mt Alexander road along the northern verge of area	2.3 Promoting immigration	F&KS
1852	The site of the future town was an ideal one, consisting of undulating land richly carpeted with grass and studded with noble red gum trees, which gave it a beautiful park-like appearance. Such was the	2.1 Founding stories	Mattingley: RHSV: 18-82 (1916)

Date	event	Theme	source
	site as I saw it on a bright October morning in 1852. The town was bounded on the north by the Moonee Ponds channel and the Flemington-road, where they intersect each other at the Flemington-bridge; on the south by a straight line from the Moonee Ponds channel to the centre of Victoria-street, and thence to Elizabeth-street; on the east by a line along the centre of Elizabeth-street and the Flemington-road to the bridge, and on the west by portion of Batman's, or West Melbourne, Swamp and the Moonee Ponds Creek. The last-named boundary was altered on the 28th September, 1891, to the Moonee Ponds channel. Running down through its centre from the Royal Park was a large deep storm-water channel. This can still be traced between Park and Gatehouse streets, Parkville, which streets at that time formed a portion of the Royal Park, and passes under the Flemington road, under the playground of the Errol-street State school, and under Harris and Arden streets, finally discharging its waters into one of the canals which drain the swamp...		
1852	North Melbourne- land auctioned for the influx of gold-seekers outside Melbourne Building Act area, from a 588 lot subdivision south of Arden and Errol Streets, and east of Dryburgh Street: limited physically by a creek following what became Harris Street, and the swamp to the west. Grid layout, with street width of 30 metres.	3.1 From town to city	N&WMCS, V1:viii
1852	At this time it (North Melbourne) formed a portion of the Bourke Ward of the City of Melbourne, but on the 26th January, 1855, it was proclaimed the Hotham Ward of the City, being named after His Excellency Sir Charles Hotham, the then Governor of Victoria, and it adopted his coat of arms.	4.2 Administering the City of Melbourne	Mattingley: RHSV: 18-84 (1916)
1852	The Government lost no time in giving effect to the motion of the 7th July, 1852, and the land on which North Melbourne now stands, and which had formed a part of the Bourke Ward of Melbourne from the time the City was divided into wards in 1842, was surveyed and cut up into allotments, the first sale being held by Tennant and Co. In their auction room, Elizabeth-street, on Wednesday and Thursday, the 8th and 9th days of September, 1852,...The allotments consisted of quarter-acre blocks, and they realized from £200 to £700 each, the allotments situated at the corners of Victoria and Capel streets selling for the latter price.	8.2 Housing the population	Mattingley: RHSV: 18-82 (1916)
1853	Melbourne gasworks were commenced which provided gas for the city street lamps, three separate gas companies merged by the 1870s to create the Melbourne Gas Company.	6.3 Providing essential services	Context 201: 39
1853	Melbourne and Hobson's Bay Railway; the Geelong and Melbourne Railway and the Melbourne; Mount Alexander and Murray River Railway approved as proposed privately owned railways. Last two eventually built by Colonial Government in 1856-7. (cites Harrigan, Victorian Railways to '62)	6.7 Transport	MGA: 11
1853-	The construction of the Yan Yean water supply began but, as precautionary measure after the massive gold rush immigration, a large water tank was erected on Eastern Hill in 1853. People still drew water from the Yarra and many relied on their own private wells. The Yan Yean water supply was operational in 1857	6.1 Water supply	Context 201: 37
1854	'Brick works, flour mill, tanneries, a couple of soap and candle factories, a pottery and a bone mill sprawled along its (MPC) banks'. Thought outcome of the 1854 'Act to Prevent Further Pollution of the Waters of the River Yarra above the City of Melbourne' which aimed to protect Melbourne's Yarra River water supply and forced noxious trades upstream or elsewhere to the Moonee Ponds Creek. Flour supply: the railways supplied the wheat from the Victorian hinterland	5.5 Building a manufacturing industry	MGA: 12; F&KCS: 9

Date	event	Theme	source
	directly to the mill door, the population of Melbourne provided a workforce and the proximity to the docks and the city enabled quick delivery by rail or road to meet local and export demand.		
1855	Government North Melbourne subdivision, by surveyor Clement Hodgkinson adopted an extension to the north of Arden Street	3.1 From town to city	N&WMCS, V1:viii
1855	Melbourne town was divided into four wards, Gipps, Lonsdale, La Trobe and Bourke, the last mentioned extending over North and West Melbourne until Hotham became a separate ward in 1855.	4.2 Administering the City of Melbourne	N&WMCS, V1:vii
1855	North Melbourne declared as a separate ward called Hotham, after the current Governor of the colony and in 1859 a separate municipality.	4.2 Administering the City of Melbourne	N&WMCS, V1
1856	Kensington Village shown on the Doutta Galla Parish Plan of 1856.	3.1 From town to city	MGA: 10
1856	Cattle Yards reserve created for the Melbourne Corporation, north west from the Kensington Village Allotments. Melbourne City Council moves its cattle yards from the corner of Elizabeth and Victoria Streets (there since 1842) to a more distant location in the then semi-rural district of Flemington. The Newmarket saleyards, west of the proposed railway line, were completed in 1858 and the first sales were held January 1859, as enhanced by the extension and refurbishing of the Essendon to Melbourne Railway in the 1870s. Early establishment of cattle sales at Newmarket and meat sales at the Victoria Market site and, later at the Metropolitan Meat Market made North Melbourne a major meat and allied trades centre.	5.3 Developing a large, city based economy	F&KCS: 5, 9; N&WMCS, V1: xiii
1857	North Melbourne streets and occupiers listed in Melbourne Directory: Chetwynd (15) Curzon (37) Errol (41) Howard (27), Leveson (56) Queensberry (51) and Victoria Street (35). North Melbourne: 6,016 persons in 1258 dwellings	3.1 From town to city	N&WMCS, V1: xii
1857	Melbourne Geelong railway opened 1857	6.7 Transport	N&WMCS, V1
1858	Hotham shown as idealised circles and squares with Moonee Ponds Creek as series of 3 lagoons linked by thin dotted stream on path to West Melbourne Swamp on south edge of Geelong railway	6.6 Street making, drainage and river works	Melbourne Roll Plan 18
1858	Tenders called to alter course of a gully at North Melbourne	6.6 Street making, drainage and river works	GG 1858, 1313
1858	Site works contract by Wm Randle for North Melbourne railway station awarded and extended	6.7 Transport	GG 1858, 2365
1858	First cricket ground. This was situated in the Royal Park, a splendid site having been granted to the North Melbourne Cricket Club by the Government. The club fenced in the land, erected a pavilion on it, and laid down an excellent pitch early in 1858.	13.1 Public recreation	Mattingley: RHSV: 19-99 (1917)
1859	West Melbourne: more building allotments in random shaped blocks between King and Peel Street south of Victoria Street, around the Roman Catholic Church reserve and west of the Melbourne cemetery, since removed, marrying the oblique axis of the existing North Melbourne subdivision with the north-south line of Melbourne town at their junction.	3.1 From town to city	N&WMCS, V1
1859	North Melbourne was created the Municipality of Hotham, under the provisions of Act 18 Victoria No. 15, by the proclamation of His Excellency Sir. Henry Barkly, Governor of the Colony of Victoria, on the 30th September, 1859.	4.2 Administering the City of Melbourne	Mattingley: RHSV: 19-97 (1917)
1859	Public meeting called by 14 petitioners to constitute Hotham	4.2 Administering	GG 1859,

Date	event	Theme	source
	municipality at Presbyterian School Hall, Curzon & Elms Streets- to discuss councillor numbers, elect councillors etc.	the City of Melbourne	2090
1859	The first government train ran from Spencer Street (to Geelong) in an arc around the east and north sides of the low lying West Melbourne swamp and crossed it at what is now known as the North Melbourne rail junction. 'The railway was of great importance to the young colony, providing a much faster and more reliable form a transport than shipping and road'.	6.7 Transport	MGA: 11
1859	An additional railway station at North Melbourne was opened for traffic on the 6th October, 1859.	6.7 Transport	'The Argus': Friday 1 June 1860
1859	Melbourne and Essendon railway Co. authorized to construct a branch line off the government line around North Melbourne Junction (known as 'Dirty Gully') through Kensington. 1860 single track was open; 1861 a branch line to Flemington racecourse opened. 1867 acquired by Government (cites Harrigan, Victorian Railways to '62)	6.7 Transport	MGA: 11
1859-	First public urinals for men built, later were dotted in various locations around the city and in North Melbourne	6.5 Public toilets	Context 201: 41
1859-1889	Gas was first laid on in North Melbourne by the Melbourne Gas Company in 1859, the large gas-holder, facing Macaulay road, which has a capacity of 3,000,000 cubic feet, being erected in 1889	6.3 Providing essential services	Mattingley: RHSV: 19-98 (1917)
1859-1860	Privately constructed Williamstown (1859) and the Essendon-Melbourne railway line of 1860 -promised greater access to and further, development of the district, hitherto hindered by the need for bridges and punts and their removal by flooding.	6.7 Transport	F&KCS: 13
1860	Hotham municipality added by-laws governing crossovers and bridges, access to roads and footpaths	4.2 Administering the City of Melbourne	GG 1860, 866
1860	Hotham municipality set aside Jika Jika CAs 1-6/92 as a gravel pit for road works, noting Shiel and Canning Streets as boundaries	4.2 Administering the City of Melbourne	GG 1860, 1342
1860s	Population of the metropolitan area expanded by 47.84%- expansion in North Melbourne was nearly twice that (91.3%).	3.1 From town to city	N&WMCS, V1
1860s	New abattoirs, cattle yards and the racecourse led to the growth of stables, furrier s and cattle dealers nearby. Feed merchants, butchers, bakers and hotels such as the Newmarket, the Pastoral and the Racecourse also sprang up in the 1860s.	5.3 Developing a large, city based economy	F&KCS: 12
1860s-	Trams in Melbourne were initially horse-drawn operating in the 1860s and 1870s; these were replaced in 1885 by the cable tram system...In the 1880s Melbourne had one of the largest cable tram networks in the world... until closing down in 1940	6.7 Transport	Context 201: 43
1861	Kensington and Flemington locality had 265 dwellings and a population of 1,291, the majority of their inhabitants being labourers, artisans, hoteliers or shopkeepers. precursing the later working class character of the area and concentrated on the gold route of Mt Alexander Road.	3.1 From town to city	F&KCS: 13
1861	Hotham municipality regulate cabs in the town via by-law 11	4.2 Administering the City of Melbourne	GG 1861, 1920
1861	Hotham municipality proclaimed a town.	4.2 Administering the City of	GG 1861, 842

