APPENDIX B – HERITAGE CITATIONS

PLACES/SITES WITHIN THE REFERRAL PROJECT AREA

ROYAL PARK

rp The Burke & Wills monument and the nearby natural landscape

diagram 2337.JPG

RP The Australian Native Garden.jpg

rp ross straw baseball field

rp Tree planting alongside tramway through Golf Course.jpg

rp Trim Warren Tam-Boore wetland system.jpg

return to royal park concept plan.jpg

Location

FLEMINGTON ROAD AND ROYAL PARADE AND GATEHOUSE STREET AND THE AVENUE AND ELLIOTT AVENUE AND PARK STREET AND POPLAR ROAD AND MACARTHUR ROAD AND OAK STREET AND BRENS DRIVE PARKVILLE, MELBOURNE CITY

Municipality

MELBOURNE CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H2337

Heritage Overlay Numbers

HO4

VHR Registration

October 23, 2014

Amendment to Registration

December 4, 2015

Heritage Listing

Statement of Significance

Last updated on -

What is significant?

Royal Park is a large public park of 188 hectares established in 1854 in the northern part of the City of Melbourne. It contains a wide range of designed and informal landscapes incorporating remnant indigenous vegetation, together with historic buildings, structures and community facilities.

History Summary

Royal Park was an integral element in Lieutenant-Governor Charles La Trobe's vision, from the mid-1840s, of Melbourne as a city surrounded by extensive public parklands, which were considered to be vital to the health and wellbeing of the inhabitants. The site was part of the large area of land north of the city reserved for public purposes in 1845, and La Trobe personally identified the boundaries of the future park on the day of his departure from the colony in 1854. By the time the park was gazetted in 1876 it had been reduced in size by residential development. The park has provided the site for various scientific endeavours, including the establishment of an Experimental Farm (1858) and as a reserve set aside for the Acclimatisation Society of Victoria (1861), part of which later became the Royal Melbourne Zoological Gardens. The park received national recognition as the starting point of Burke and Wills' expedition to the Gulf of Carpentaria in 1860, an event marked by a memorial cairn in 1890. Royal Park has been used for a range of military purposes from the late-nineteenth century: as the site for a government powder magazine, for displays and parades and as an important military camp during World Wars I and II. The Park has also been the site of various institutions for public health and welfare, including the Royal Children's Hospital. It has provided an open space for large public gatherings and civic functions as well as being an extensive public recreation ground. It has been a venue for various sporting competitions from the late 1850s, including cricket, football and golf, and is particularly associated with women's sport. Royal Park has been appreciated as a place of beauty since the arrival of European settlers, and this is evident in writings and artworks. Throughout its history there has been ongoing concern for its preservation, and despite various excisions the reserve has remained relatively unchanged in size since 1876. The retention and replanting of much indigenous vegetation is a feature of Royal Park and in 2010 the City of Melbourne won national recognition for its implementation of the 1984 Master Plan which helped preserve and develop the natural landscape so close to the city centre.

Description Summary

Royal Park is a 188ha park which is located close to the northern edge of Melbourne's city centre and forms part of the network of open parklands that characterise the city and inner suburbs. Royal Park is bordered by Park Street along the northern boundary, The Avenue along the eastern boundary, Gatehouse Street along the south-east boundary, Flemington Road along the south-western boundary (excluding the Royal Children's Hospital) and Southgate Street and Manningham Street along the western boundary (excluding the institutional complex in the north-west corner). The centre of the park accommodates the Royal Melbourne Zoological Gardens (VHR H1074).

Royal Park comprises large open spaces for passive and informal recreation, areas of native and indigenous vegetation including grassland, open woodland and wetland habitats, historic buildings and monuments, and areas for sporting activities, including ovals, buildings and other facilities.

Royal Park is part of the traditional land of the Kulin Nation.

How is it significant?

Royal Park is of historic and aesthetic significance to the State of Victoria. It satisfies the following criteria for inclusion in the Victorian Heritage Register:

Criterion A Importance to the course, or pattern, of Victoria's cultural history

Criterion B Possession of uncommon, rare or endangered aspects of Victoria's cultural history

Criterion E Importance in exhibiting particular aesthetic characteristics

Why is it significant?

Royal Park is significant at the State level for the following reasons:Criterion A Importance to the course, or pattern, of Victoria's cultural history

Royal Park is historically significant as an outstanding and largely intact example of the public parks set aside by Lieutenant-Governor Charles La Trobe from the mid-1840s as part of his vision for the city of Melbourne. It retains its early use and demonstrates La Trobe's contribution to the provision of public open space in the colony and also the vision of the colonial administration for the future development of Melbourne. Largely as a result of La Trobe's vision Melbourne now has a group of spectacular parks.

Royal Park is historically significant as the site of scientific institutions important to the development of the colony, including an Experimental Farm (1858) and the Acclimatisation Society of Victoria (1861), part of which later became the Royal Melbourne Zoological Gardens (VHR H1074) on the site. Many trees on the site were planted by the Acclimatisation Society between c1862 and 1900.Royal Park is historically significant as the starting point of Burke and Wills' ill-fated expedition to the Gulf of Carpentaria (1860), an event which gained national recognition and was depicted by prominent Australian artists, including William Strutt and Nicholas Chevalier.Royal Park is historically significant for its use for military purposes since the 1860s. It was the site of a major Australian military camp and training ground during the First World War, was used for the mobilisation of Anzacs to the Western Front, and was a camp for both Australian and US troops during the Second World War prior to their deployment to Pacific War campaigns (1941-45). Royal Park is historically significant for its long association with sport in Victoria. It is the site of one of the earliest public golf courses in Victoria (1903), of Australia's first dedicated baseball field (Ross Straw Field c1970) and from the early 1900s has played an important role in the advancement of women's competitive sport in Australia.

Criterion B Possession of uncommon, rare or endangered aspects of Victoria's cultural history

Royal Park is rare as the most outstanding and intact example of the metropolitan parks aside from the 1840s for the people of Victoria, which retains its basic form, its early use, remnant indigenous vegetation and important views to the city. It is the only example of an inner Melbourne park which retains stands, as opposed to specimens, of remnant indigenous vegetation and clearly demonstrates an ongoing dedication to planting native and indigenous trees over a period of more than 150 years.

Criterion E Importance in exhibiting particular aesthetic characteristics

Royal Park is aesthetically significant as an outstanding example of a large metropolitan park, particularly notable for its remnant indigenous vegetation and important views to the city. It is the only example of an inner Melbourne park which retains stands of remnant indigenous vegetation and clearly demonstrates an ongoing dedication to planting native and indigenous plants over a period of 150 years. The Park landscape provides significant internal and external vistas, including the native grassland 'hilltop' circle where a 360-degree panorama provides a dramatic and sensory appreciation of the city skyline and surrounding landscape. An appreciation of the aesthetic value of the park is evident in the numerous contemporary descriptions of the place from the nineteenth century onwards, and in the numerous paintings, sketches and photographs of the Royal Park landscape. The most recent layer of development associated with the 1984 Master Plan is significant for its design philosophy and natural landscape aesthetic. In 2010, the Australian Institute of Landscape Architects awarded the City of Melbourne the "ALIA national award for sustainable settlement, green infrastructure and landscape principles" for "its stewardship of Royal Park as a nationally significant landscape".

Royal Park is also significant for the following reasons, but not a State level:

Royal Park is of historical significance at a local level for its long history of recreational use, including the early establishment of the Brunswick Cricket Club in 1858 and its early use for Australian Rules football (by 1865). It is historically significant at a local level for its use as Emergency Public Housing by the Housing Commission of Victoria (1947-56) on the site of Camp Pell following the withdrawal of army troops.

Royal Park is significant at a local level for its association with Victorians who have played leading roles in its development: early trustees such as Ferdinand Mueller and William Davidson; the Town Clerk of Melbourne E G Fitzgibbon, who opposed nineteenth century attempts to alienate the parkland; the landscape architect Grace Fraser, designer of the Australian Native Garden; and with the City of Melbourne Councillors Elliott, H.G. Smith, William J. Brens, and Colin C. McDonald (who was also an Australian Test cricketer). It is also associated with

prominent sports people including Julius Lockington 'Judy' Patching (athletics) and prominent Australian baseball figure Ross Straw.

Royal Park is of social significance at a local level for its continuing use by community sporting groups across Melbourne and Victoria.

Permit Exemptions

General Exemptions:
General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.
Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.
Find out more about heritage permit exemptions here.
Specific Exemptions:
PERMIT EXEMPTIONS (under section 42 of the Heritage Act)

Landscape exemptions
*The process of gardening, including mowing, hedge clipping, bedding displays, removal of dead shrubs, disease and weed control, and maintenance to care for existing plants.
*The removal of dead or dangerous trees and emergency tree works to maintain safety. If the tree is identified as either remnant indigenous vegetation or part of the first wave of tree planting associated with the acclimatisation period c1860-1900 in Map B of Christine Dyson 'Cultural and Historic Significance of Royal Park', Prepared for the City of Melbourne, September 2013 (see below), the Executive Director must be notified of these removals within 21 days of them being undertaken.
*Management of trees in accordance with Australian Standard; Pruning of Amenity Trees AS 4373-1996.
* Management of trees in accordance with Australian Standard; Protection of Trees on Development Sites AS 4970-2009.
*Subsurface works involving the installation, removal or replacement of watering and drainage systems or services outside the canopy edge of significant trees in accordance with AS4970 provided that works do not impact on archaeological features or deposits.
*Removal of plants listed as noxious weeds in the *Catchment and Land Protection Act* 1994.
*Vegetation protection and management of possums and vermin.
* New plantings in accordance with:
o City of Melbourne, Royal Park Master Plan, 1997
o SERCO, Royal Park Native Vegetation Management Plan (2007)
o ALM, Australian Native Garden - Vegetation Management Plan (2001)
o SERCO, Royal Park Vegetation Zones Plan (2013)
*All works associated with water harvesting and storage outside the canopy edge provided that archaeological features and deposits are not impacted.
*Repairs and maintenance to all hard landscape elements, fences, gates and lighting (excluding memorials and historic signage).
*The installation of Royal Park specific and standard City of Melbourne furniture, including rubbish and recycling bins, park seats, picnic tables, park and interpretative signage, drinking fountains, pathway park lights, park fencing and safety barriers outside of tree protection zones and not within 5 metres of historic monuments, statues and signage.

Road, carpark and public transport infrastructure exemptions:
*All works associated with operating and maintaining the existing road and public transport infrastructure including:
o All carparks, signs, fire hydrants, parking meters, seating, shelters, speed humps, pedestrian refuges and splitter islands, footpaths, tramlines, railway tracks, kerbs and channels.
o Royal Park train station building and platforms.

Sports facility exemptions:
*In areas designated for sport in the 1997 Royal Park Master Plan, maintenance and repair of existing facilities and the addition of minor structures related to sports activity or safety, for example resurfacing playing surfaces,

fencing and cricket nets.
*All interior and exterior works to the State Netball and Hockey Centre complex.