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Date	event	Theme	source
		Melbourne	
1861	Only Prahran (in the immediate vicinity of the city centre) was not yet connected to the Yan Yean water supply	6.1 Water supply	Context 201: 37
1861	Deputation from North Melbourne waited yesterday upon the Commissioner of Railways, for the purpose of bringing under the notice of the Government the advisability of erecting a central railway station on the cattle-yard site, at the junction of Elizabeth-street and Victoria-street, and making that the Melbourne Terminus of the Victorian Railways.	6.7 Transport	'The Argus': 22 October 1861
1861	First zoo in Melbourne was founded in 1857 by the Zoological Society of Victoria on a site in what is now the southern end of Yarra Park. In 1861 the zoo was re-established at a larger site on higher ground at Royal Park.	14.4 Developing zoological gardens	Context 201: 79
1862	Hotham municipality proclaim Town Common for depasturing stock, being 320 acres of crown Land south of Flemington Rd near Dousta Galla CP17, CP73, cnrs of Haines, Dryburgh and Harker Streets. By-law 15 governed its managers.	4.2 Administering the City of Melbourne	GG 1862, 1030
1862	Flemington and Essendon proclaimed a borough.	4.2 Administering the City of Melbourne	F&KCS: 22;
1862	Hotham municipality regulate night men and their carts in the town via by-law 16	4.2 Administering the City of Melbourne	GG 1862, 2276
1862	The directors of the Hobson's Bay Railway Company—Messrs. T. T. A'Beckett (chairman), Germain Nicholson, Degraives, Sutherland, and Heape—accompanied by the secretary, Mr. T. Finlayson, had an interview with Mr. Mitchell, the Commissioner of Railways and Roads, yesterday, and submitted plans which had been prepared by Mr. Elsdon, the engineer of the company, for the construction of a branch line from their station in Flinders-street to the Government Railway Station, in Spencer-street, and for the erection of a central passenger station on the land contiguous to their present station	6.7 Transport	'The Argus': Saturday 27 September 1862
1863	The proximity of the swamp, these creeks and the Yarra, meant houses on the lower part of North & West Melbourne were flooded to a depth of four feet due to tidal action meaning that the western boundary of urban development would be Dryburgh St.	3.4 Defining public space	N&WMCS, V1: cites Mattingley: 11
1863	Hotham municipality proclaim Munster Terrace between Arden and Victoria Streets (as a road not to be built on etc.) at 99 feet wide, with 75 feet carriageway and 12 feet wide footpaths	4.2 Administering the City of Melbourne	GG 1863, 673
1863	Hotham municipality proclaim by-law 17 regulating water closets and cess pools	4.2 Administering the City of Melbourne	GG 1863, 1925
1863-	Major floods in 1863, c.1891, and 1934 each promoted more City Council abatement schemes and works	6.6 Street making, drainage and river works	Context 201: 42
1863, 1870, 1891.	Floods: The 19th December, 1863, was noted for a disastrous flood, some of the houses in the lower parts of the town being inundated to a depth of 4 feet. There was another great flood on the 7th September, 1870, the waters of which came up Harris-street as far as Curzon-street.	6.6 Street making, drainage and river works	Mattingley: RHSV: 19-99 (1917)
1863-1874	North Melbourne or Hotham constituted a Borough on the 14th October, 1863, and on the 30th June, 1870, was divided into wards, viz., the Eastern, Middle, and Western Wards. It was proclaimed the	4.2 Administering the City of Melbourne	Mattingley: RHSV: 19-97 (1917)

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Date	event	Theme	source
	Town of Hotham on the 18th December, 1874.		
1864	Request by Hotham Council for a new siding at the Spencer St station- more goods yards at Spencer Street meant expansion of industries such as or uncut and processed timber, Princes Bridge and Spencer Street being the centres for the metropolitan wood trade. Wheat for the flour mills such as Brunton's (Laurens Street complex) and wool for the stores arrived by rail.	6.7 Transport	N&WMCS, V1: xiii
1865	That part of the town (North Melbourne) called Hotham Hill, lying to the north of the storm-water channel before mentioned, with the exception of a few odd allotments, was not sold until the 5th September, 1865, and at succeeding dates.	8.2 Housing the population	Mattingley: RHSV: 18-82 (1916)
1865	Kensington Common School 349 committee named	8.3 Educating the people	GG 1865, 1962
1865	Public Health Act 1865 extends to cover Hotham municipality	11.1 Improving public health	GG 1865, 1431
1866	Commander Cox plan (State Library of Victoria) shows the Geelong railway cutting off the northern portion of the salt marsh/lake or West Melbourne swamp, affecting drainage and flow of the Moonee Ponds Creek.	2.1 Founding stories	MGA: 12
1866	North Melbourne's wealthier citizens moved to Hotham Hill and continued to do so through the 1870s. Dryburgh, Canning, Chapman and especially Brougham Streets all showed higher rating values, than other parts of the municipality.	3.1 From town to city	N&WMCS, V1: xiii
1866	Hotham Borough municipality accepts tender to build a storm-water channel from Royal Park to lower Hotham - £2751 recommended - £1500 from Downie & Mattinson. (later shown on parish plans)	6.6 Street making, drainage and river works	
1866	memorial given to Acting Governor- That the line of railway known as the Melbourne and Essendon Railway, extending from Melbourne to Essendon, with intermediate stations at North Melbourne, Kensington, Newmarket, Ascot Vale, and Moonee Ponds, was opened for traffic in the month of November, 1858, and subsequently a branch line was formed to the Melbourne Racecourse, making the aggregate length of the railway five miles, at a cost in the whole, .. Of about £97,000...proposed extension, ..expense, of the said railway from its present terminus at Essendon to the junction of the Keilor and Deep Creek roads-a distance of less than one mile-the passenger traffic would be largely increased.	6.7 Transport	'The Argus': Friday 6 July 1866
1867	Hotham Borough municipality proclaims extensive list of streets, most at 99', some at 33 and 20' widths.	4.2 Administering the City of Melbourne	GG 1867, 739
1868	...report of the surveyors is to the effect that the bridge over the Moonee Ponds Creek, on the Macaulay-road, is in an unsound condition, the Council of Hotham be asked what action they will take in the matter..	6.7 Transport	'The Argus': Friday 9 October 1868
1869	ESSENDON AND FLEMINGTON. The report of the Public Works Committee was adopted, recommending that tenders be called for lowering the hill and forming footpaths on the Macaulay-road, near the Moonee Ponds Creek.	6.7 Transport	'The Argus': Friday 5 November 1869
1870	Court House and Town Hall Reserve proclaimed in Hotham Borough at Errol & Queensberry St corner	4.1 Governing the Colony and State of Victoria	GG 1870, 1500
1870	Hotham Borough proclaims land for pound- Jika Jika part CA1&2/92 at Macaulay Rd and Shiel St; later enclosed and commenced at	4.2 Administering the City of	GG 1870, 1141; 1882,

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Date	event	Theme	source
	south-west corner of Municipal reserve off Munster Terrace (parish plan shows granted to Collingwood Gas Company in 1876?)	Melbourne	1978
1870	Wards created in Hotham Borough: Eastern, Middle, Western	4.2 Administering the City of Melbourne	GG 1870, 928
1870	Hotham Borough add to Downie & Sturgess drainage contract	6.6 Street making, drainage and river works	GG 1870, 1890
1870	BOROUGH COUNCILS. HOTHAM. Public Works Committee, recommending that the Macaulay-road, from the Boundary-road to the Moonee Ponds Creek, be formed at a cost not exceeding £75 : that the northern foot- path be formed for £20, and kerbed and channelled at a sum not exceeding £150 : total, £245.	6.7 Transport	'The Argus': Wednesday 2 February 1870
1870s	Industrial growth along the Moonee Ponds Creek with swamp reclamation	5.5 Building a manufacturing industry	F&KS
1870s	Moonee Ponds Creek on the north-west of the area drained into the swamp and had been encased in a bluestone barrel drain, flowing under Flemington Road, the Elm Street State School, Harris Street, and into the swamp behind the North Melbourne football ground.	6.6 Street making, drainage and river works	N&WMCS, V1: cites Daley: 2
1870s-1880s	Building boom, both commercial and residential. Intensive development continued in Melbourne's inner suburbs, and also began in Kensington - with most new houses as freestanding weatherboard cottages, though the cladding of the front walls was often milled to resemble more prestigious ashlar.	8.2 Housing the population	Context 2011: 14
1871	Hotham Borough rephrase by-laws 2-5, 8, 12, 16 includes regulation of unyoked cattle and unbroken horses driven through streets	4.2 Administering the City of Melbourne	GG 1871, 760
1871	NORTH-EASTERN RAILWAY, This railway, commencing in Melbourne, will reach the Murray at Wodonga, and its total length will be about 180 miles. A portion has already been opened for traffic for a distance of five miles to the village of Essendon on the Moonee Ponds Creek. At this point begins the work in progress on what is termed the first section, terminating at the town of Seymour on the Goulburn river, fifty-six miles beyond Essendon...	6.7 Transport	'Illustrated Sydney News': Saturday 28 October 1871
1872	Area bounded by O'Shannassy, Dryburgh, Haines and Courtney Streets surveyed by John Lardner, with the creeks now paved with basalt pitchers and 126 new building allotments, known as Parkside, a northern neighbour of North Melbourne and adjoining the Royal Park (Housing Commission of Victoria eliminated blocks 77A, 77B, in 1960 and 1971.)	3.1 From town to city	N&WMCS, V1
1872	Reticulated water supplies from Yan Yean to North Melbourne	6.1 Water supply	N&WMCS, V1
1872	The service from the Yan Yean was extended the water carts became less in number, until the year 1872, by which time the reticulation was completed in North Melbourne - before this a water cart built by Mr. Robert Aitkin, of Villiers-street, supplied North Melbourne with water at about 7s. per hogshead. Then 1859-60 parts of North Melbourne were reticulated, and a large amount of pipe laying took place in 1865.	6.3 Providing essential services	Mattingley: RHSV: 18-87 (1916)
1872	TRIAL TRIP ON THE NORTH EASTERN RAILWAY. The opening of the first section of the North-Eastern Railway-i.e. from Essendon to Schoolhouse-lane, two miles and a half from Seymour...some five years since the Government purchased from the Essendon Railway Company the line which, branching from the Victorian Railways at a	6.7 Transport	'The Argus': Friday 12 April 1872

Date	event	Theme	source
	point this side of Footscray, led on the one hand to the racecourse, and on the other via Kensington, Newmarket, Ascot Vale, and Moonee Ponds to Essendon, a village five miles from Melbourne...The racecourse line was at once repaired and put in working order, but it was not till within two or three years after that the Essendon line was completely laid out again by Mr. W. R. Martin, of the Railway department.		
1872-	Debney Brothers (Thomas. George and F.W. Debney) took over the Buntingford tannery in Boundary Road, North Melbourne, and with the swamp drainage schemes; the tannery enlarged and moved in 1876 to the west side of Mt. Alexander Road near Flemington Bridge. The tan yard and buildings covered more than an acre by 1900. Later to become a park and adjoining HCV estate.	5.5 Building a manufacturing industry	F&KCS: 18;
1872-	Education Act of 1872, and new 'state schools' were created, Within the City of Melbourne, new state schools were built at Yarra Park in 1872; King Street, West Melbourne (No. 1689) in 1876; Faraday Street, Carlton; and Queensberry Street, Carlton also in McCracken Street Kensington opened in 1881.	8.3 Educating the people	Context 201: 45
1873	Values of property in North Melbourne rise: 'Thus it will be seen that this advanced in value upwards of fifty per cent in the short space of fifteen months, and it will continue to advance to a still far greater value; indeed all properties in the immediate vicinity of the new markets, now in rapid course of erection, are advancing in value at such a rapid rate, the like of which is quite unprecedented in the history of the colony.'	3.1 From town to city	North Melbourne Advertiser Wednesday 24 September 1873
1873	Hotham Borough proclaims more streets: Buncle St at 66' from Canning to Sutton; 33' from Sutton to Flemington Rd; mark St 66' from Melrose to Boundary Rd	4.2 Administering the City of Melbourne	GG 1873, 128
1873	Hotham Borough proclaims another street: extension of Munster terrace to corner of Arden & Macaulay Rd	4.2 Administering the City of Melbourne	GG 1873, 1454
1873	Hotham Borough orders removal of Henry Warne's tallow chandler from Flemington Rd (CAs 2, 3/80 Jika Jika, (near Haymarket on Flemington Rd) because of public nuisance- to CA 4/18 Footscray Cut Paw Paw parish- not less than 2 miles outside Hotham	4.2 Administering the City of Melbourne	GG 1873, 1071
1873	Kensington Starch Company Ltd registered under the Company's Act of 1864	5.3 Developing a large, city based economy	GG 1873, 939
1873	THE WESTERN SWAMP. The meeting of the Hotham Committee for the reclamation of the Western Swamp was held on the evening of Wednesday last at the Hotham Town Hall. Present-His Worship the Mayor (in the chair,) Councillors Carroll, Barwise, Fogarty and White; and Messrs. Lloyd, Aitken, Weilburg, H Clarke, Leonard, C. Mackenzie, and D. Blair, Hon. Sec. The Committee, having endorsed the proceedings of a preliminary meeting held some weeks previously, a letter was read from the Town Clerk, enclosing a communication from the West Melbourne Improvement League, whereupon a long discussion arose. Finally the Hon. Sec. was instructed to acknowledge receipt and forward to the League a report of what had been done by the people of Hotham in public meeting assembled in reference to the reclamation of the swamp, to which object it was considered advisable to concentrate all their efforts for the present. It was then agreed that a deputation should wait upon the Chief Secretary, and a petition be presented to Parliament praying that immediate action be taken towards the abolition of the monster nuisance, and the committee adjourned until the following Tuesday, when the Hon. Sec. stated he would be prepared to lay before them the draft of the petition, and also state	6.6 Street making, drainage and river works	North Melbourne Advertiser Wednesday 24 September 1873

Date	event	Theme	source
	the time when the Hon. the Chief Secretary would receive a deputation.		
1873	THE-LOWLANDS COMMISSION. 'A meeting of the Royal Commission on low lying land reclamation of West Melbourne or Batman's Swamp. Mr. Hodgkinson read the following memorandum relative to the design prepared: under his directions: ...rendering available for building purposes part of West Melbourne Swamp...the area of this ground is 120 acres, of which, after allowance for streets, 74 acres would be available for sale in building lots' (needing much fill)... The proposed channel for conveying the flood water of the Moonee Ponds Creek into the Yarra without spreading over the swamp would have a width of 200ft., and a depth of 10ft. Below the level of ordinary low water. The construction of such channel would involve the excavation of 500,000 cubic yards of earth, which would be used for forming raised banks on both sides of the channel, and rendering a portion of the surface on the east side of it available for sites for factories.' ...' a public park for West Melbourne, part of the existing lagoon would be deepened so as to create a small permanent lake, and the earth derived there from would be used for raising the adjacent swampy surface'..' obtained by making a smaller cut for connecting the Moonee Ponds Creek with the Yarra'	6.6 Street making, drainage and river works	'The Argus': Saturday 22 February 1873
1873-	West Melbourne swamp drainage schemes of the late 1870s following the 1873 Royal Commission on better use of low lands west of the city and the economic expansion of the 1880s and 1890s meant larger manufacturing businesses chose Flemington-Kensington as well located to transport, supply and commerce centres.	6.6 Street making, drainage and river works	F&KCS: 17; Vines & Lane
1874	Hotham Borough proclaimed a Town	4.2 Administering the City of Melbourne	GG 1874, 2204
1874	Larrikinism in Hotham: The larrikin nuisance is spreading in Hotham. On Sunday evenings, during church hours, the rowdy element is especially objectionable, and the most filthy and disgusting language is indulged in public thoroughfares. Then again property suffers from the depredations of these young blackguards. The English and Scottish Bank is the latest example of this. The larrikins object to banks, and whenever one is newly painted they are pretty sure to deface it by casting mud or filth against the building. This happened to the Scottish Bank, and entailed considerable trouble, loss, and annoyance to the painter, Mr. O'Shea. The police are not very numerous in Hotham, and cannot be expected to exercise a strict surveillance in every part of the borough, but their efforts to preserve peace would be much more efficient if the citizens informed them of the names of the offenders and the locality where our city arabs perpetrate their rascality'	4.7 Policing the city	North Melbourne Advertiser Thursday 29 January 1874
1874	Flour mill complex begins at Miller St, Anderson streets and Munster Terrace, built up by Smith & Sons, later Thomas Brunton (1888-), TB Guest (c1896-) and Brockhoff in the 1880s, 1890s. Adjoining railway sidings and yards.	5.5 Building a manufacturing industry	Butler, 1983: 388-
1874	ARDEN STREET EXTENSION. Hotham Council- representation from 'a number of ratepayers, seeking an interview with the Council with regard to the extension of Arden street, which was described- as a main artery in the borough...' '..£700 was given by the Government to the Borough Council-..for making Arden- street decently passable, It is said that the Council has only received £500 of this money, but where is it gone? From Errol street down, to the swamp the roadway in wet-weather is a perfect crab hole and a Godsend to the shoe makers, for if an unfortunate ratepayer	6.6 Street making, drainage and river works	North Melbourne Advertiser Thursday 29 January 1874, 12 February 1874

Date	event	Theme	source
	attempts to cross it, nine times out of, ten, he comes out of the mire minus a, boot or a shoe...'		
1874	LOW LYING SECTIONS. . From David Henry (see CA 1/92 corner Canning & Macaulay Rd), asking that the water which is at present on certain of his sections should be drained. Councillor Laurens thought that the request should be granted. As a matter of fact the water had been drained some time ago, but owing to a channel being cut by some burgess across a street in the vicinity the storm water had again flowed in.'	6.6 Street making, drainage and river works	
1874	Site for Kensington State School 1133 cleared and fenced by Thomas Prendable	8.3 Educating the people	GG 1874, 775
1874	Public baths temporary reserve of 5 Jan 1869, revoked October 1874	13.1 Public recreation	GG 1874, 1917
1874	Hotham Union and Imperial Cricket Club: MATCHES TO COME. The Hotham Union and Imperial Cricket Club play in the Royal Park on Saturday next at three o'clock sharp.	13.1 Public recreation	North Melbourne Advertiser Thursday 29 January 1874
1876	North Melbourne streets and occupiers listed in Melbourne Directory: Harris, Murphy, Laurens, Kipling, Station, Henderson, Fogarty, Langford, Steel. Straker , Gracie. Bradby and Lloyd Streets, had no occupiers listed, out of the approximately 89 existing streets in 1983. Much of the area was developed by c1880.	3.1 From town to city	N&WMCS, V1: xii
1876	New weatherboard church of England building on the Crown grant near Manningham Road and Royal Park opened, previously Flemington and Kensington Anglicans went to St. Mary's Hotham.	10.2 Belonging to a religious denomination	F&KCS: 19;
1877	WEST MELBOURNE SWAMP. ITS RECLAMATION. The large area of low- lying land and stagnant water that lies between the Yarra and Saltwater rivers, and Melbourne, popularly known as the West Melbourne Swamp, is at length to be reclaimed and converted to purposes of usefulness... The canal will leave the Yarra just below Mr, Halliburton's wool-washing establishment, 28 chains downstream from the Melbourne Gas Company's works thence it will proceed in a N.E. direction toward the Victorian Railway reserve, 38 chains; thence NW., parallel with the railway fence and two or three chains distant from it, to near the Footscray road (called the Swamp-road), 71 chains thence westerly towards the Saltwater River, 120 chains. At this point the canal will make a deviation to avoid 11 acres of purchased land, on which the Apollo Candle Company's works and some other manufactories are situated, and proceed south 16 chains; then into the Saltwater river, nearly opposite Bunbury-Street, in Footscray, nine chains. This done, the area will be protected by the canal bank to the extent of 3 miles 14 chains of its circumference... Mr. Nathaniel Munro, of the Lands-office, had prepared plans for it which were submitted to several Ministers.. ' Tenders for the execution of the works were called. Stewart and Cox, successful -amount of contract £16,177 .0s. 10d to be completed March 1878. 'In the course of a few years the land, when reclaimed, will be of excellent quality, and just as desirable for residence as much of the land in the city and suburbs that is now occupied. And there is a great and growing demand for cheap house accommodation in that neighbourhood. The railway prevents the extension of the city in a westerly direction and there is a large number of men employed on the railways, the wharves and the river, who have, at much inconvenience to themselves to make their homes on Emerald Hill, at Hotham, or Collingwood Then the reclaimed area will suit	6.6 Street making, drainage and river works	'The Argus': Monday 4 June 1877