Building exemptions:
*All internal works
*External repairs and maintenance that replaces like with like.

Event exemptions:
*Any event under 5 days in duration which has received an event permit from the relevant event approvals body.

Return to Royal Park Project exemptions:
*Works already approved for the 'Return to Royal Park' project. This project will see parkland reinstated on the site of the old Royal Children's Hospital (see approved scheme following).

The City of Melbourne and Department of Health are working together on the Return to Royal Park project, which will see parkland reinstated on the site of the old Royal Children's Hospital. The park will be established on the corner of Gatehouse Street and Flemington Road in Parkville, providing a new entrance to Royal Park. The goal is to create a native park which complements the existing vegetation and landscape character of Royal Park.

For more information see www.returntoroyalpark.com.au

Exception
Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such works shall cease and Heritage Victoria shall be notified as soon as possible.

Additional requirement
All works should be consistent with (as relevant):

*City of Melbourne, Royal Park Master Plan, 1997
*Andrew Long and Associates, *Royal Park, Parkville, An Aboriginal Archaeological and Historical Heritage Study* (2002)
*SERCO, *Royal Park Native Vegetation Management Plan* (2007)
* ALM, *Australian Native Garden - Vegetation Management Plan* (2001)
*SERCO, *Royal Park Vegetation Zones Plan* (2013)
*City of Melbourne, *Tree Retention and Removal Policy* (2012).

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

Theme

2. Peopling Victoria's places and landscapes 4. Transforming and managing the land 5. Building Victoria's industries and workforce 6. Building towns cities and the garden state 7. Governing Victorians 8. Building community life 9. Shaping cultural and creative life

Construction dates	1856,
Heritage Act Categories	Registered place,
Hermes Number	1954
Property Number	

History

HISTORY

1 A Wurundjeri camping ground

The land now occupied by Royal Park had long been used as a camping ground by the Wurundjeri and by other tribal groups visiting the area. The early colonist William Westgarth encountered an Aboriginal camp here in the early 1840s and corroborees were observed to have taken place here. Aboriginal groups continued to use the reserve in the 1850s as a camping ground, and often visited the Royal Park Mounted Police barracks (Walmsley House, VHR H1946) on the south-eastern corner of the present park. They continued to visit this building after 1862, when it became the residence of the Crown Lands Bailiff for Royal Park, Francis Meaker, who may have provided them with rations. Albert Le Souëf, the first residential manager of the Acclimatisation Society's Gardens in 1870, was the son of William Le Souëf, a former Protector of the Aborigines on the Goulburn and a long-serving member of the Aborigines Protection Board, and may have encouraged the Aborigines' ongoing associations with Royal Park. These connections helped Le Souëf establish an Aboriginal encampment at the zoo in the 1880s, which accommodated over 20 people.

2 Development of Royal Park

A 'royal park' for the colonies

Parks and gardens in Britain had traditionally formed part of royal domains, or private pleasure grounds. The royal parks in Britain, such as Hyde Park and Regent Park in London, were large areas of Crown land that were part of the king's or queen's domain. Traditionally the use of these lands was restricted to the royal family, but following the Crown Lands Act of 1851 many royal parks were increasingly designated for public recreation and enjoyment. The British Government did not set aside land specifically for the purpose of public parks until the 1840s, following the 1833 report of the Select Committee on Public Parks and Places of Exercise. This proposed the provision of public parks as a means of alleviating the social problems suffered by the working class, notably overcrowding, which had resulted from rapid industrialisation.

In the 1840s, progressive ideas about the benefits of public parkland reserved for the health and recreation of the people began to influence town planning in the colonies. An 1844 petition prepared by the Melbourne Town Council to send to the Government in Sydney noted that:

It is of vital importance to the health of the inhabitants that there should be parks within a distance of the town where they could conveniently take recreation therein after their daily labour ... experience in the mother country proves that where such public places of resort are in the vicinity of large towns, the effect produced on the minds of all classes is of the most gratifying character...

In 1844-45 Superintendent C J La Trobe negotiated with Governor Gipps in Sydney over the reservation of a large area of land north of the city. This resulted in 2560 acres or 4 square miles [1036 hectares] being set aside for public purposes, which was to include the site of Royal Park, Princes Park, the University of Melbourne and the Melbourne General Cemetery. On the day of his departure in 1854, La Trobe, then Lieutenant-Governor of Victoria, rode to the area he had reserved ten years earlier and indicated to the surveyor-general exactly where he wanted the boundaries of Royal Park (then of 730 acres or 295 ha) and Princes Park. La Trobe's contribution to the provision of open space in Melbourne was therefore of great importance. However by the time Royal Park was officially gazetted as a public park in 1876 it had been reduced to 424 acres [172 ha] in extent, mainly because of pressure for residential development in the area.

By the mid-1850s Melbourne had an inner ring of reserved parkland close to the centre of the city, including Flagstaff Gardens, Carlton Gardens, Fitzroy Gardens and the Treasury Reserve, as well as an outer ring of parks further from the city. The outer parks included Royal Park and Princes Park (whose names represented a symbolic link to the royal parks of Britain) to the north of the city, the Richmond Police Paddock (Yarra Park), Studley Park and the Survey Paddock (Burnley Park) to the east, and Fawkner Park and South Melbourne Park (Albert Park) in the south. The reservation of public parkland surrounding Melbourne was critical in La Trobe's vision for Melbourne as a city of great beauty and function.

Developing a public park

Originally the northern parklands extended across Sydney Road to Princes Park and the Melbourne Cemetery, creating a vast area of largely uninterrupted bush and grassland. This remained largely undeveloped, unfenced and mostly unimproved. A design competition was advertised by the government in 1856, but was subsequently abandoned. Through the 1850s and 1860s, livestock grazed in Royal Park, which brought in a small amount of income. By 1867, a carriage drive encircled the reserve. The site was managed by trustees under the Crown

Lands Department from 1862, with Crown Lands Bailliff Francis Meaker acting as a caretaker, followed by his son Charles.

Early planting

Early plantings included those donated in the 1860s and 1870s by Ferdinand Mueller, who was the Director of the Botanic Gardens and a trustee of Royal Park. These plantings are thought to have been largely concentrated in, but not confined to, the area of the Acclimatisation Gardens in the southern part of the park. An 1888 plan of Melbourne shows more intense areas of planting in a strip along the western boundary of Royal Park and at the intersection of Gatehouse Street and Park Drive on the eastern side. Under the management of the City of Melbourne from 1934, extensive planting was undertaken and nurseries were established on site for the purpose of growing plants.

Layout

From the outset Royal Park was envisaged and appreciated as 'natural' parkland with wide open spaces interspersed with trees, and its development has continued to reflect this vision. Many of the public uses of the reserve, for sporting, scientific, military, health and welfare purposes, have relied on this open character.

The use of Royal Park in the nineteenth century as the site for Melbourne's powder magazine, for a quarantine station, a hospital, and a mental asylum relied on it being a lightly timbered open space that was both close to, and separate from, the city. The open character has made it an ideal site for sporting activities. In its early period of development, Australian Rules football relied on the availability of a large area of grassland that was uninterrupted by trees. Later, in 1903, the 18-hole golf course also required a large area of land. The Curator of Parks and Gardens for Melbourne City Council, J W Smith, pointed out in 1923 that too much planting would reduce the area available in the park for cricket and football. Other uses required areas of open space that were only lightly timbered. In 1915 it was urged that Royal Park be kept open for the benefit of 'flying machines' that needed a safe area on which to land and take off. The open nature of Royal Park made it suitable for use by the military from the later nineteenth century and during World Wars I and II, and for its subsequent use for emergency public housing.

3 Use by police

The building known as Walmsley House (VHR H1946) is a rare surviving example of the 36 prefabricated iron buildings brought to Victoria in 1854 for use by the colonial government. It is not certain where it was first erected in Royal Park, but it is said to have been used as barracks for the mounted troops in charge of the gold escort that travelled down Sydney Road. The location of the barracks at the northern gateway of the city was both convenient and strategic. From 1862 the building was used as a residence by the bailiff of Royal Park, and has been used continuously since then as rangers' accommodation or storage. Later in the nineteenth century a police station was established at the north-eastern corner of Royal Park.

4 A space for scientific endeavours

In the nineteenth century, science was regarded as the foundation of industry and the harbinger of progress, and men of science were unusually well represented in colonial society. By the late 1850s, a little more than twenty years since settlement commenced, the colony boasted botanic gardens, an observatory, a natural history museum, a public library and a university. These institutions were all located on public reserves within the city of Melbourne, with the botanic gardens and the observatory established on public parkland. Royal Park presented itself as an ideal area for further scientific endeavors.

The Experimental Farm

An experimental, or model, farm was established in 1858 in Royal Park as a means of testing different pasture crops, farming techniques and farming equipment in local conditions so to benefit the agricultural progress of the colony. The experimental farm was regarded as a progressive public institution, introduced at a time of significant agricultural development in the colony. Ploughing matches, which drew large crowds, were held here, reflecting the high importance placed on agriculture in a young rural-based economy.

Acclimatisation

The Acclimatisation Society of Victoria established its first reserve at the Melbourne Botanic Gardens in 1857. When this site proved unsuitable, the society was granted 550 acres in Royal Park for zoological purposes. No permanent reservation followed but just over 50 acres [20 ha] were reserved in the centre of the park in 1862. The objective of the Acclimatisation Society was to acquire exotic animals and birds that were potentially useful in the new colony and acclimatise them to Australian conditions. The acclimatisation reserve was extensively

planted with exotic trees and a pleasure garden was developed, which under Le Souëf was developed into a modern zoo, now the Royal Melbourne Zoo (VHR H1074).

Exploration (and its commemoration)

Royal Park is well known as the departure point of the explorers Burke and Wills on 20 August 1860 on their ill-fated exploratory expedition to the Gulf of Carpentaria. Camels were imported from Asia for the purpose and acclimatised prior to the expedition in large purpose-built camel sheds in Royal Park. Before their departure, Burke and Wills acclimatised themselves by camping out in Royal Park. The grim outcome of the mission, with the deaths of Burke and Wills and others on their return journey, cast a heavy gloom over Melbourne. Their state funeral procession in 1863, which included the firing of the volunteer artillery stationed in Royal Park, brought the city to a standstill. A large gum tree close to the departure point of the expedition, probably an indigenous River Red Gum (*Eucalyptus camaldulensis*), became a memorial to the explorers and a place of pilgrimage. The tree subsequently died but a memorial cairn was erected nearby in 1890.

5 Providing for public health and welfare

Hospitals

The use of Royal Park for health-related facilities was encouraged by the understanding that fresh air and a natural environment away from the crowds and dirt of the city aided healing and convalescence. A quarantine station for infectious diseases was established in Royal Park in the late 1860s during a smallpox outbreak in Melbourne. In 1864, when Yarra Bend Asylum was becoming overcrowded, the existing powder magazine at Royal Park was adapted, and subsequently extended, as a temporary Receiving House for mentally ill men until they were allocated room at Yarra Bend or another institution. A new mental hospital was erected in 1907. All of these sites are now outside the present Royal Park boundary. An area in the southern corner of Royal Park was excised in 1950 for a children's hospital, which opened in 1962. A new hospital was opened in 2012 on land also excised from Royal Park (which is not included in the registration), and the site of the old hospital is currently being returned to Royal Park.