Date	event	Theme	source
	admirably for workshops at which ships' work is done, for wool washing establishments, and for manufactories of various kinds. It is highly desirable that no such establishments should be permitted to remain on the banks of the Upper Yarra -here then, is the very place for them '.		
1877-	Plans to drain and reclaim the West Melbourne swamp begin in 1877, with steam-powered pumps at Brown's Hill discharging water to a network of ditches that ultimately discharged to the Maribyrnong River along Swamp Road (now Dynon Road).	6.6 Street making, drainage and river works	Lack, eMelbourne
1878	THE FLOODS: From the mouth of the Moonee Ponds Creek to the Saltwater River and the Yarra there was one vast sheet of water, broken only by two narrow strips of land-the Macaulay-road and the main line of railway and by the swamp embankment. The ring round the old swamp seemed perfect, and there was little expectation that any breaches would be effected save at the point already mentioned... three great floods in the Yarra-river, the flood of November, 1849, December, 1863, and March, 1878-are separated by periods of a little over 14 years .. On this occasion the highest point reached by the water was estimated at 4ft 6in below the flood mark of 1863... The implement yard of Mr. Hugh Lennon, near the North Melbourne railway station, was flooded, and a number of ploughs and harrows were to be seen yesterday and on Boundary St landed in about a foot of water. At the intersection of Boundary-street and the racecourse road two tanneries were submerged, and some damage done. The waters of the Moonee Ponds were here the direct cause of the mischief, and the flood was at its height between 5 and 6 a.m. on Saturday, or fully 12 hours before the breach in the swamp embankment occurred. By 4 o'clock on Saturday afternoon the water had fallen 2ft. or 3ft. at the tanneries, and left them both uncovered. Some parties were disposed to attribute the height reached by the flood north of the railway line to the erection of the swamp embankment...'	6.6 Street making, drainage and river works	'The Argus': Monday 18 March 1878
1878	West Melbourne Swamp reclamation: elevated channel to receive the waters of the Moonee Ponds Creek and carry them into the channel skirting recently reclaimed swampland south of the Footscray road. It begins about half way between the level crossing at the North Melbourne Station and the projecting point on the Footscray road known as Browns Hill , then eastward to and on Macaulay road, thence northward to Kensington hill, ... A wooden pile bridge carries Arden street over the main channel. At Macaulay road 'substantial pitched channels are being constructed' to carry the storm waters of the elevated portions of North Melbourne into the drains in the reclaimed area.	6.6 Street making, drainage and river works	'The Argus': Monday 23 December 1878
1878	The drainage of the West Melbourne Swamp is now an accomplished fact, and the drainage of that portion of it north of the railway line, and into which the Moonee Ponds Creek flows, as well as the drainage of Hotham, which has been so long a disgrace to the town, will also soon be completed	6.6 Street making, drainage and river works	'The Argus': Thursday 21 February 1878
1879	Auction of Kessock cottage, Chapman St, Hotham-hill as an indication of how property was viewed then: 'Very Comfortable RESIDENCE, with Flower and Kitchen Garden, Stabling, and Poultry Yard ..A very substantially built house, containing four rooms, passage, bathroom, etc. neatly fitted, with verandah in front, flower and kitchen garden, stabling cowhouse, and poultry yard, ... This property is situated in one of the most aristocratic streets of Hotham The flower garden is divided by trelliswork, intertwined with pretty creeping plants, kitchen garden, planted with the best fruit trees, altogether forming as pleasant a retreat as a man can wish for..'	3.1 From town to city	'The Argus': 1 November 1879

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

Date	event	Theme	source
1879	Hotham Town proclaims regulation 3- control of buildings: distance between buildings, class and thickness of external walls, party walls, building over public ways, chimneys, roofs, drains, etc.	4.2 Administering the City of Melbourne	GG 1879, 2003
1879	Hotham Town proclaims regulation 1- control of assembly on public roads or footpaths (stated to halt larrikinism)	4.2 Administering the City of Melbourne	GG 1879, 1133
1879	The drainage of the whole of the West Melbourne Swamp is now a work of the past. An excellent channel has been made to carry of the water of the Moonee Ponds Creek also the drainage of Queensberry Street.	6.6 Street making, drainage and river works	'The Argus': Tuesday 18 February 1879
1879	West Melbourne swamp was considered insanitary in 1879, costing the Government £41,373 to have it drained and the land reclaimed, as urged by the West Melbourne and Hotham Improvement Leagues since 1873, the publication of the Low Lying Royal Commission's Report.	6.6 Street making, drainage and river works	N&WMCS, V1:
1879	By 1879 a railway viaduct connected the Flinders Street station with the terminus at Spencer Street and the Melbourne Railway Yard expanded via land-fill west into Batman's Swamp, extended to the southern Boundary of the study area by 1890. Track installation meant the Moonee Ponds Creek outflow was placed in a bluestone lined canal south of Racecourse Road, removing three natural billabongs or lagoons which had terminated the Moonee Ponds Creek.	6.7 Transport	MGA: 15
1879	Land reserved from areas of Footscray and Hotham being some 750 acres extending the Harbor Trust and Railways reserves	6.7 Transport	GG 1879, 162
1879-	First major land sale in Kensington occurred 10th May. 1879. Sam' P. Davies purchased land on the corner of Racecourse and Rankins Road most already sold in Government sales during 1849-60 and re-subdivided for the encroaching boom of the early 1880s with allotments generally smaller than at adjoining Flemington and advertised as building sites suited to tradesmen, clerks, artisans and mechanics - the skilled industrious working class with a white collar element in small, detached and semi-detached weatherboard cottages.	3.1 From town to city	F&KCS: 15
1880s	New commercial enterprises establish themselves primarily along Racecourse Road, as well as Macaulay and Rankins Roads, Kensington, away from the old transport route along Mt. Alexander Road.	5.4 Developing a retail centre	F&KCS: 16
1880s	Sanitation was limited to backyard cesspits and larger dumping grounds for nightsoil, which were situated inappropriately close to human habitation. So great was the problem in the mid 1880s that the city famed as Marvellous Melbourne earned the less savoury title of 'Smelbourne'...	6.2 Sewerage	Context 201: 38
1880s	Electric street lights were introduced	6.3 Providing essential services	Context 201: 39
1880s	Excavation of part of Kensington Hill to be used in fill for the Melbourne Freight Yard (cites VPRS 12800/P1 Item H 1125).	6.7 Transport	MGA: 12-14
1880s-	Melbourne had grown from being a small settlement serving pastoral interests to a major international port. Coode Canal, which was formed in 1886, altered the course of the Yarra to provide a shorter and more direct passage for shipping and so improve the harbour...Dry docks were built on the reclaimed site of the drained West Melbourne Swamp.	5.2 Melbourne as a trading port	Context 2011: 31
1880s	Cable Tramway Engine House built in Abbotsford Street, the North	6.3 Providing	N&WMCS,

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Date	event	Theme	source
boom	Melbourne Gas Works developed and the new court house and police station sites were also acquired in 1888.	essential services	V1: xiii
1880s, late	Drainage outlet through the Moonee Ponds Creek coal canal to the Yarra closed in the late 1880s, and the Maribyrnong River became even fouler.	6.6 Street making, drainage and river works	Lack, eMelbourne
1881	North Melbourne rate of growth slowed to 32.3%, with the highest population density in the Metropolitan area. (78 persons per hectare)	3.1 From town to city	N&WMCS, V1: xi
1881	Reserve for Municipal Purposes west of Munster terrace, south of Arden St Town of Hotham- four acres, also as reserved 14 Jan 1879 (CA1/75B)	4.2 Administering the City of Melbourne	GG 1881, 1079
1881	Second railway track laid between North Melbourne and Essendon, the later extensions of the line to Victoria's border ensured its future and supply to the stock markets.	6.7 Transport	F&KCS: 13
1881	Kensington Primary School No. 2374 ...Costing 1,636 pounds, the first three-classroom Kensington State School in McCracken Street was opened in May 1881. Initially 228 children were enrolled and by 1898 this had dramatically increased to 1000.	8.3 Educating the people	F&KCS: 21;
1882	'North Melbourne Advertiser' commented on the departure of the respectable middle-class from North Melbourne to areas south of the river.	3.1 From town to city	N&WMCS, V1: xiii
1882	Ornamental Plantation site reserved at Hotham- 3 roods, west side of Dryburgh St, north of O'Shanassy, Macaulay Rd (later Gardiner Reserve); Essendon municipality was also preparing such a reserve in 1884	3.4 Defining public space	GG 1882, 1787; 'The Argus': 1 April 1884
1882	New Borough of Flemington and Kensington, with borough offices in Racecourse Road until the 1901 new town hall in Bellair Street.	4.2 Administering the City of Melbourne	F&KCS: 23;
1882	Land reclamation and railway works: levelling of Kensington hill, with the construction of the Coburg railway running through the swamp, and channel proposed ; a new passage for the waters of the Moonee Ponds Creek.	6.6 Street making, drainage and river works	'The Argus': Saturday 4 November 1882
1882	Kensington Methodists built a small wooden church April 1882: having been originally granted a reserve facing Parsons Street 1856. Numbers were significant in the nineteenth century but by 1981 dwindled to approximately 200.	10.2 Belonging to a religious denomination	F&KCS: 19;
1882	Hotham Recreation Reserve: regulations for management, part of Public Purposes Reserve (West Melbourne Swamp) permissively occupied by Hotham Cricket Club, divided into 'grandstand, pavilion, members and ladies reserves; the playing ground, the remainder of the reserve (free admittance daylight hours, rest need ticket). Regulations about damage of buildings, fences, trees, grazing stock, etc. Permanent reserve 1884.	13.1 Public recreation	GG 1882, 1742
1883	Arden street bridge contract for replacement with timber, old one removed	6.6 Street making, drainage and river works	VGG1883 Gazette 105 Page 2450
1883	Kensington Hill Works: PWD contract drawings show removal of part of hill and use of fill to railways and reserved land (Hotham) north of an extended Queensberry St west end, towards Arden St - forming part Railway Reserve	6.6 Street making, drainage and river works	VPRO: PWD collection
1883	Land filling for duplication of line from Essendon Junction to North Melbourne	6.7 Transport	'The Argus': Tuesday 13 February 1883

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Date	event	Theme	source
1883	Railways Reserve extended in Hotham, Flemington & Kensington by 5 acres in 3 parts; parts being in Hotham 32 p at intersection of Munster and Arden St, and Melbourne and Coburg Railway Reserve and Moonee Ponds Creek (new cut) and some 3 acres bounded by Melbourne & Coburg and Melbourne & Essendon Railway Reserves, Moonee Ponds Creek (new cut) and Arden St; plus 2 roods in Flemington & Kensington with similar boundaries to above	6.7 Transport	GG 1883, 1714
1883	First Presbyterian services held in the Flemington and Kensington Hall 323 Racecourse Road.	10.2 Belonging to a religious denomination	F&KCS: 19;
1883	Charles Hill added to Committee of management for Hotham Cricket Club's permissive occupancy of part of public purposes Reserve known as West Melbourne Swamp	13.1 Public recreation	VGG: 1883 Gazette 90 Page 2228
1883	Flemington & Kensington Hall Company Ltd registered	13.1 Public recreation	GG 1883, 1183
1883-1886	Boom years of unprecedented and metropolitan-wide industrial and residential growth, Flemington and Kensington population of 1,811 in 1883 and 4,825 in 1886 and by 1890 9,069. Kensington's streets did not appear in the Melbourne Directories until 1885.	3.1 From town to city	F&KCS: 15
1884	NEW MOONEE PONDS CREEK BRIDGE AT MACAULAY RD AND CANAL: 25' wide bridge with footbridges built of red gum with white box piles, canal commences at the Arden street bridge, is 42 chains in length and 15ft wide at the bottom, bordered by new Coburg line - tanners and manufacturers hope prevention of future storm damage.	6.6 Street making, drainage and river works	'The Argus': Saturday 29 March 1884
1884	Moonee Ponds (Creek) Channel Extension Contract 1: PWD contract drawings show new channel east of natural course of street, south of Barwise St (Racecourse Rd)	6.6 Street making, drainage and river works	VPRO: PWD collection R/R1 2092
1884	Removal of the Moonee Ponds Creek billabongs and the insertion of the coal canal and Upfield Railway line which follows the east side of the wide grassed floodway.	6.7 Transport	MGA: 26; Vines & Lane: 9
1884	In 1884 North Melbourne was the most thickly populated of all the municipalities, there being 31 persons to the acre.	8.2 Housing the population	Mattingley: RHSV: 19-97 (1917)
1884	Richard and Emily McKenna's home, horse training stables built in Ascot Vale Rd near major horse racing venues as indicative of many other stables built in the Victorian and Edwardian-eras.	13.1 Public recreation	F&KCS
1885	Railways Department receive £8841 to aid purchase of lands for Moonee Ponds Creek channel construction	6.6 Street making, drainage and river works	GG 1885: 2485
1886	Reward (£50) offered for information on newly born child's body left in the Canal (at Moonee Ponds Creek) between Coburg line and Macaulay Rd	4.7 Policing the city	GG 1886, 3008
1886	Parsons Street culvert over Moonee Ponds Creek by D Walsh (existing structure north of this line on Moonee Ponds Creek)	6.6 Street making, drainage and river works	GG 1886, 2178
1886	MOONEE PONDS CREEK. BY THE MAYOR of HOTHAM. Anyone who could take a bird-eye view of Melbourne with its magnificent buildings, parks and gardens, would be struck with wonder and astonishment when the eye rested on the western portion of this great city, to see there, within one mile of its splendid post office and law courts, a wretched swamp with a canal running round it filled with the most horrible seething black mud, caused by all the sewerage from the north and north western part of the city. The	6.6 Street making, drainage and river works	'The Argus': Friday 30 July 1886

Date	event	Theme	source
	<p>Moonee Ponds creek empties its deadly fever breeding poison into it, at the junction of Footscray road, and I do not think there is a country in the world that could produce 'such a shadow of death,' such a standing disgrace as this, is to the health of its population. And yet year after year passes, millions of money are spent by the Government in palatial buildings and decorative works all over the colony but this dreadful menace to health is left untouched. That it has not commenced its deadly work long since is a mystery, or rather a matter for thankfulness, that hundreds of people are surprised at. The stench that arises from the canal and its tributaries is unbearable and is becoming more and more so every day...</p> <p>The Moonee Ponds creek although dry for months in the summer has a large catching area, and in case of heavy rains volumes of water, come down for a few hours, a regular banker. Now any one would naturally suppose that to carry off this water a straight canal would have been cut to allow the water a free passage but instead, a tortuous channel has been made, which impedes a free flow, and makes it so sluggish in its motion that the same dead animals can be seen floating up and down the Moonee Ponds creek for weeks, proving that it hardly ever empties itself...</p> <p>In the event of the West Melbourne swamp being taken up for docks and other works, the Moonee Ponds Creek, ought long since to - have been diverted from its present course and taken with a slight curve westward round into the Saltwater River, north of Brown's Hill, by this means cutting it off from all the valuable land that is wanted by the Harbour First for docks &c. If this were done and the bed of the creek risen and pitched or concreted to the level of about 18 inches above low water mark the water of the creek would have a gradual flow towards the Saltwater River, and by this means empty itself constantly.</p>		
1886	Le Capelain scheme for Moonee Ponds Creek: 1 to use the existing channel between Footscray and Flemington roads as a storm water channel, subsidiary pitched channels 4-ft wide being constructed to carry the drainage to the river intercepting Miller and Dudley streets drains on their way. 2. To extend the Moonee Ponds channel in a straight line across the swamp, and pave the bed of channel 6ft wide. 3 Reclaim and fill up to proper gravitation level the swamp area contained within the canal and river embankments about 700 acres, to be raised by silt from the river in place of being deposited as at present in the bay- estimated cost £120 000	6.6 Street making, drainage and river works	'The Argus': Saturday 3 July 1886
1886	Raising low lying land by Moonee Ponds Channel- contract	6.6 Street making, drainage and river works	VGG: 1886 Gazette 134 Page 3666
1886	Construction of culvert over Moonee Ponds Creek in line with Parsons St	6.6 Street making, drainage and river works	VGG: 1886 Gazette 82 Page 2178
1886	Act proclaimed to grant Land situated in the Town of Hotham to the Victorian Railways Commissioners and to permanently reserve certain other Land in the said Town of Hotham and for other purposes. Reserved land was to be exchanged between the Hotham municipality and the Commissioners.	6.7 Transport	Act of Parliament
1886	Brick railway signal boxes erected at Kensington and Kensington Hill by AT Taylor and WJ Brewer also bridge over Brown's Road by A Tozer. Tar paving of station platforms in 1887	6.7 Transport	GG 1886, 3738
1886	Coal platform erected near North Melbourne railway station by Mclarty & McKenzie for £11,418; added to in 1889 by RH Roberts for £4210	6.7 Transport	GG 1886, 2326; 1889, 1373

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Date	event	Theme	source
1886	Railways gatekeeper's cottages contract at Arden St and Macaulay Rd on Coburg line	6.7 Transport	VGG: 1886 Gazette 50 Page 1120
1886	Flemington (or Kensington) Hill excavation and embankment for railway sidings contract to R Roberts & Co	6.7 Transport	GG 1886, 1972
1886	Railway Purposes Reserve extended 32 acres bounded by Munster Tce, north side of Queensberry, Arden St, Municipal Reserve..	6.7 Transport	GG 1886, 1282
1886	Parsons St culvert over Moonee Ponds Creek by D Walsh	6.6 Street making, drainage and river works	GG 1886: 2178
1886-1887	Tenders called for locomotive sheds on West Melbourne Swamp reclaimed land, for protection of the locomotives while being cleaned and when not required- Moonee Ponds Creek is to be diverted westward by means of a canal, and the earth taken out of the cutting used in raising the site of the engine sheds above flood level- Garnsworthy and Smith canal builders.	6.7 Transport	'The Argus': Friday 9 April 1886, Friday 21 January 1887
1887	Hotham to North Melbourne on the 26th August, 1887.	4.2 Administering the City of Melbourne	Mattingley: RHSV: 19-97 (1917)
1887	Hotham Council seek name change to North Melbourne, proclaimed so August 1887	4.2 Administering the City of Melbourne	GG 1887, 2476; 1887, 2538
1887	Filling in of old canal near North Melbourne station	6.6 Street making, drainage and river works	VGG: 1887 Gazette 76 Page 2391
1887	Municipal conference on Moonee Ponds Creek nuisance as a virtual open sewer and a risk to public health that must be fixed. 'presently a standing source of immediate danger to the health, not only of Melbourne and suburbs but the colony at large " It is considered desirable that a channel should be constructed along the bed of the creek, from Flemington bridge to the River Yarra, ... conference decided to ask the Minister of Public Works to direct that an officer of his department be instructed to devise the most effective means of improving the creek and canal.'	6.6 Street making, drainage and river works	'The Argus': Tuesday 20 December 1887
1887	Filling in of old canal near North Melbourne railway station by M Keating.	6.6 Street making, drainage and river works	GG 1887, 2391
1887	Macaulay Railway Station passenger platform built by Jackson & Co for £689	6.7 Transport	GG 1887, 2391
1887	Macaulay Road Railway Station passenger platform and station buildings contract called	6.7 Transport	VGG: 1887 Gazette 76 Page 2391
1887	Holy Trinity. Kensington November 1887 opened its church, the present day Holy Trinity Centre.	10.2 Belonging to a religious denomination	F&KCS: 19;
1887	Hotham Council petition 'From the Western Ward -Vigilance Committee, asking the Council to take steps to have public baths erected on the vacant land near the recreation reserve on grounds of public health and utility. Cr. Green said-he thought this was a capital idea- People wanted a good wash in the hot weather, and the baths would meet a public want... Cr. Fogarty: 'I agree with what has been said about the advantages	13.1 Public recreation	North Melbourne Advertiser Saturday 8 October 1887

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Date	event	Theme	source
	of public baths, but no one will care -to go near baths in proximity to the Moonee Ponds Creek unless that filthy watercourse is improved. It is an outstanding disgrace to the Government the manner in which this question has been shelved..		
1887	Additional works to raising land next Moonee Ponds Channel by P Keily 1886-7 contact 2335	6.6 Street making, drainage and river works	GG 1887: 1125
1888	Plan for PLANTING OF THE WEST MELBOURNE SWAMP by GS Perrin		'The Argus': 3 August 1888
1888	Elizabeth St (Chelmsford to Arden) is in list of Kensington streets proclaimed also Chatham St from Eastwood St to Canal, Chelmsford St from Eastwood St to Canal, Eastwood St from Macaulay Rd to Chelmsford St, Bellair St from Arden St west to Macaulay Rd	6.6 Street making, drainage and river works	GG 1888, 598
1888	Kensington Station Master's Residence erected by W Blackwood, also station buildings by Campbell & Gray	6.7 Transport	GG 1888, 1097
1888	Railway Hotel in Ireland Street built after expansion at North Melbourne: railway station, accommodation for those attached to the North Melbourne arrival and shunting yards over Dynon Road, or the businessmen arriving to negotiate on the horse or timber trades.	6.7 Transport	N&WMCS, V1: xiii
1888	Railway workshops, built in distinctive multi-arched form south of North Melbourne Railway Station (demolished 1965)	6.7 Transport	N&WMCS, V1: xiii
1888	June 1888 the foundation stone for the Flemington and Kensington Presbyterian Church laid.	10.2 Belonging to a religious denomination	F&KCS: 19;
1888-1898	Royal Commission into the Sanitary Condition of Melbourne was held and the British sewerage expert James Mansergh also prepared an independent report- identified urgent need for an underground sewerage system. Melbourne and Metropolitan Board of Works carried out this work in the 1890s and Melbourne was connected in 1898.	6.2 Sewerage	Context 201: 38
1889	West Melbourne (later Victoria) Dock commenced: situated on the east bank of the Yarra river, commences immediately below the West Melbourne gas works, and extends along the river to the railway canal. The total cost near £900,000, mammoth scale, and only one dock in the world — the Cavendish Dock, at Barrow-on-Furness-is larger than it.. Wharf accommodation provided- 16,617 feet, or 55 ships each 300 feet in length		'Illustrated Australian News' Friday 1 April 1892
1889	Flemington Court House erected in the former Flemington and Kensington Borough (now within the City of Melbourne).	4.6 Administering justice	Context 2011: 26
1889	New Zealand Loan and Mercantile Company moved its wool and grain stores to Kensington (3 Lloyd St) where the main Sydney and north-eastern railway lines joined those from the west and north with sidings connecting the stores with both railway systems and the shipping ports.	5.5 Building a manufacturing industry	F&KCS: 17;
1889	PUBLIC WORKS AND FINANCE. The public works committee recommended: -That the tender of Messrs. J, McCann and Co, amounting to £320 16s. 8d., for the extension of the Moonee Ponds canal, from Racecourse road to Flemington bridge (Flemington Rd crossing), be accepted. (Flemington & Kensington Borough)	6.6 Street making, drainage and river works	'North Melbourne Advertiser' Saturday 19 January 1889
1889	Arden and Laurens Street Wood Yard - Victorian Railways, urge NORTH MELBOURNE COUNCIL.. 'the necessity of making Arden street and Burns road, (half cost of which to be borne by the Department) fit for traffic without delay, so as to enable the new	6.7 Transport	North Melbourne Advertiser Saturday 13