Industrial school & immigrants' home

Industrial schools were developed following Victorian legislation in 1864 that sought to address child vagrancy and poor attendance at school, and one operated at Royal Park from 1877-80. The Schools were soon abolished but the Royal Park complex was adapted for other uses, including a mental asylum. An immigrants' home was established in Royal Park by 1883 by the Immigrants Aid Society, probably in the former buildings of the Industrial School. This is also located outside the current park boundary.

Public housing

The State Government established an area of emergency public housing at Royal Park during the postwar population boom of 1947-56. The housing was rudimentary and the conditions were fairly basic.

6 A space for public gatherings

Since the 1840s, the open spaces at Royal Park lent themselves to sporting events and large public gatherings. An enormous crowd was present in 1860 to farewell the explorers Burke and Wills. By the late 1860s the Acclimatisation Gardens were an added popular attraction. In 1867, a quiet and civilised 'fete and free banquet' was held at Royal Park to honour the visiting Prince Alfred. After the railway opened in the 1880s visitors were attracted from further afield. Royal Park became a popular venue for picnic parties, especially on Boxing Day and Easter Monday. The trustees of Royal Park claimed there was no other park in Melbourne suitable for mass public gatherings, and emphasised the importance of retaining the open space by not planting too many trees.

7 A military ground

Royal Park was used for various military purposes from the 1860s. Melbourne's powder magazine was moved to Royal Park in c1866 as it was considered safer to store ammunition in the relative remoteness of Royal Park than in the town centre. A military squad marched from the St Kilda Road Barracks to Royal Park each day to guard the building.

Royal Park was regularly used for military parades and displays. Around 5000 military men from the Australian colonies and New Zealand were camped in the Royal Park in 1888 in preparation for the Centennial Exhibition's combined Imperial and Victorian naval display. In 1901 a large contingent of soldiers from Australia and Fiji were stationed at Royal Park in preparation for the Opening of the Commonwealth Parliament in Melbourne. In 1915, following outbreaks of disease at other more crowded military camps in Victoria, the Prime Minister sought

permission from the Premier of Victoria to use the southern part of Royal Park as a military camp. Thousands of men enlisted, camped, trained and paraded at this site. To mark the King's Jubilee in May 1935, an extravagant military display involving the RAAF was held at Royal Park.

Army camp in royal Park c1915 (Museum Victoria)

This site was used again as a military camp during World War II. From 1940 it was operating as a recruit reception depot with personnel accommodated in buildings and tents. In early 1942 a large part of Royal Park was used as a staging camp for US troops en route to the Pacific. The Americans called their area "Camp Pell", a name which immediately became associated with the military occupation of Royal Park. Anzac Hall (VHR H1747) was erected in Bren Drive by the RSL in 1940-41 for use by the troops. After the war Camp Pell was used by the Housing Commission as emergency housing (popularly known as 'Camp Hell') until its demolition during a clean up campaign leading up to the 1956 Olympics. The army remained in Royal Park near Anzac Hall until 1958. The hall has been used since then by the City of Melbourne for various community uses, including the Urban Camp program which provides accommodation for country school children visiting Melbourne.

8 Sport at Royal Park

The earliest recorded sporting club to occupy Royal Park was the Brunswick Cricket Club, which established a ground in the north-eastern corner in 1858. Inter-club cricket competition has continued at the ground since that time.

Australian football was played in Royal Park from the 1860s, gaining a large following from the surrounding predominantly working-class neighbourhood. Barrackers identified closely with the local teams that included Royal Park, North Melbourne and Carlton. The playing field was an unfenced cleared area that was probably situated in the north-east areas of the park, south of the Brunswick Cricket Ground. Royal Park football club was based here by 1865. Carlton football club played its games at the Royal Park ground from 1866 before moving to Princes Park in 1882. North Melbourne football club also played its first games at Royal Park in the 1860s and later moved to a new home ground at Arden Street. Other clubs from further afield played at Royal Park from the 1860s to the 1880s, including Melbourne, Albert Park and Geelong. In the early twentieth century football matches continued to attract thousands of local supporters to the park.

An 18-hole public golf course was established at Royal Park in 1903, making it one of the earliest public courses in Victoria. The original tee-ing off point of the first hole at Royal Park was near the Burke and Wills memorial cairn. During World War I, the course was reduced to 9 holes.

Other sports played at Royal Park have included lacrosse (from at least the 1890s), polo (from the 1890s) and tennis (1920s). The reserve has been used for sports grounds by various local municipalities and other groups. During the Camp Pell era in the 1940s, when a large number of American military personnel were camped at Royal Park, it became a venue for baseball games, and soccer was played there by new migrants during the period of post-war emergency housing in the 1950s. In c1970 the Ross Straw Field, the first purpose-built baseball field in Australia, was created. Ross Straw was a prominent figure in local and international baseball, and was instrumental in efforts to develop the field in Royal Park.

Since the early twentieth century Royal Park has been an important venue for women's sporting competitions, including cricket (from 1903), netball (from the 1920s) and amateur athletics (from the 1930s). An athletics track was established in c1937, and was used for state and national level competitions. The women's dressing pavilion (1937) (VHR H1585) relates to this use. Royal Park has been the main venue for women's and schoolgirls' netball in Victoria since the 1920s. Outdoor netball courts were provided from the 1950s and an indoor stadium opened in 1969 for state and national competition.

9 Preserving the natural parkland

The Royal Park landscape has been appreciated and noted for its special character since the 1840s and 1850s. Several nineteenth-century artists painted the natural landscape of Royal Park, including William Craig and James Calder. As pressure on Melbourne's public parkland intensified by the 1860s, the government sold off sections of Royal Park for private housing, which became a major public scandal. Traffic was prohibited from the reserve from the time of the first regulations for the site in 1884.

Royal Park has remained remarkably intact given the pressure on development in the crowded inner northern suburbs of Melbourne. In the 1880s, despite the construction of a railway line, Royal Park was described as 'nearly a square mile of fine open woodland', which still bore some resemblance to how it must have looked when John Batman walked through the area in 1835. While the Acclimatisation Gardens (later the Zoological Gardens) were intensely developed and planted with exotics, the area outside the zoo retained much of its

original character. This was encouraged by the trustees, including the Deputy Surveyor-General Clement Hodgkinson, who was a keen advocate for retaining indigenous trees in designed landscapes (for example in Yarra Park and the Fitzroy Gardens).

The development of Melbourne's public parklands was influenced by a rising ecological consciousness in the colonies in the 1880s, championed by the Field Naturalists' Society of Victoria and the Australian Natives' Association, which took an interest in tree-planting at Royal Park. In the 1930s the Curator of Parks and Gardens for the City of Melbourne, J W Smith, was an advocate of native planting in Royal Park.

While Royal Park suffered to some extent from minimal government investment throughout the nineteenth century, this inadvertently helped to preserve its natural character. Before the City of Melbourne took over the park's management in 1934, the trustees had encouraged the planting of native trees largely because they were easy to maintain during periods of drought. The use of Royal Park for mass gatherings also encouraged the retention of the open character of the landscape.

Public appreciation and use of Royal Park as a large intact natural parkland close the city centre has been a key force in its preservation. From the 1860s the Melbourne City Council, led then by the Town Clerk E G Fitzgibbon, and the public have opposed plans by the government to reduce the extent of the reserve. Fitzgibbon frequently used the slogan, 'Hands off the Parks!' There was great outcry in the 1880s that the new railway line had 'ruined' the Park, and further disquiet in 1916 when a tramline was constructed. The proposal to build a roadway (Elliott Avenue) through Royal Park in the late 1920s again prompted the call, 'Hands off the Park!', and triggered an avalanche of public protest that included the support of conservationist Sir James Barrett.

An appreciation of Royal Park's natural setting, with an emphasis on indigenous plantings and the recreation of a 'natural' landscape, was reinforced by the 1984 Master Plan by Laceworks Landscape Collaborative, and also by the Grace Fraser Native Garden, which was opened in 1977. Whilst some of the original vegetation in Royal Park has been lost, the deliberate planting and preservation of native trees has helped to retain the appearance of Royal Park as a pre-settlement landscape.

KEY REFERENCES USED TO PREPARE ASSESSMENT

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Plaque Citation

Royal Park was an integral element in Governor La Trobe's vision from the mid 1840s of Melbourne as a city surrounded by extensive public parkland and has been the site of significant scientific endeavours, military use, sporting and public events.

Assessment Against Criteria

Criterion Royal Park is significant at the State level for the following reasons: Criterion A Importance to the course, or pattern, of Victoria's cultural history

Royal Park is historically significant as an outstanding and largely intact example of the public parks set aside by Lieutenant-Governor Charles La Trobe from the mid-1840s as part of his vision for the city of Melbourne. It retains its early use and demonstrates La Trobe's contribution to the provision of public open space in the colony and also the vision of the colonial administration for the future development of Melbourne. Largely as a result of La Trobe's vision Melbourne now has a group of spectacular parks.

Royal Park is historically significant as the site of scientific institutions important to the development of the colony, including an Experimental Farm (1858) and the Acclimatisation Society of Victoria (1861), part of which later became the Royal Melbourne Zoological Gardens (VHR H1074) on the site. Many trees on the site were planted by the Acclimatisation Society between c1862 and 1900. Royal Park is historically significant as the starting point of Burke and Wills' ill-fated expedition to the Gulf of Carpentaria (1860), an event which gained national recognition and was depicted by prominent Australian artists, including William Strutt and Nicholas Chevalier. Royal Park is historically significant for its use for military purposes since the 1860s. It was the site of a major Australian military camp and training ground during the First World War, was used for the mobilisation of Anzacs to the Western Front, and was a camp for both Australian and US troops during the Second World War prior to their deployment to Pacific War campaigns (1941-45). Royal Park is historically significant for its long association with sport in Victoria. It is the site of one of the earliest public golf courses in Victoria (1903), of Australia's first dedicated baseball field (Ross Straw Field c1970) and from the early 1900s has played an important role in the advancement of women's competitive sport in Australia. Criterion B Possession of uncommon, rare or endangered aspects of Victoria's cultural history
Royal Park is rare as the most outstanding and intact example of the metropolitan parks aside from the 1840s for the people of Victoria, which retains its basic form, its early use, remnant indigenous vegetation and important views to the city. It is the only example of an inner Melbourne park which retains stands, as opposed to specimens, of remnant indigenous vegetation and clearly demonstrates an ongoing dedication to planting native and indigenous trees over a period of more than 150 years.

Criterion E **Importance in exhibiting particular aesthetic characteristics**Royal Park is aesthetically significant as an outstanding example of a large metropolitan park, particularly notable for its remnant indigenous vegetation and important views to the city. It is the only example of an inner Melbourne park which retains stands of remnant indigenous vegetation and clearly demonstrates an ongoing dedication to planting native and indigenous plants over a period of 150 years. The Park landscape provides significant internal and external vistas, including the native grassland 'hilltop' circle where a 360-degree panorama provides a dramatic and sensory appreciation of the city skyline and surrounding landscape. An appreciation of the aesthetic value of the park is evident in the numerous contemporary descriptions of the place from the nineteenth century onwards, and in the numerous paintings, sketches and photographs of the Royal Park landscape. The most recent layer of development associated with the 1984 Master Plan is significant for its design philosophy and natural landscape aesthetic. In 2010, the Australian Institute of Landscape Architects awarded the City of Melbourne the "ALIA national award for sustainable settlement, green infrastructure and landscape principles" for "its stewardship of Royal Park as a nationally significant landscape".

Extent of Registration

NOTICE OF REGISTRATION

As Executive Director for the purpose of the Heritage Act, I give notice under section 46 that the Victorian Heritage Register is amended by including Heritage Register Number H2337 in the category described as Heritage Place.

Royal Park
Parkville
Melbourne City

All of the place shown hatched on Diagram 2337 encompassing all of Crown Allotments 2019, 2020, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2144, 2250, 2274, 2327, 2347, 2348, 2349, 2354, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2563, 2564, all of Crown Allotment 9B of Section D, all of Crown Allotments 9 and 11 of Section 98, all of Crown Allotments 2A, 2B, 4A and 6D of Section 99A, Parish of Jika Jika, all of Lot 1 on Plan of Subdivision 427739, all of Lot 1 on Title Plan 865423, parts of Crown Allotments 2140, 2355, 2356, 2562, part of Crown Allotment 13 of Section 98, Parish of Jika Jika and parts of the road reserve for The Avenue and Oak Street, Parkville, but not the places already included in the Heritage Register and marked as follows on Diagram 2337:

1 Walmsley House (H1946)
2 Womens Sport Pavilion (H1585)
3 Anzac Hall (H1747)
4 Royal Melbourne Zoological Gardens (H1074)

Dated 23 October 2014

TIM SMITH
Executive Director

FORMER COBURG RAILWAY LINE

UPFIELD RAILWAY LINE PRECINCT SOHE 2008

UPFIELD RAILWAY LINE PRECINCT SOHE 2008

UPFIELD RAILWAY LINE PRECINCT SOHE 2008

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UPFIELD RAILWAY LINE PRECINCT SOHE 2008