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Date	event	Theme	source
	wood yard, at Arden and Laurens street, being opened at an early date. The work required would be inexpensive, and would form part of the permanent construction of the street. .		July 1889
1889	Flemington & Kensington public park reserved as 5 acres at corner site Epsom, Racecourse and Smithfield Roads.	7.2 Cultivating the 'Garden City' aesthetic	GG 1889, 2967
1889	Filling low lying land at Moonee Ponds Channel	6.6 Street making, drainage and river works	GG 1889: 1138
1890	Kensington was described as a thriving Melbourne suburb, with several hotels, two churches. A bank, a State School and numerous buildings springing up daily. Known previously only as a railway station adjoining Flemington two miles north of Melbourne' (Municipal Directory 1880).	3.1 From town to city	F&KCS: 15
1890	Arden Street railway yards built, facilitating Brunton's second large flour mill (later Love, now Weston Foods) in Laurens Street. These two mills (with a third 'Minifies' at South Kensington) developed the process of roller milling in Australia, enabling the development of flour exports – a major component of Australia's economy.	5.5 Building a manufacturing industry	MGA: 12
1890	Water supply works at North Melbourne by H Hart for Railways £3086	6.3 Providing essential services	GG 1890, 1992
1890	Victorian Railways Commissioners granted 487 acres Jan 1 extending west from Laurens St, south from Arden St	6.7 Transport	Parish Plan Jika Jika 314/13
1890	Three engine turntables erected at North Melbourne engine shed by W McKenna.	6.7 Transport	GG 1890, 1101
1890	Kensington railway subway built by M Govan	6.7 Transport	GG 1890, 273
1890s	Land reserved for rubbish incinerators for Melbourne, Footscray and Flemington Councils in association with the rubbish tips on the swamp. Melbourne constructed their incinerator known as a desiccator located south of the North Melbourne Swamp or Dynon Road west of the Coal Canal. A jetty was constructed to allow loading of refuse for dumping in the bay and possibly for unloading coal and other combustible material for firing the desiccator. Slaughter house and market waste may also have been dried in the desiccator for making fertilizer. On the north side of Swamp Road the council had a substantial stables for its horses used in collecting rubbish from the city.	6.6 Street making, drainage and river works	Vines & Lane: 9
1890s-1920s	Decline in the residential population of the central city as people moved out to the newly developed suburbs. Inner-city suburbs like North Melbourne, West Melbourne, Flemington and Carlton remained strongly residential, with a large working-class population.	3.1 From town to city	Context 2011: 11
1892	Holmes and Sons Foundry begun in Robertson Street, Kensington, and manufactured a range of stoves, fenders and bedsteads.	5.5 Building a manufacturing industry	F&KCS: 18;
1892	Early 1890s new canal connect to a river outlet to allow coal barges to reach the railway locomotives in the extensive Melbourne yards, terminating at Appleton Dock.	6.6 Street making, drainage and river works	MGA: 17
1892	Weigh bridge installed for trucks at Arden St siding by E Clarkson.	6.7 Transport	GG 1892, 3104
1893	Newly formed Metropolitan Fire Brigade had local fire stations	6.3 Providing	Context 2011:

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Date	event	Theme	source
	erected in the late nineteenth and early twentieth century, including the North Melbourne Fire Station.	essential services	40
1893	Bank moratorium: 1893, property values already slumped and the fevered building and development slowed to a trickle.	8.2 Housing the population	N&WMCS, V1: xiii
1893	Councillor James Henry Gardiner (see Gardiner Reserve) becomes one of trustees for North Melbourne Recreation reserve , along with Thomas Fogarty and others..(William Gardiner becomes trustee in 1896)	13.1 Public recreation	GG 1893, 152; 1896, 1851
1893-	Wesley Central Mission was established after hardships of the 1890s depression highlighted the need for improved welfare provisions. There was soon a high rate of unemployment in Melbourne and as a result families suffered, especially children.	11.2 Providing welfare services	Context 201: 64
1897	MMBW Detail Plan 867 shows Coburg railway embankment and the flood embankment near Bruce St (MGA observes the southern section of the bluestone lined canal, and the flood embankments remain largely intact from this time- not publicly visible now.)	6.6 Street making, drainage and river works	MGA: 16
1898	Barnet Glass Rubber Co. built 'vast' new premises at Kensington (Macaulay Road) in 1898, extending Wittingham's Maizdra Mills and employing up to 300 workers to manufacture articles out of Indian rubber, sent to the large company-owned warehouse in Flinders Street.	5.5 Building a manufacturing industry	VHD: Glass; F&KCS: 18;
1900	Flemington-Kensington Borough had 2,500 dwellings and a population of 12,000, with sewerage connected to most houses c1904 electricity introduced.	6.3 Providing essential services	F&KCS: 23;
1900	Development in North Melbourne virtually static with 43 dwellings under construction compared with 192, the decade before - there was a general decline in population, of 13.7% over the same period. The encroachment of city-bred industries and warehouses and the replacement of the row houses, accumulated in the 19th century, by non-residential structures.	8.2 Housing the population	N&WMCS, V1: xiii
1900-	Wool stores followed flour mills including the 'impressive Goldsborough Younghusband complex' started in c1900 at Elizabeth St, served by own siding. 'The combined wool stores and milling site in Elizabeth Street Kensington complete with railway sidings, and the North Melbourne block defined by Munster Terrace, Laurens, Queensberry and Miller Streets, are landmarks in the Arden Macaulay Structure Plan area and are at least of regional heritage significance.'	5.5 Building a manufacturing industry	MGA: 17-19
1900-1910 apprx.	Federation era - renewed economic activity in the housing, industry, commercial growth, after economic depression of c1892-1898	5.5 Building a manufacturing industry	F&KS
1901 apprx	Robert Mosley's Cordial Factory in Boundary Road North Melbourne was highly successful local enterprise, begun by Ann Mosely, ; the booming trade enabling a takeover of a disused skin store in Boundary Road converted to accommodate mixing vats, fillers, a boiler house and stables.	5.5 Building a manufacturing industry	F&KCS: 19; 'The Argus': 20 April 1901
1902	Moonee Ponds Creek Channel extension and Improvements showing 9" pitched channel surface from Essendon line crossing of creek to south of Swamp Road (Dynon Road) past what was then the Railway Dock (since filled in) to Dudley St, with former creek flowing to the east of the new line at the north end. Estimated to cost £10,408. Also concrete lining along creek from Arden St to Macaulay Road	6.6 Street making, drainage and river works	VPRO: PWD collection R/R1 2096, 2097, 2098 see also 2094 stone lined channel
1902	Holy Rosary Church. Kensington began in Derby Street in 1902 and	10.2 Belonging to	F&KCS: 19;

Date	event	Theme	source
	soon moved to a brick church on the corner of Ormond Street.	a religious denomination	
1903	Kensington Bone Dust Manufacturing Works trade mark registered.	5.5 Building a manufacturing industry	GG 1903, 3626
1903	Flemington & Kensington as electricity suppliers and subject to the Electric Light and Power act 1896, listing streets for electric lines also to construct electric tramway (with adjoining municipalities) under Tramways Act 1890	6.7 Transport	GG 1903, 2327; 2328
1904	Kimpton's Flour Mills burned down.	5.5 Building a manufacturing industry	Flemington/Kensington News Vol.1, No.2, 24 May 1985 (FKN, 1985)
1905	North Melbourne, Flemington & Kensington united with Melbourne to become the new Hopetoun Ward.	4.2 Administering the City of Melbourne	GG 1904, 4063; F&KCS: 23;
1905	Railways Commissioners given title to Crown land extending from Flinders street station on the south to beyond the North Melbourne station on the north. .. this area includes- a 'number of reservations made from time to time...', estimated value of the land is £1,500,000, .. The most valuable title ever been issued in Australia.	6.7 Transport	'The Argus': Monday 19 June 1905
1905	Tree Reserve in Canning Street created allowing Council to 'improve, plant, fence, cultivate and take charge of same.' (see Pleasance Gardens)	7.2 Cultivating the 'Garden City' aesthetic	GG 1905, 3499
1906	Electric lighting was introduced to North Melbourne	6.3 Providing essential services	Mattingley: RHSV: 19-98 (1917)
1906	Trams serve Flemington & Kensington area, Racecourse & Mt Alexander Rds. Nth Melbourne Electric Tramways & Lighting Co. tram sheds built 318-372 Mt Alexander Rd.	6.7 Transport	F&KCS: 23;
1910	North Melbourne public baths open	13.1 Public recreation	Context 2011: 72 cites 'Baths and bathing' in Brown-May and Swain, 2005, Parish Plan. 62-63.
1911	PROPOSED NEW RAILWAY WORKS: ESTIMATED COST, £1,201,000: Recommended extension of the gravitation goods yard at North Melbourne to relieve the congestion of traffic and business in the existing yard and sheds. Railways Commissioners to investigate a new yard constructed between Dynon Road and the stations at Kensington and South Kensington -Bridges and retaining walls, £40000...	6.7 Transport	'The Argus': Saturday 8 April 1911
1913-	Calls for a planning scheme for Melbourne when the planning 'movement' officially began with Sir James Barrett, founding president of the Victorian Town Planning and Parks Association from 1914	3.1 From town to city	Context 2011: 11
1915	Albert Mattingley of Shiel Street described the bird life, fish etc of the West Melbourne swamp: 'On the waters of the large marsh or swamp lying between North Melbourne and the Saltwater (Maribyrnong) River graceful swans, pelicans, geese, black, brown,	7.1 Appreciating the natural landscape	MGA: 10