UPFIELD RAILWAY LINE PRECINCT SOHE 2008

1 upfield railway line precinct parkville brunswick road brunswick platform

Brunswick Road Level Crossing Gates

Upfield Railway Line Precinct Park Street Brunswick May 2006

Upfield Railway Line Precinct Park Street Brunswick May 2006

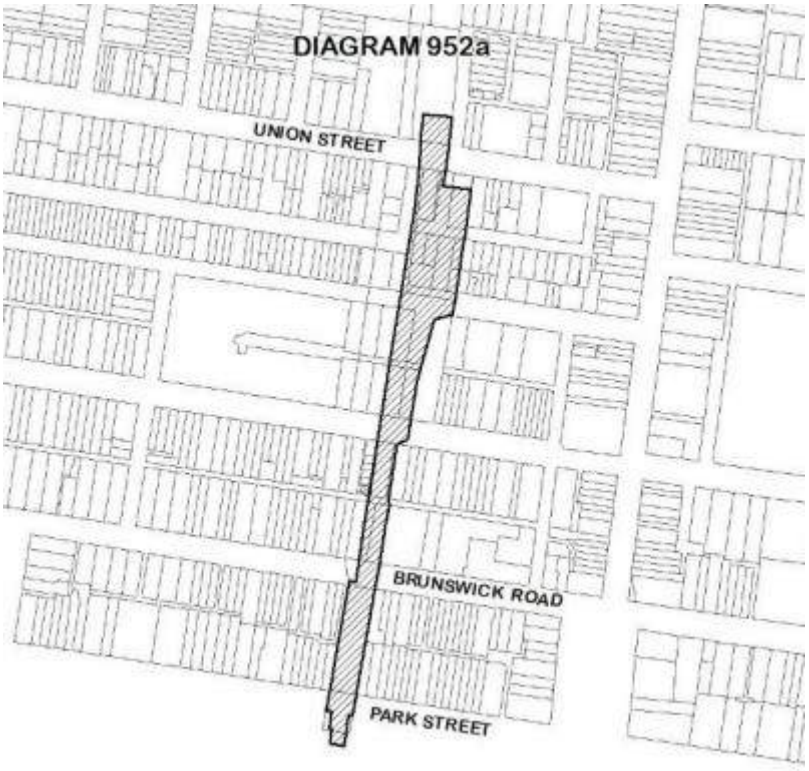


Diagram 952a

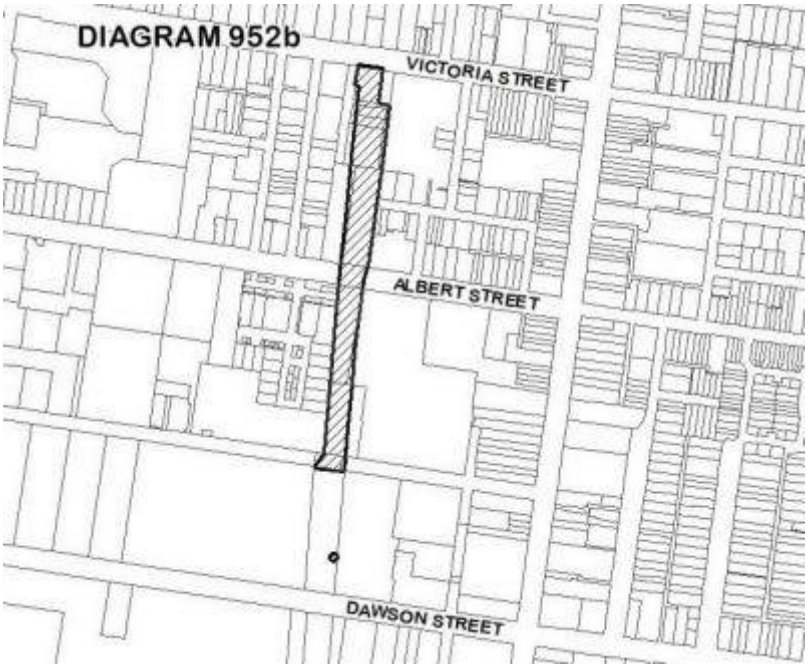


Diagram 952b

Diagram 952c

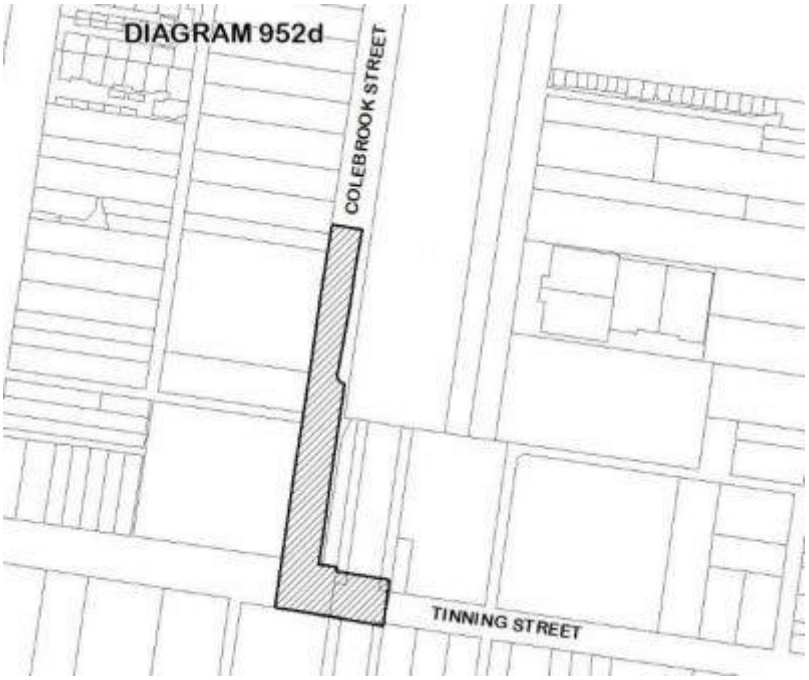


Diagram 952d

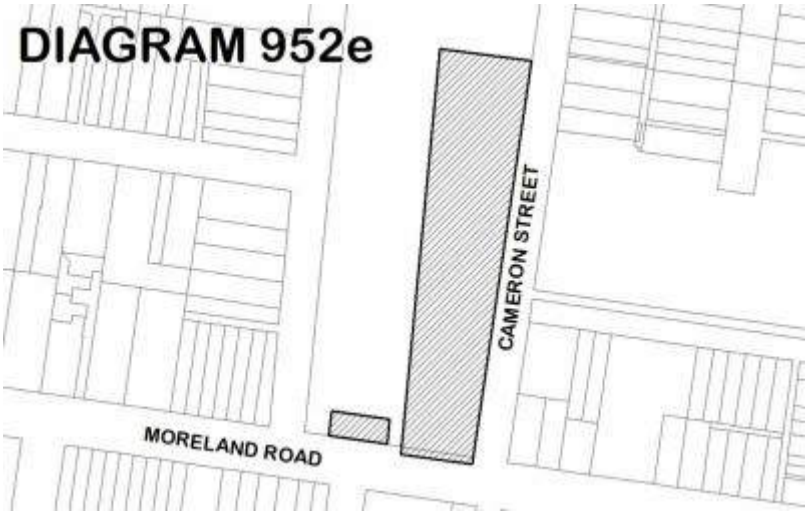


DIAGRAM 952e V2

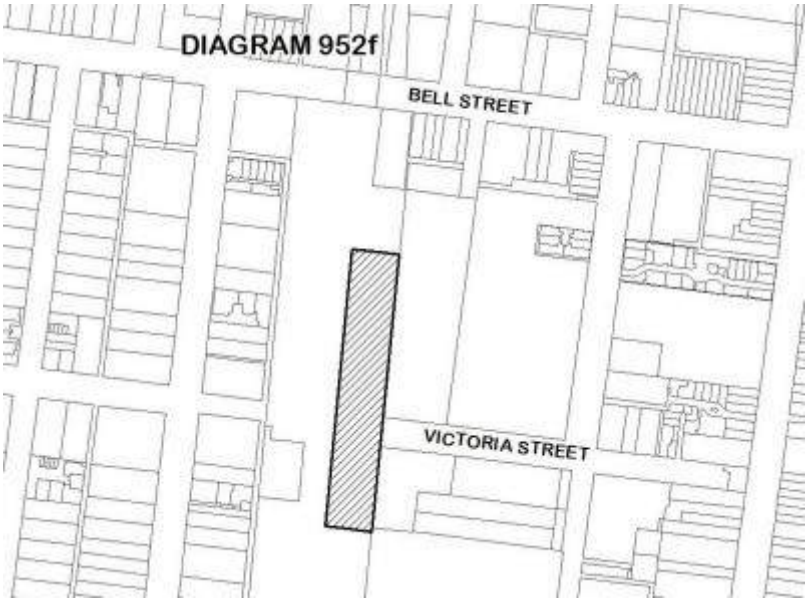


Diagram 952f

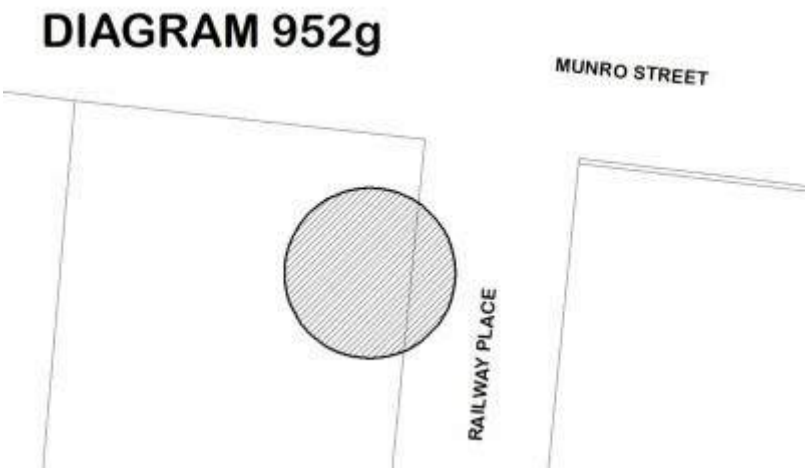


DIAGRAM 952g V2

Park Street.jpg

Coburg.jpg

Victoria St signal box.jpg

remnant interlocking equip signal box.jpg

Tinning St gates.jpg

Industrial sidings Colebrook Street.jpg

Colebrook Street.jpg

Brunswick Street Gatekeepers cabin.jpg

Park St gatekeepers cabin.jpg

Gatekeepers cabin levers.jpg

Gatekeepers cabin levers (2).jpg

Signal 28.jpg

Signal 44.jpg

1980s Park Street gatekeepers cabin.jpg

Bell St coburg.jpg

Phoenix Street.jpg

1906 Brunswick Railway Station.jpg

Moreland Railway Station.jpg

Relocated Signal 42

Relocated Signal 35

Location

WILSON AVENUE AND VICTORIA STREET BRUNSWICK AND CAMERON STREET AND VICTORIA STREET COBURG AND PARK STREET PARKVILLE, MORELAND CITY, MELBOURNE CITY

Municipality

MERRI-BEK CITY

MELBOURNE CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H0952

Heritage Overlay Numbers

HO180

VHR Registration

October 23, 1997

Amendment to Registration

June 23, 2022

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - June 7, 2022

What is significant?
The place known as the Former Coburg Railway Line including nineteenth century station buildings and platforms, substations, signal boxes, gatekeepers cabins, remnant interlocking and safeworking equipment, levers and rodding, signals, gates and industrial sidings.

How is it significant?
The Former Coburg Railway Line is of historical significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

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

Criterion B
Possession of uncommon, rare or endangered aspects of Victoria's cultural history.

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

Why is it significant?
The Former Coburg Railway Line is significant at the State level for the following reasons:
The Former Coburg Railway Line is historically significant as one of the most intact surviving examples of a nineteenth century railway line in Victoria. Its collection of nineteenth century buildings and infrastructure contributes to the understanding of Victoria's nineteenth century railway network and particularly its growth in the 1880s and 1890s. [Criterion A]
The nineteenth century structures associated with the Former Coburg Railway Line such as gates, gatekeepers cabins, signals and signal boxes are now rare in Victoria and are evidence of activities and functions which are no longer common in Victoria. [Criterion B]
The collection of buildings and other elements associated with the Former Coburg Railway Line are a notable example of nineteenth century railway infrastructure. The collection comprises a large range of buildings and structures developed for railway purposes which individually and collectively demonstrate comparative integrity. The surviving structures are typical of a nineteenth century railway line and remain largely unchanged since their construction. [Criterion D]

Permit Exemptions

General Exemptions:
General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don’t harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.
Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.
Find out more about heritage permit exemptions here.
Specific Exemptions:

Explanatory note

The permit exemptions for the Former Coburg Railway Line were substantially revised as part of the 2019 amendment. It is proposed that all the existing permit exemptions remain in place, but a number of additional permit exemptions are added to account for recent change to the place.

Introduction

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

It is acknowledged that alterations and other works may be required to keep places and objects in good repair and adapt them for use into the future. However, under the Act a person must not knowingly, recklessly or negligently remove, relocate or demolish, damage or despoil, develop or alter or excavate all or any part of any part of a registered place without approval. It should be noted that the definition of ‘develop’ in the Act includes any works on, over or under the place.

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

Permits are required for anything which alters the place or object, unless a permit exemption is granted. Permit exemptions usually cover routine maintenance and upkeep issues faced by owners as well as minor works or works to the elements of the place or object that are not significant. They may include appropriate works that are specified in a conservation management plan. Permit exemptions can be granted at the time of registration (under section 38 of the Act) or after registration (under section 92 of the Act). It should be noted that the addition of new buildings to the registered place, as well as alterations to the interior and exterior of existing buildings requires a permit, unless a specific permit exemption is granted.

Disrepair of registered place or registered object

Under section 152 of the Act, the owner of a registered place or registered object must not allow that place or object to fall into disrepair.

Failure to maintain registered place or registered object

Under section 153 of the Act, the owner of a registered place or registered object must not fail to maintain that place or object to the extent that its conservation is threatened.

Conservation management plans

It is recommended that a Conservation Management Plan is developed to manage the place in a manner which respects its cultural heritage significance.

Archaeology

There is no archaeology of State-level significance at the place. However, ground disturbance may affect the archaeological significance of the place and, subject to the exemptions stated in this document, requires a permit.

Aboriginal cultural heritage

To establish whether this place is registered under the *Aboriginal Heritage Act 2006* please contact First Peoples – State Relations in the Department of Premier and Cabinet. The *Heritage Act 2017* and the *Aboriginal Heritage Act 2006* are separate pieces of legislation. Please be aware that both Acts are required to be satisfied and satisfying the requirements of one Act may not satisfy the requirements of the other.

If any Aboriginal cultural heritage is discovered or exposed at any time it is necessary to immediately contact First Peoples – State Relations in the Department of Premier and Cabinet to ascertain requirements under the *Aboriginal Heritage Act 2006*. If works are proposed which have the potential to disturb or have an impact on Aboriginal cultural heritage it is necessary to contact First Peoples – State Relations in the Department of Premier and Cabinet to ascertain any requirements under the *Aboriginal Heritage Act 2006.*

Other approvals

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

Notes

· All works should ideally be informed by a Conservation Management Plan prepared for the place. The Executive Director is not bound by any Conservation Management Plan, and permits still must be obtained for works suggested in any Conservation Management Plan.
· Nothing in this determination prevents the Heritage Council from amending or rescinding all or any of the permit exemptions.
· Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits where applicable.

General Conditions

· All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place.
· Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place are revealed which relate to the significance of the place, then the exemption covering such works must cease and Heritage Victoria must be notified as soon as possible.

Permit Exemptions

The following permit exemptions are not considered to cause harm to the cultural heritage significance of the Former Coburg Railway Line.

Specific Permit Exemptions
The proposed extent of registration creates a number of discrete areas along the railway line which include multiple or singular elements of cultural heritage significance. Some of these areas include the railway corridor, including land beneath the elevated section of railway between Moreland and Coburg stations, and land on either side. The cultural heritage significance of the Former Coburg Railway Line lies in the collection of individual nineteenth century elements located along the railway line. It is the intent of the registration to allow for the protection of the cultural heritage significance of these elements. It is not the intent of the registration to manage the land within the railway corridor or interfere with the day-to-day functions and operations of the

railway.

General
· All works associated with operating and maintaining the existing road and public transport infrastructure including all railways, roadways, footpaths, kerbs and channels, boom gates, traffic lights, railings, car parks, signs, fire hydrants, parking meters, street lighting, seating and shelters.
· All works associated with operating and maintaining the elevated section of railway line between Moreland and Coburg stations, including U-troughs, supporting columns, lighting, and associated rail infrastructure.
· The installation of standard street furniture within the road and park reserves, including rubbish and recycling bins, park seats, drinking fountains, pathway lights, fencing and safety barriers.
· Repair and maintenance of twentieth century directional signage, road signs, and speed signs.
· Resurfacing of existing asphalt paths and driveways.
· Maintenance and repair of existing ticketing machines, directional signage, public address systems, detectors, alarms, emergency lights, exit signs, luminaires and the like.
· Replacement of existing ticketing machines, directional signage, public address systems, detectors, alarms, emergency lights, exit signs, luminaires and the like provided they are located in the same position and are of the same size.
· Maintenance and repairs to passenger control gates, safety barriers, rubbish bins, seating and bicycle racks.
· Replacement of passenger control gates, safety barriers, rubbish bins, seating and bicycle racks provided they are located in the same position and are of the same size.
· Painting of previously painted surfaces provided that preparation or painting does not remove all evidence of earlier paint schemes. This does not include surfaces which are finished with varnishes or decorative finishes such as graining.
· Removal, repair or replacement of existing security lighting and fire safety equipment.
· Replacement of non-original wiring, lighting, speakers, monitor cameras, monitor screens using existing penetrations.
· Resurfacing of the existing asphalt surface to platforms.

Rail Tracks and Overhead Wiring
· Removal, re-ballasting, re-levelling, renewal or replacement of rail tracks and replacement of railway tracks and sleepers.
· Removal, rewiring and restructuring of the overhead collection wires and other wiring including overhead power lines.
· Modifications and repairs to, and replacement of any modern electric or electronic signalling equipment.

Public Safety and Security
· The erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or to secure public safety which will not cause physical damage to any building or element of cultural heritage significance including archaeological features.
· Emergency stabilisation necessary to secure safety where a site feature has been irreparably damaged or destabilised and represents a safety risk to its users or the public.

Station buildings, timber gates, gate keepers cabins and signal boxes
· Minor patching, repair and maintenance which replaces like with like. Repairs must maximise protection and retention of significant fabric and include the conservation of existing details or elements. Any new materials used for repair must not exacerbate the decay of significant fabric due to chemical incompatibility, obscure significant fabric or limit access to significant fabric for future maintenance.
· Painting of previously painted surfaces provided that preparation or painting does not remove earlier paint schemes. This does not include surfaces which are finished with varnishes or decorative finishes such as graining.
· The temporary removal of broken clear glass and the temporary shuttering of windows and covering of holes as long as this work is reversible and does not further damage the original fabric.
· All works associated with operating and maintaining the interiors of the elevated stations at Moreland and Coburg at ground level within the extent of registration, including ticketing areas and access stairs.
· All works associated with operating and maintaining the exteriors of the elevated stations, platforms, and shelters at Moreland and Coburg within the extent of registration where such works constitute general maintenance and do not damage or impact the fabric of the registered place.