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Date	event	Theme	source
	and grey ducks, teal,...' (cites Albert Mattingley 1915, Recollections of early Melbourne)		
1916	Testing for the Suburban Electrification done at Newmarket Railway Yards on the Flemington Racecourse Spur Line	6.7 Transport	F&KCS: 24;
1917	Melbourne Council declare the City's Public Pound at the corner of Arden and Munster terrace North Melbourne (CA 1/75B)	4.2 Administering the City of Melbourne	GG 1917, 3690
1917	Free Kindergarten Union of Victoria commenced a training course for kindergarten teachers- Many of the first free kindergartens were established in the municipality by philanthropic women, including one in Carlton. Model kindergartens were also established at Carlton and at North Melbourne. (Lady Huntingfield Free Kindergarten, North Melbourne cited as significant example - purpose-designed by Eric Beilby, City Council Architect as a "2-unit" kindergarten on a large block of land 87 - 93 Haines Street, built and equipped by Melbourne City Council in 1939-40)	8.3 Educating the people	Context 2011: 52; National Trust of Australia (Vic) file B7387
1920s	City of Melbourne centre of manufacturing in Australia, decline after-post-war many city factories and warehouses left empty or converted for other uses. Industrial area of Southbank virtually obliterated in the 1990s.	5.5 Building a manufacturing industry	Context 2011: 35
1921	Pilkington Street, North Melbourne changed to Langford Street	4.2 Administering the City of Melbourne	GG 1921, 2629
1924	Tramway to be built in Howard Street to link the North Melbourne Cable Tramway in Victoria Street to a proposed car depot and turn-out in Howard Street	6.7 Transport	GG 1924, 3103
1927	Barwise Street, North Melbourne changed to Racecourse Road	4.2 Administering the City of Melbourne	GG 1927, 1983
1928	Holy Rosary commenced a new brick church in Gower Street, Kensington.	10.2 Belonging to a religious denomination	F&KCS: 20;
1928-1929	Regulations exhibited for Children's Playground reserved at North Melbourne 11 September 1928 - detailed requirements (Buncle, Canning and Macaulay Rd)	11.4 Caring for mothers and babies	GG 1929,115; 1928, 2527
1928-1932...	World economic depression, c1928-32 development cessation, momentary recovery, c1932-39	5.3 Developing a large, city based economy	F&KS
1929	First town planning scheme for Melbourne was prepared by the Metropolitan Town Planning Commission	3.1 From town to city	Context 2011: 12
1930s	Melbourne was promoted in tourist literature as the 'Garden City'. The Curator of City Parks for the City Council during this period, J.T. Smith, was a tireless and innovative..	7.2 Cultivating the 'Garden City' aesthetic	Context 201: 44
1936	Oswald Barnett, a campaigner against slums led the Victorian Government to establish the Housing Investigation and Slum Abolition Board (HISAB) in July 1936, to investigate housing conditions in identified slum areas.	8.2 Housing the population	Context 2011: 64
1937	BEAUTIFIED MOONEE PONDS CREEK-Red, pink, and white flowering gums and poplar trees will beautify the black Bad banks of the Moonee Ponds Creek at Kensington when- the Metropolitan Board of Works completes its flood, prevention work there soon. As part of a project costing £22,000, the board has widened the creek,	6.6 Street making, drainage and river works	'The Argus': Tuesday 14 September 1937

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	<p>and the banks have also been planted with grasses.</p> <p>For many years the creek has been criticised as insanitary. It has caused many floods which have washed residents to low-lying parts of Kensington and Macaulay from their homes. The flood prevention work is being carried out by the board and the Melbourne City Council, which will begin its part of the project once the board's work is completed.</p>		
1938	Housing Commission of Victoria established under the Housing Act 1937 in response to slum housing in Melbourne, and worked under the 'Slum Reclamation and Housing Act' 1938	8.2 Housing the population	Wikipedia, the free encyclopedia (WP), cites Renate Howe. 1988 . New houses for old : fifty years of public housing in Victoria, 1938-1988.
1939-1953	World War Two. development cessation except for key local industries in North & West Melbourne and Kensington who supplied the home front or war effort and expanded quickly	4.8 Defending the city	F&KS
1941	First North Melbourne Slum Reclamation Area declared - Molesworth, Curzon, Haines, and Abbotsford Streets North Melbourne where there are houses 'unfit for human habitation' and in the view of the Housing Commission insanitary or unhealthy because of their excessive number or bad arrangement of buildings, bad arrangement or narrowness of streets- that cannot be dealt with unless declared under the Slum Reclamation and Housing Act 1938 part III	8.2 Housing the population	GG 1941, 162
1942	South Kensington to West Footscray railway now completed and handed over the Commissioners by the Board of Land & Works and Chief Engineer for Railway Construction	6.7 Transport	GG 1942, 1890
1945-1970	During the post-war 'long boom' of 1945-1970, Melbourne's economy grew steadily as the financial capital of Australia, and associated industries (banking, stock-broking) and the workforce grew apace.	9.3 Working in the post-war city	Context 201: 56
1946	Burge Brothers open large and distinctive factory using a structural plywood in an innovative manner in Racecourse Rd.	5.5 Building a manufacturing industry	F&KCS
1947-	Organised post-war immigration of non-British persons had commenced, drawn largely from southern Europe, especially Greece and Italy, and also from the war-ravaged countries of Europe	2.3 Promoting immigration	F&KCS: 24; Context 2011: 8
1950s-	Housing Commission of Victoria developed 'modern' new housing estates in socially disadvantaged residential areas, including the Hotham Estate in North Melbourne and the Holland Estate in Kensington (the former cited as a significant example)	8.2 Housing the population	Context 2011: 51 cites history of the Hotham estate', prepared by Frances O'Neill and Sheryl Yelland on the Hotham Estate, North Melbourne, 1993.
1954	MMBW prepared Melbourne planning scheme, concerned with consolidating industrial areas, issues of transport, parkways - but not	3.1 From town to city	Context 2011: 12

	gazetted until 1968.		
1954	Second North Melbourne Slum Reclamation Area declared - Lothian, Arden, O'Shannassy, and Abbotsford Streets North Melbourne (or CAs 1-3/76B) where there are houses 'unfit for human habitation' and in the view of the Housing Commission insanitary or unhealthy because of their excessive number or bad arrangement of buildings, bad arrangement or narrowness of streets- that cannot be dealt with unless declared under the Slum Reclamation and Housing Act 1938 part III	8.2 Housing the population	GG 1954, 4762
1956	Olympic teams compete at the Arden Street Oval, North Melbourne, and at Princes Park in Carlton.	13.1 Public recreation	Context 2011: 72
1957	HCV proclaim desire to 'treat' or compulsorily acquire land from owners within the declared Slum Reclamation Areas	8.2 Housing the population	GG 1957, 245
1957	North Melbourne Slum Reclamation Area declared: CAs 1-10/77, 1/A Jika Jika: O'Shannassy, Abbotsford, Curzon, Arden Streets	8.2 Housing the population	GG 1957, 3222
1958	Housing Commission of Victoria (HCV) proposed multi-storey flats as a complement to the precast walk-up flats built.	8.2 Housing the population	Howe: 144
1958	North Melbourne Slum Reclamation Area declared - Curzon, Haines, O'Shannassy, and Abbotsford Streets North Melbourne (or CAs1-52/77B) via Housing Act 1958	8.2 Housing the population	GG 1958, 3638
1959	North Melbourne Slum Reclamation Area declared: CAs 16 and 29-54/93, 1/A Jika Jika: O'Shannassy, Abbotsford, Curzon, Arden Streets	8.2 Housing the population	GG 1957, 3222
1959	North Melbourne Slum Reclamation Area declared: CAs 29-43/93, 1/A Jika Jika.	8.2 Housing the population	GG 1959, 3573
1960	The first Housing Commission of Victoria (HCV) tower designed by Bernard Evans was erected from 1960 in South Melbourne, followed by a 20 storey tower in Boundary Rd, steel framed with concrete block infill and 4 storey walk-up flats (on stilts) at its base.	8.2 Housing the population	Howe: 145
1960s	Numerous 'six-pack' flat blocks were erected in South Yarra, East Melbourne, North Melbourne and Carlton.	8.2 Housing the population	Context 2011: 51
1961	Housing Reclamation Area declared at Kensington under Housing Act 1958 as unfit for human habitation etc. part CA20/2 Doutta Galla etc., plus many others to follow to 1965	8.2 Housing the population	GG 1961, 2136
1961-1964	Kensington, Holland HCV estate begun 1961-2 as the first use of precast load-bearing wall panels from the Holmesglen factory for high rise (8 storeys), connected by aerial bridges.	8.2 Housing the population	Howe: 146-
1964	First prefabricated multi-storey Housing Commission flat block was completed at Flemington, creating new concepts in structural design, community housing and the scale of residential building, with occupation by recent immigrants, Italians, Greeks, Yugoslavs, and more recently. Vietnamese.	8.2 Housing the population	F&KCS: 24;
1964	North Melbourne Slum Reclamation Area declared: CAs 1-20/8, 1-11/9B (Leveson, Arden, Courtney, Howard, Queensberry Streets)	8.2 Housing the population	GG 1964, 3684
1968	Tullamarine Freeway construction begins, originally designated in the 1969 'Melbourne Transportation Plan' as the F14 Freeway corridor. Moonee Ponds Creek upstream of Racecourse Road was realigned, parts of the creek bed concreted, removing the 'chain of ponds', found by Hoddle in 1837. The freeway terminated at Flemington Road.	6.7 Transport	WP
1970	By 1970 nearly 4000 privately owned dwellings had been compulsory acquired and replaced by nearly 7000 high rise flats. Three housing towers (Y, T and S shape in plan, vary between 20-	11.1 Improving public health	Wikipedia, the free encyclopedia

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

	30 storeys in height) and one tower (I-Shaped) were built on a site in Boundary Rd, and Canning Street (Corner of Boundary Rd), North Melbourne		(WP) ²⁷
1970s-	Large numbers of Vietnamese refugees settle in Melbourne	2.3 Promoting immigration	Context 2011: 8
1971	Aerial view of North Melbourne shows Commonwealth Wool and Produce Co-op at 64 Sutton Street and Victorian Co-op. Producers Warehouse to its south (State Library of Victoria). Large scale development at North Melbourne side of the 'almost barren' man-made creek valley (1880s basalt pitcher lined), with major drains flowing to it through the embankments on either side.	5.5 Building a manufacturing industry	MGA: 22, 24
1985	Flemington Kensington Heritage Study published and adopted by MCC, carried out by Graeme Butler in 1983	15.4 Preserving the fabric of the past	MGA:
1991	Weaver's 1991 study of the archaeology of the Moonee Ponds Creek recorded thirty one Aboriginal archaeological sites, the majority of which were recorded within 200 metres of the creek (water and food source for the Aboriginal people of the Woiwurong language group of the Wurundjeri tribe). No post contact sites identified from the first settlement period.	1.0 Aboriginal Country	MGA: 8-9
1992	CityLink announced and received the State Government's formal approval in mid-1994. The western link was between the Tullamarine and Westgate Freeways. Contract awarded to Transurban (partnership of Australia's Transfield Services and Japan's Obayashi Corporation in 1995). Estimated in 1996 at about \$1.8 billion. First part opened 1999, all by end of 2000. Part of the narrow section of the 1880s bluestone lined creek bed was changed.	6.7 Transport	WP; MGA: 26
1996	Ian Hill 1996 records the Moonee Ponds Creek photographically before CityLink construction (State Library of Victoria)	7.1 Appreciating the natural landscape	MGA: 26

²⁷ cites Renate Howe. 1988 . New houses for old: fifty years of public housing in Victoria, 1938-1988.