Landscape
· The process of gardening, including mowing, hedge clipping, bedding displays, removal of dead shrubs and

replanting, disease and weed control, and maintenance to care for existing plants.
· The removal or pruning of dead or dangerous trees to maintain safety. The Executive Director must be notified of these works within seven days of the works being undertaken.
· Repair and maintenance to roadways, curbs, paths, paving, lighting, street furniture, playground equipment and the like.
· The repair and maintenance of all hard and soft landscaping between Moreland and Coburg stations, including all flood mitigation structures and associated drainage systems.
· Replanting of removed or dead trees with the same plant species.
· Removal or replacement of existing watering and drainage systems or services outside the canopy edge of mature trees and on the condition that works do not impact on archaeological features or deposits.

Theme

3. Connecting Victorians by transport and communications

Construction dates	1884,
Heritage Act Categories	Registered place,
Other Names	MORELAND RAILWAY STATION, JEWELL RAILWAY STATION, UPFIELD RAILWAY LINE PRECINCT, COBURG RAILWAY STATION, BRUNSWICK RAILWAY STATION,
Hermes Number	2135
Property Number	

History

The following history summary is primarily based on the Upfield Railway Heritage Study (1990) by Andrew Ward. In the 1860s, the area through which the Former Coburg Railway Line now runs comprised brickworks, potteries and their associated clay pits in Brunswick, with farm land, paddocks and sparsely scattered residences to the north and south. The gazettal of the Railway Construction Bill on 31 December 1880 allowed for the construction of 475 miles (764 kilometres) of new suburban and country railway lines including a line from North Melbourne station to Coburg. The new line was constructed between 1881 and 1884 and left North Melbourne at the down end of the station and swung over Moonee Ponds Creek, Mt Alexander Road and Manningham Street on iron viaducts before heading north at Park Street in a direct line to Coburg. It ran through vacant land then through the Brunswick clay pits owned by Brunswick Potteries and Brickworks and Hoffman Brickworks, through residential areas in North Brunswick, then through paddocks and open fields to Coburg. The Coburg Line was constructed by Robert Thornton and Company. While other lines such as the Collingwood to Clifton Hill Line incorporated bridges which spanned the streets below, the Coburg Line included an unusual amount of level crossings, particularly at its southern end between Park Street and Hope Street. The crossings were each equipped with four wooden gates and associated signals. The gates were mostly hand operated by gatekeepers who occupied the adjacent gatekeepers cabins and signal boxes. The signals were operated using the various lever systems housed within these buildings. The Coburg Line officially opened on 9 September 1884, with the Coburg station building constructed in 1887, followed by the construction of stations of the same design at South Brunswick (renamed Jewell Station in 1954), Brunswick and Moreland in 1888. The brickworks and potteries prospered with the increased transportation of their goods to the booming building industry, and firewood allotments were built along the line to provide fuel stores for their furnaces. Sidings were constructed operating from Jewell Station for Hoffman Brickworks and Cornwell Potteries in 1886, and from Moreland Station for Thomas Warr and Company's grain and wool stores in 1887 and 1889. Another siding was built operating out of Moreland Station in 1894 for the Moreland Timber Company. In 1889, the line was extended beyond Coburg to Somerton and duplicated between Royal Park and Jewell Stations. The Brunswick to Coburg section was duplicated in 1891 with the Jewell to Brunswick section duplicated across the claypits in 1892. During the financial depression of the 1890s, the needs of the brickworks and potteries industries began to decline, resulting

in a decrease in the use of the railway line for the transportation of goods and materials. However it grew as a passenger service in this period, servicing the fast growing population of the northern suburbs. In order to attract more patrons, three cheaper worker services were made available each day. In 1920, one year after electrification of the first line in Victoria (the Sandringham to Essendon line), the Coburg Line was electrified. The brickworks were increasing their production again, textile and other manufacturing industries were opening in Brunswick and Coburg and new residential subdivisions were also taking place. The tramway which ran along Sydney Road parallel to the railway line provided some competition for the railway line, but it remained viable for its ability to provide quicker travel time for city workers and to satisfy the heavy cartage needs of the industries. A new station on the Coburg Line between Brunswick and Moreland Stations opened in 1926. Initially known as North Brunswick Station, it was renamed Anstey Station in 1942 after former State and Federal Member of Parliament, Frank Anstey. The existing Coburg signal box located on the western side of the railway line on Munro Street opened on 30 September 1928, replacing the original Coburg signal box which had opened in 1892. Substation No. 33 was constructed opposite the signal box in 1933 to reduce voltage drop on the outer portion of the railway line. During the 1930s the reliance on the railway declined. Car ownership grew and while passenger train use continued, there were dramatic changes in the transportation of goods. The brickworks, potteries and other industries began to close in the 1950s and their respective sidings were dismantled during the 1960s and 1970s. The line was extended to Upfield to service the new Ford assembly plant in the 1950s, but this only somewhat offset the loss of heavy cartage from the brickworks and potteries industries. The State Electricity Commission (SEC) fuel store (which had been located in the former Thomas Warr and Co. storehouse on Colebrook Street since 1936) closed in 1960. Its associated siding closed in 1967 and was dismantled in 1989, leaving only the surviving sections of track. In 1988, the parcels delivery service ceased and the line became a passenger service only. In the following decades, boom gates replaced some of the manually operated timber level crossing gates and signal boxes became electronically operated. In 1997, the Former Coburg Line was included in the VHR and some level crossings were closed. Gates, and gatekeepers cabins or signal boxes survive at some crossings, although their positions have been modified to allow for the installation of boom gates. Most of the signals also survive, although they have been either rotated or relocated for safety reasons.

Level Crossing Removal

An elevated railway between Moreland and Coburg stations was constructed in 2020 to remove level crossings at Reynard Street, Munro Street and Bell Street in Coburg, and Moreland Road in Brunswick. As a result of these works, new elevated stations were constructed to replace those at Coburg and Moreland. Although the existing station buildings were retained and conserved, the majority of the platform structures were removed. The construction also necessitated the relocation of a number of individual structures associated with the original signalling system used along this section of the line. This included the signal box and associated signal at Moreland Road, and the signal at Munro Street.

Extent of Registration

NOTICE OF REGISTRATION
As Executive Director for the purpose of the Heritage Act 2017, I give notice under section 53 that the Victorian Heritage Register is amended by modifying a place in the Heritage Register:

Number: H0952
Category: Registered Place
Place: Former Coburg Railway Line
Location: Wilson Avenue and Victoria Street, Brunswick and Cameron Street and Victoria Street, Coburg and Park Street, Parkville
Municipality: Moreland City and Melbourne City

Area A (Park Street to Union Street)
All of the land shown hatched in Diagram 952a encompassing all of Lot 1 on Title Plan 702493, Lot 3 on Title Plan 702493, Lot 1 on Title Plan 612926, Lot 107 on Lodged Plan 284, Lot 4 on Plan of Subdivision 718817, Lot 153 on Lodged Plan 284, Lot 1 on Title Plan 954027, Lot 1 on
Title Plan 955695, Lot 1 on Title Plan 949599, Lot 2 on Plan of Subdivision 718817, Lot 1 on Title Plan 955697, Lot 1 on Title Plan 956528, Lot 1 on Title Plan 957228, Lot 1 on Plan of Subdivision 718816 and all of Crown

Description Portion 91 Parish of Jika Jika; and part of Lot 1 on Title Plan 865423, Lot 1 on Title Plan 547741, Lot 3 on Plan of Subdivision 718817, Lot 1 on Title Plan 949600, Lot 1 on Title Plan 949602, Lot 1 on Plan of Subdivision 718816, lot 1 on Title Plan 958812, Lot 1 on Title Plan 702764; and part of Road reserves for Park Street, Brunswick; Brunswick Road, Brunswick; Barkly Street, Brunswick; and Union Street, Brunswick. Representing the Park Street gatekeepers cabin; Park Street gates; Signal 24B; Brunswick Road gatekeepers cabin; Barkly Street gates; Barkly Street gatekeepers cabin; Jewell Station and platform; Signal 25; Union Street gate posts; Union Street signal box and Signal 40.

Area B (Dawson Street to Victoria Street)
All of the land shown hatched on Diagram 952b encompassing all of Lot 1 on Title Plan 955676, Lot 1 on Title Plan 955699, Lot 1 on Title Plan 960535 and parts of Lot 1 on Title Plan 689994, Lot 3 on Title Plan 904749, Lot 2 on Title Plan 955676, Lot 1 on Title Plan 602011, Lot 1 on Title Plan 901787, Lot 1 on Title Plan 901856, Lot 1 on Title Plan 901858, Lot 1 on Title Plan 901843 and Lot 1 on Title Plan 920461 and part of the road reserve for Albert Street, Brunswick. Representing Signal 28; Phoenix Street gates; Signal 29; Albert Street gatekeepers cabin; Brunswick Station and platform; Victoria Street signal box and Signal 31.

Area C (Signal 33B)
All of the land shown hatched on Diagram 952c encompassing part of Lot 2 on Plan of Subdivision 603501 representing a
1.75 m curtilage from the midpoint of Signal 33B. Representing Signal 33B.

Area D (Colebrook Street and Tinning Street)
All of the land shown hatched on Diagram 952d encompassing part of Lot 1 on Title Plan 960539 and part of Road Reserve for
Tinning Street, Brunswick. Representing the Tinning Street gates and the Colebrook Street industrial sidings.

Area E (Moreland Station)
All of the land shown hatched on Diagram 952e encompassing parts of Lot 1 on Title Plan 942806. Representing Moreland Station and platform, Signal 35 and Moreland Road signal box.

Area F (Coburg Station and Signal 44)
All of the land shown hatched on Diagram 952f encompassing part of Lot 1 on Title Plan 918036. Representing Coburg Station and platform, and Signal 44.

Area G (Signal 42)
All of the place shown hatched on Diagram 952g encompassing part of Lot 1 on Title Plan 955686 representing a 4 m curtilage from the midpoint of Signal 42. Representing Signal 42.

Dated 23 June 2022
STEVEN AVERY
Executive Director

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

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

ROYAL PARADE

H2198 Royal Parade view

H2198 Royal Parade central carriageway

H2198 5 Royal Parade west side in winter

H2198 royal parade plan

Location

ROYAL PARADE PARKVILLE AND ROYAL PARADE CARLTON NORTH AND ELIZABETH STREET MELBOURNE, MELBOURNE CITY

Municipality

MELBOURNE CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H2198

Heritage Overlay Numbers

HO977

VHR Registration

March 12, 2009

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on -

What is significant

Royal Parade, the boulevard leading north out of Melbourne, runs between Park Street and Grattan Street in Parkville. A small section of Elizabeth Street from Grattan Street to the roundabout at Flemington Road is included as it completes the boulevard. The full width of carriageway and footpaths, comprising three roadway sections separated by four plantations with wide footpaths on either side make up the boulevard. The roadway accommodates a wide, two-way road and central two-way tramway with one-way service roads on either side. The two inner plantations comprise concrete-curbed, grassed medians planted with mature elms and two outer plantations consist of lines of mature elms planted in 1913 in the grass verges between the footpaths and road. The predominant species is English Elm *(Ulmus procera)* with approximately four hundred trees contributing to the park-like setting.

How is it significant

Royal Parade is of historical, aesthetic and social significance to the state of Victoria.

Why is it significant

Royal Parade is historically significant as "the road to Sydney" from the mid-nineteenth century and as Melbourne's traditional entrance from the north, re-emphasised in the early twentieth century by the introduction of the multiple elm avenue planted in 1913. It is also

historically significant as the multiple avenues demonstrate technical developments in the planning movement world-wide that led to the separation of fast and slow traffic, and different traffic types (motor vehicles and trams) by plantations that were both functional and beautiful.

Royal Parade is aesthetically significant as one of Victoria's finest boulevards. As Melbourne's main route to Sydney and northern Victoria, it was re-created in the early twentieth century as a major example of 'citybeautiful' planning fashionable at the time. This was characterised by the multi-lane layout and the introduction ofthe four lines of English Elms. The profile, scale and seasonal change of the deciduous, multiple English Elmavenues provide shade in summer, autumn colour and sunlight penetration in winter.

Permit Exemptions

General Exemptions:
General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.
Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.
Find out more about heritage permit exemptions here.
Specific Exemptions:
General Conditions: 1. All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.

General Conditions: 2. Should it become apparent during further inspection or the carrying out of alterations that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such alteration shall cease and the Executive Director shall be notified as soon as possible.

General Conditions: 3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it

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

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

Landscape:
* The process of gardening, mowing, hedge clipping, bedding displays, removal of dead plants, disease and weed control, emergency and safety works and landscaping in accordance with the original concept.
* In the event of loss or removal of trees, replanting with English Elms *(Ulmus procera)* to maintain the landscape character identified in the statement of significance.
* Management of trees in accordance with Australian Standard; Pruning of amenity trees AS 4373.
* Vegetation protection and management of the possum population.
* Removal of plants listed as Prohibited and Controlled Weeds in the Catchment and Land Protection Act 1994.
* Repairs, conservation and maintenance to hard landscape elements, memorial plaques, asphalt and gravel paths and roadways, stone and concrete edging, fences and gates.
* Installation, removal or replacement of garden watering and drainage systems beyond the canopy edge of listed trees.

Construction dates	1838, 1853, 1913,
Heritage Act Categories	Registered place,
Hermes Number	47088
Property Number	

History

HISTORY:

References:

Dr. Maxwell Lay, *Melbourne Miles: The Story of Melbourne's Roads*, Melbourne, Australian Scholarly Publishing Pty Ltd, 2003

Robert Freestone, *Designing Australia's Cities: Culture, Commerce and the City Beautiful*, 1900-1930, Sydney: University of NSW Press, 2007

Peter Yau and Bennie Hannah, *Melbourne Boulevards - A Management Plan,* City Of Melbourne, October 1992.

CONTEXTUAL HISTORY

Historically, along with the ring of parkland around the city area, Melbourne's boulevards are an outstanding landscape asset. Stretching out in various directions from the heart of the city, the boulevards have traditionally provided radial approaches with a strong landscape character. Royal Parade is one of the finest in Victoria.

HISTORY OF PLACE

Dr. Maxwell Lay, in *Melbourne Miles: The Story of Melbourne's Roads*, has noted that when Melbourne was first founded, overland travel to and from Sydney was quite rare. Travel by ship was preferred in terms of time, reliability and security. The route now known as Sydney Road and the Hume Highway was generally surveyed in 1838, but initially the preferred northern routes were via the tracks now known as Mickleham Road and Pascoe Vale Road. The present route had the virtue of being located between the Moonee Ponds and Merri Creeks, thus requiring no crossings and La Trobe's map of 1841 showed the route as the favoured way to Sydney. By 1855 it was established as the Sydney road. Although initially leading out of the city further to the east and curving round to the north, with land subdivision it came to be located along an appropriate adjacent section line which was also the town's north-south datum line from the high point of Batman's Hill through the signalling point on Flagstaff Hill.

According to Lay, the name Royal Parade began to be used as an alternative to Sydney Road for the section between Grattan Street and Brunswick Road in maps of 1898, but the name is generally attributed to the visit of the Duke of York, the future George V, to open Federal Parliament in May 1901.

By 1852 Carlton had been subdivided as far north as Grattan Street. Subdivision did not extend further until the early 1870s, due to Superintendent La Trobe's 'green belt' plan for the area, which allowed for the Melbourne cemetery, university and parkland including Royal Park and Princes Park. As a result of the deliberations of the Select Committee on Roads and Bridges leading to the 1853 Roads Act, a number of three and four chain radial road reservations were established on the recommendations of Robert Hoddle, the colony's assistant surveyor-general. These included Royal Parade, as well as St. Kilda Road, Wellington Parade, Hoddle Street (East Melbourne), Victoria Parade, Queens Parade and Flemington Road and Dandenong Road. Lay noted that unfortunately later subdivisions did not extend the reservations to the same width, and in particular in relation to Royal Parade where north of Brunswick Road, a one chain road, stretched almost 2000 kilometres of Australia waiting to be serviced by this narrow road.

In 1853 the Central Roads Board began the transformation of the Sydney road bullock track and stock route between the Elizabeth Street/Flemington Road junction and Park Street into a three-chain boulevard and lined its carriageways with pine trees. In 1913, there was much public dismay when the Melbourne City Council began removing the row of pine trees along the roadside and replacing them with the first of today's highly regarded elms. The work to the roadway in the 1910s was a necessary accompaniment to the extension of the tram service to the north from the inner city. Rockeries which separated the elms in the 1913 scheme were later removed as part of the Depression works project in the 1930s.

Housing construction on the boulevard's western side commenced in 1868 after land designated as parkland was sold for development. Building in north-western Royal Parade was tightly controlled by a Crown covenant that regulated the height, material and position of the houses. Development of the south-western aspect of the boulevard was not so controlled, and houses tended to be smaller and less grand. The south-west corner,

initially the hay, corn and horse market, was taken over in the early twentieth century by the Royal Melbourne Hospital and University High School. After the 1870 covenant was annulled in 1972, larger residential buildings began to appear on the western side north of The Avenue, including university halls of residence. Development of the boulevard's eastern side has been confined to Princes Park and the University of Melbourne, apart from the Elizabeth Street section.

The early twentieth century tree-planting of Royal Parade was part of a wide-spread 'city beautiful' movement of the time. Robert Freestone in *Designing Australia's Cities: Culture, Commerce and the City Beautiful 1900-1930*, has pointed out that the idea of a tree-lined boulevard developed out of earlier garden elements such as allees and waterside promenades by the mid nineteenth century. Similarly technical developments in the planning movement world-wide had led to a scientific analysis and justification for landscaped, multi-lane street design, whereby fast and slow traffic should be separated, and motor vehicles from trams, by rows of trees and street gardens to absorb noise and dust. These ideas appealed both to modernist and civic art sensibilities. There was a belief that beautiful streets were not a luxury, but absolutely essential to the successful development of the 'city beautiful', and that to obtain the best results utility could not be forgotten.

The change to deciduous tree species for road avenues reflects this concern. Whereas earlier plantations such as the original conifers along the Sydney road, and the line of Blue Gums along St. Kilda Road had served an essentially functional purpose such as providing windbreaks and absorbing dust, the deciduous plantations of the early 20th century reflected the new concern with health and beauty. Deciduous trees provided badly needed shade in summer while allowing light and air during the winter months, and at the same time, providing the natural beauty afforded by the changing seasons. It had taken forty years for such ideas to resurface from the time they were first realised in the Finlay Avenue at Camperdown which was planted on 12 July 1876 by a Western District family, the Finlays, whose ideas derived from 18th century English parks and gardens.

Melbourne was at the forefront of the 'city beautiful' movement in the treatment of several of its major radial boulevards, including Royal Parade, the major elements of which are extant today. Royal Parade was declared a main road in 1995.

Plaque Citation

Originally the beginning of the road to Sydney, this is one of Victoria's finest boulevards, with four rows of English elms planted in 1913, and demonstrating 'city beautiful' planning ideals of the early twentieth century.

Extent of Registration

1. All the land marked L1 on Diagram 2198 held by the Executive Director being Royal Parade road reserve and the small section of the Elizabeth Street road reserve between Flemington Road and Park Street. This includes the four grassed medians, concrete curbing, elm trees and footpaths but excludes all the road surfaces and tram tracks, poles and fences.

FORMER CABLE TRAM ENGINE HOUSE & TRAM SUBSTATION

Brunswick cable tram engine house substation entrance

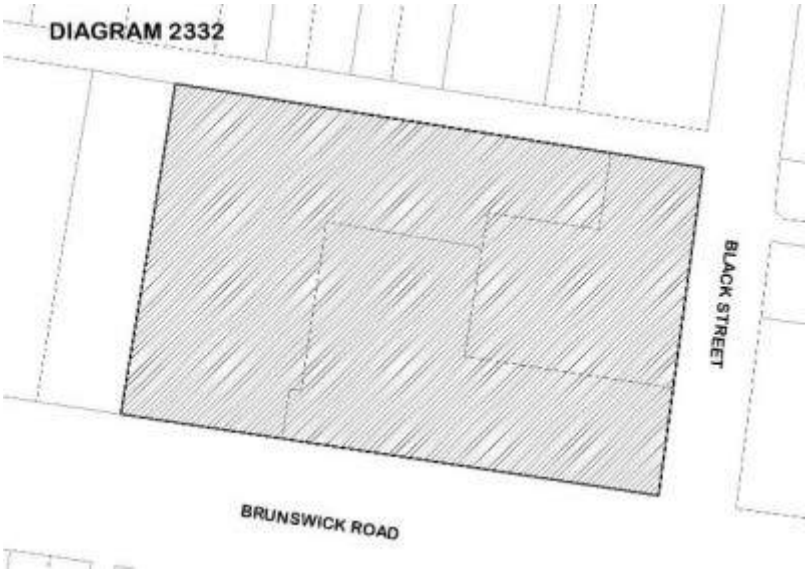


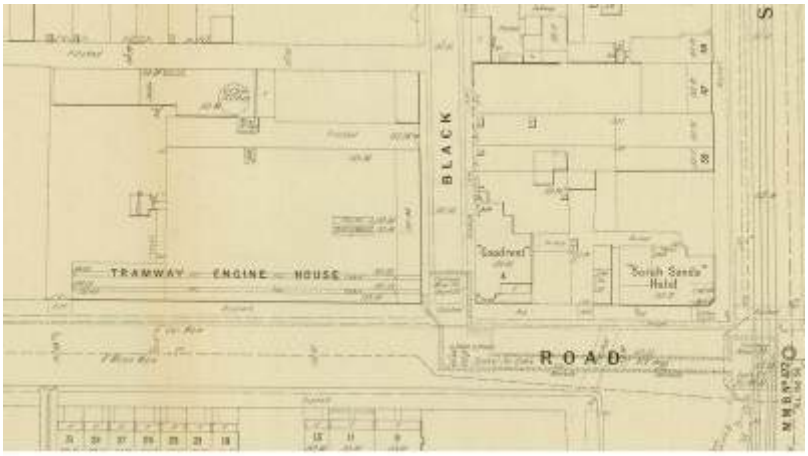
Diagram 2332

Brunswick cable tram engine house

Brunswick cable tram engine house - substation

Brunswick cable tram engine house 261-63 Brunswick Road

Brunswick cable tram engine house Black St facade



Brunswick MMBW plan 1904.JPG

Location

253-263 BRUNSWICK ROAD BRUNSWICK, MORELAND CITY

Municipality

MERRI-BEK CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H2332

Heritage Overlay Numbers

HO41

VHR Registration

December 12, 2013

Amendment to Registration

August 13, 2020

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - April 7, 2021

WHAT IS SIGNIFICANT?