Heritage Evidence: Amendment C207, Arden Macaulay Heritage Review

1997	Sale by State Government of old Hotham Council Municipal Purposes Reserve gazetted 1881 (CA3/75B) 1.4ha Laurens and Arden St corner, site of former public pound also CA 4/75B for a proposed electrical substation.	4.2 Administering the City of Melbourne	GG 1997, 745; 1997, 1242
1999	1999 most graded sites from the Butler studies included in a heritage overlay in the Melbourne Planning Scheme, some as individual sites and some as part of a precinct. (Some statements of significance by others, some with no Statement of Significance)	15.4 Preserving the fabric of the past	MGA: 5
1999	Allom Lovell. Review of E grade buildings (also reviewed by Meredith Gould Architects): 'E' graded places either upgraded to A, B, C or D, or amended to have no grading (Kensington was not part of the City of Melbourne at this time, the A to E grading definitions from the original 1985 Study apply rather than the A to D grade definitions currently referenced in Clause 22.05 as the Heritage Places Inventory, July 2008.	15.4 Preserving the fabric of the past	MGA: 5
2008	Heritage Places Inventory published listing graded places inside and outside of the Capital City Zone, Incorporated Document in the Melbourne Planning Scheme with places graded A-E and Levels 1-3 Streetscape, each defined differently to the 1985 policy document. MGA sees inconsistencies in Inventory and study listings.	15.4 Preserving the fabric of the past	MGA: 5-
2008	Heritage Precincts Project carried out 2005 (2006?) by Meredith Gould Architects prepared new statements of significance for all heritage precincts within the City of Melbourne, adopted by MCC 2008.	15.4 Preserving the fabric of the past	MGA: 5

Appendix 3: Heritage definitions used by Melbourne City Council

Definitions of the Melbourne City Council heritage grading system

The following, drawn from the **1985** policy document, *Urban Conservation in the City of Melbourne: p.21- 24*, and the **2008** *Heritage Places Inventory* (with references to the National Estate Register removed) explains the grading or evaluation system used in the 1983-4 conservation studies and their policy equivalent today.

Each building with cultural heritage significance located within the City of Melbourne has been assessed and graded according to its importance. Streetscapes, that is complete collections of buildings along a street frontage, have also been assessed and graded. Individual buildings are graded from A to E, while streetscapes are graded from Level 1 to 3, both in descending order of significance.

The following definitions are provided in the inventory of what each heritage grading level means.

Definitions

'A' Graded Buildings

1985- Buildings of national or state importance, irreplaceable parts of Australia's built heritage.

2008- These buildings are of national or state importance, and are irreplaceable parts of Australia's built form heritage.

'B' Graded Buildings

1985- Buildings of regional or metropolitan significance, and stand as important milestones in the development of the metropolis.

2008- These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis.

'C' Graded Buildings

1985- Buildings make an important aesthetic or scientific contribution that is important in the local area. This includes well-preserved examples of particular styles of construction,

as well as some individually significant buildings that have been altered or defaced.

2008- These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

'D' Graded Buildings

1985- Buildings are either reasonably intact representatives of particular periods or styles or they have been substantially altered but stand in a row or street which retains much of its original character.

2008- These buildings are representative of the historical, scientific, architectural or social development of the local area. They are often reasonably intact representatives of particular periods, styles or building types. In many instances alterations will be reversible. They may also be altered examples which stand within a group of similar period, style or type or a street which retains much of its original character. Where they stand in a row or street, the collective group will provide a setting which reinforces the value of the individual buildings.

'E' Graded Buildings

1985- Buildings have generally been substantially altered, and stand in relative isolation from other buildings of similar periods. Because of this they are not considered to make an essential contribution to the character of the area, although retention and restoration may still be beneficial

2008- These buildings have generally been substantially altered and stand in relative isolation from other buildings of similar periods. Because of this they are not considered to make an essential contribution to the character of the area, although retention and restoration may still be beneficial. =

Urban Conservation in the City of Melbourne 1985

The reference document *Urban Conservation in the City of Melbourne* 1985 further qualifies the grading system as follows.

Outstanding Building, *outstanding in its own right* – a grade **A** or **B** building anywhere in the Municipality

Contributory Building *contributory to the street and the area's character* – a grade **C** building anywhere in the municipality and a **D** building in a Level **1** or **2** streetscape in an Urban Conservation Area.

Note that Outstanding Buildings can also be contributory.

Streetscapes

The definitions used for each of the streetscape gradings are as follows:

Level 1 Streetscape

These streetscapes are collections of buildings outstanding either because they are a particularly well-preserved group from a similar period or style, or because they are highly significant buildings in their own right.

Level 2 Streetscape

These streetscapes are of significance either because they still retain the predominant character and scale of a similar period or style, or because they contain individually significant buildings.

Level 3 Streetscape

These streetscapes may contain significant buildings, but they will be from diverse periods or styles, and of low individual significance or integrity.

Appendix 4: Assessment criteria used in the review

Planning and Environment Act - heritage values and thresholds

Section 4(1)(d) of the *Planning and Environment Act 1987* lists the following heritage values for use in heritage assessment within the Municipality Planning Scheme:

- scientific,
- aesthetic,
- architectural or
- historical interest or
- other special value (includes social or spiritual interest.)

The thresholds applied in any assessment of significance are:

- State Significance and
- Local Significance.

Local Significance includes those places that are important to a particular community or locality.

Melbourne City Council gradings

Buildings graded A, B, or C under the Melbourne City Council definitions are proposed as locally significant with at least one of the above values being assessed as significant within the local context. Buildings graded A are significant at State level, with B graded places have potential, but not confirmed, State significance.

Assessment criteria used in this report

This Report uses the above heritage values, as assessed under the *Victorian Planning Provisions* (VPP) Practice Note, *Applying the heritage overlay 2012* which cites the following criteria as briefly described below:

A place may have:

A importance to the course or pattern of our cultural or natural history (historical significance);

B uncommon rare or endangered aspects of our cultural or natural history (rarity);

C potential to yield information that will contribute to an understanding of our cultural or natural history (research potential);

D importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness);

E importance in exhibiting particular aesthetic characteristics (aesthetic significance);

F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance);

G. Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance);

H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

Appendix 5: General sources used in the review

Allom Lovell and Associates 1999, *City of Melbourne Heritage Review and Building Identification Forms 1999*

Allom Lovell and Associates, 2000 North and West Melbourne Heritage Review 2000 for City of Melbourne

Ancestry web site (Ancestry.com) including directories, electoral rolls.

Australian Bureau of Statistics (ABS)
Australian Dictionary of Biography (ADB), online and hard copy;

Butler, Graeme 1983. *North and West Melbourne Conservation Study* including the City of Melbourne version and extra research data held by Graeme Butler & Associates
Butler, Graeme, 1984. *Flemington and Kensington Conservation Study*

Cannon. *The Land Boomers* (MUP. 1966).
City of Melbourne Architect drawing collection;
City of Melbourne, 2010. *Bridge Management Plan 2005-2010*;

Commonwealth Electoral Rolls (SLV)
Context, 2011: City of Melbourne Thematic Environmental History (final 2011):
Heritage Victoria *Victorian Heritage Database* (VHD) online;

Historical Collection of the North Melbourne Association, North Melbourne Library.
Jones, Lewis and Peggy. *The flour mills of Victoria 1840-1990: an historical record*;
Jones, Lewis. 1984 *Where have all the flour mills gone? : a history of W.S. Kimpton and Sons - flour millers, 1875-1980*;

Kensington-Flemington Historical Society background notes held by Flemington-Kensington Municipal Library

Land Victoria records, aerial photographs;

Lewis, M. Melbourne University Architecture School *Australian Architects Index*
Melbourne Building Permit Applications (VPRO);

Melbourne City Council, *Heritage Places Inventory July 2008*

Melbourne City Council, *i-Heritage* online heritage database;

Melbourne Library Service, North Melbourne Library local history collection;

Melbourne Planning Scheme Reference Document City Of Melbourne Heritage Precincts: Background History & Significance and Assessment (proposed as a reference document to Clause 22.06 of the Melbourne Planning Scheme from the Heritage Precincts

Project study reports prepared by heritage consultant and City of Melbourne heritage advisor Meredith Gould Architects Pty Ltd
December 2004)

Melbourne University Archives (MUA)
Melbourne, North Melbourne and Hotham municipal rate books (RB) and valuers books (VB), VPRO;
Meredith Gould Architects (MGA), 2010. Heritage Assessment Arden Macaulay Structure Plan Area;
Museum of Victoria collection (MOV)

National Library of Australia (NLA) *Trove* web site including newspapers;

National Trust of Australia (Vic.) Building Files cited in Graeme Butler reports;

Noble and Morgan. *Speed The Plough. A History of the Royal Agricultural Society of Victoria*, Melbourne 1906)

Peck. *Memoirs of a Stockman*. (Melbourne. 1972)

Peterson, R 1999, letter and report on Moonee Ponds Creek Arden Street Bridge to K Bayly, MCC:

Planning Maps Online web site see <http://services.land.vic.gov.au/maps/pmo.jsp> ;

Sands & McDougall, Victorian and Melbourne directories, microfiche and compact disk, cited for example as D1888.

Smith, *Cyclopedia of Victoria* (Melb.1905)

State Library of Victoria (SLV). Latrobe Picture Collection, Map Collection (MMBW detail and record plans), Biographical Index;

Sutherland. *Victoria and Its Metropolis* (1887) *Victorian Government Gazette* (VGG) online
VicTrack drawing collection (accessible through public relations department)

Ward, Andrew C. and Associates 1988: Study of historic railway buildings and structures for V/Line ; State Transport Authority, Victoria. 4 vols;