The Former Cable Tram Engine House and Tram Substation including the 1887 Cable Tram Engine House on the corner of Brunswick Road and Black Street and the 1925 Tram Substation on Black Street at Brunswick (exteriors and interiors), subsurface elements and all original rectification and associated equipment.

HOW IS IT SIGNIFICANT?

The Former Cable Tram Engine House and Tram Substation is of historical and archaeological significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

Criterion A

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

Criterion B

Possession of uncommon, rare or endangered aspects of Victoria?s cultural history.

Criterion C

Potential to yield information that will contribute to an understanding of Victoria?s cultural history.

Criterion D

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

WHY IS IT SIGNIFICANT?

The Former Brunswick Cable Tram Engine House and Tram Substation is significant at the State level for the following reasons:

The Former Cable Tram Engine House and Tram Substation is historically significant for its association with the development of Melbourne's transport system in the nineteenth and early twentieth centuries. The building demonstrates two of the major stages in the development of Melbourne's tram system ? the cable tram system developed from the 1880s and the electric tram system which began to replace it from the 1920s. The cable tram system played an important role in the development of Melbourne and its suburbs and was one of the largest and most complex in the world. The 1925 substation and its rotary converter rectification equipment were installed within the former engine house, rather than in a new free-standing building. The substation and remnant

rectification equipment are associated with the electrification of the old cable tram routes from the 1920s, and the supply of power to more than one tram route. (Criterion A)

The Former Cable Tram Engine House and Tram Substation is a rare and relatively intact surviving element of Melbourne's cable tram system, which began to be converted to electric power in the early twentieth century. It one of the few examples of the adaption of part of an existing engine house for use as an electrical substation, thereby demonstrating two major stages in the development of Melbourne's tram system. It is one of only two substations in Victoria to retain original rotary converter equipment. (Criterion B)

The Former Cable Tram Engine House and Tram Substation is significant for its potential to contain significant nineteenth century archaeological remains and artefacts relating to the cable tram system, including deep brick-lined pits and cable races (tunnels) that span the length of the building. Remains of an underground tank and bath, and footings of the chimney stack and weigh bridge may still exist under the more recent buildings on the west and north of the site. Early underground cables carrying DC power between the substation and Brunswick Road and Sydney Road may also remain. (Criterion C)

The Former Cable Tram Engine House and Tram Substation is significant as a notable example of the engine houses constructed by the Melbourne Tramways Trust from the 1880s to power Melbourne's cable trams. It is largely intact and features most of the external principal architectural characteristics of a cable tram engine house including a wide doorway to allow large items of steam driven machinery to be moved in and out, high ceiling, a bluestone plinth and brick walls with polychrome decoration. Tram cables travelled from the Engine House to Sydney Road through underground brick races (tunnels) which are still present. The retention of some of the original rectification equipment and fixtures give an indication of the original function of the substation building. (Criterion D)

Permit Exemptions

General Exemptions:
General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don’t harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.
Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.
Find out more about heritage permit exemptions here.
Specific Exemptions:
It should be noted that Permit Exemptions can be granted at the time of registration (under s.38 of the Heritage Act). Permit Exemptions can also be applied for and granted after registration (under s.92 of the Heritage Act).

Under s.38 of the Heritage Act 2017 the Executive Director may include in his recommendation categories of works or activities which may be carried out in relation to the place or object without the need for a permit under Part 5 of the Act. The Executive Director must not make a recommendation for any categories of works or activities if he considers that the works or activities may harm the cultural heritage significance of the place or object.

The following permit exemptions are not considered to cause harm to the cultural heritage significance of the Former Cable Tram Engine House and Tram Substation.

General Conditions

- All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.
- Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such works shall cease and Heritage Victoria shall be notified as soon as possible.
- All works should ideally be informed by a Conservation Management Plan prepared for the place. The

Executive Director is not bound by any Conservation Management Plan, and permits still must be obtained for works suggested in any Conservation Management Plan.
- Nothing in this determination prevents the Heritage Council from amending or rescinding all or any of the permit exemptions.
- Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits from the relevant responsible authority, where applicable.

Specific Permit Exemptions
General
Minor repairs and maintenance which replaces like with like.

- Repairs and maintenance must maximise protection and retention of fabric and include the conservation of existing details or elements. Any repairs and maintenance must not exacerbate the decay of fabric due to chemical incompatibility of new materials, obscure fabric or limit access to such fabric for future maintenance.
- Works or activities, including emergency stabilisation, necessary to secure safety in an emergency where a structure or part of a structure has been irreparably damaged or destabilised and poses a safety risk to its users or the public. Note: The Executive Director, Heritage Victoria, must be notified within seven days of the commencement of these works or activities.
- Repair to or removal of non-original items such as air conditioners, antennae and aerials and associated pipe work, ducting and wiring.
- Maintenance and replacement of existing contemporary fire services of the same size and in the same location.
- Maintenance to the currently operational electrical equipment including the silicon diode rectification equipment .
- Painting of previously painted external and internal surfaces in the same colour, finish and product type provided that preparation does not remove all evidence of earlier paint finishes or schemes. Note: This exemption does not apply to areas where there are specialist paint techniques such as sign-writing or oiled or varnished surfaces.
- Cleaning including the removal of surface deposits or graffiti by the use of low-pressure water (less than 300 psi at the surface being cleaned) and neutral detergents and mild brushing and scrubbing with plastic not wire brushes.

Specific Permit Exemptions
Safety and Security
• The erection of temporary security fencing, scaffolding, hoardings or surveillance systems not attached to the building or objects integral to prevent unauthorised access or secure public safety.

Interiors

- Works to maintain existing bathrooms and kitchens.
- Removal or replacement of window furnishings, carpets and/or flexible floor coverings light fixtures and the like.
- Installation, removal or replacement of electrical wiring. Earlier wiring should be retained in situ. If earlier wiring is currently exposed, it should remain exposed. If it is fully concealed it should remain fully concealed.
- Removal or replacement of smoke and fire detectors, alarms and the like, of the same size and in existing locations.
- Removal or replacement of electric clocks, public address systems, emergency lights, exit signs, luminaires and the like

Interiors of 261-263 Brunswick Road:

- All interior works above floor level to the shop next to the original engine house building on Brunswick Road and the offices and warehouse at the rear of the engine house building and substation. Works must not impact potential archaeological evidence below floor level, the ceilings or alter the external structure of the buildings.

Landscape

- Weed control in carpark area.

Theme

3. Connecting Victorians by transport and communications 6. Building towns cities and the garden state

Construction dates	1887, 1936, 1925,
Heritage Act Categories	Registered place, Registered archaeological place, Registered object integral to a registered place,
Hermes Number	2155
Property Number	

History

The 1883 Melbourne Tramway & Omnibus Co. Act established the Melbourne Tramways Trust (MTT), comprising the representatives of the various municipalities. The MTT built cable lines and engine houses between 1884 and 1891 and remained owner of the lines and installations until its dissolution in June 1916. A separate company (Melbourne Tramway & Omnibus Co. Ltd.) leased and operated the system. Their successors were the Melbourne Tramway Board (c.1916-1918) and then the Melbourne and Metropolitan Tramways Board (M&MTB) from 1918. When complete, there were seventeen routes on the cable tram network. The engine houses were located near the midpoint of a route and the depots at the terminus. In 1887 the Cable Tram Engine House was built in Brunswick Road and a tram depot was constructed in Sydney Road. The preferred site for the Engine House was slightly further south on the north east corner of Park Street, but land prices at the time forced the Trust to purchase the present-day site. The Brunswick Cable Tram Engine House was often known as the Sarah Sands Engine House as it was near the rear of a well-known hotel of the same name. The Sydney Road tram route was the sixth cable tram route opened by the MTT. It began operation in October 1887 following the route of the previous omnibus service. This service was the longest cable on the cable tram system, extending from the Brunswick Road Engine House to Flinders Street station and return, a distance of about 9.6 km. The cable trams were powered by steam driven machinery in the Engine House. Melbourne's cable tram routes were progressively electrified from the 1920s, following the formation of the M&MTB. Its aim was to integrate, electrify and extend the existing cable and electric tram routes in Melbourne. In the 1920s the M&MTB built brick substations in the inner suburbs where the high voltage alternating current (AC) obtained from the State Electricity Commission (SEC) was converted to direct current (DC) at a lower voltage to power the new electric trams. In 1924 one 500 kW rotary converter was installed at the Brunswick Road Cable Tram Engine House. In 1925 a new substation was installed in the northern part of the Engine House with an entrance at 1 Black Street. The first rotary converter and a second 500 kW rotary converter were installed in the new substation at this time. From 1925 to 1936 the rotary converters in the substation supplied DC power to the West Coburg tramway and the steam powered engines in the engine house continued to power the Sydney Road cable trams. Other cable tram engine houses ceased operating when the cable tram lines were converted to electricity, and most were adapted to other uses. But in the case of the Brunswick Road engine house, both cable and electric trams were powered from the same building for ten years. It is the only known engine house in Victoria which demonstrates the two major stages of the development of tram transport in Melbourne: cable and then electric traction. In 1936 the new Brunswick West Substation (VHR H2397) supplying the West Coburg tramway was completed. At the same time the Sydney Road trams were converted from cable to electrical operation using DC power supplied by the Brunswick Road substation. The long southern engine house section of the building at 253-263 Brunswick Road was then decommissioned. This section was later sold to private owners. KEY REFERENCES Allom Lovell and Associates, City of Moreland Heritage Review, April 1998 (Revised January 1999) - Building Citations Datasheets A-K (Volume 2, Part 1) , online at https://www.moreland.vic.gov.au/globalassets/areas/heritagelib-7504/moreland-heritage-review-buildingcitations-volume-2--part-1--datasheets-a--k.pdf Jones, Russell, Melbourne Tram Museum , From Rotary Converters to solid-state: tramway substation architecture in Melbourne, 2013; online at http://www.hawthorntramdepot.org.au/papers/substations.htm Melbourne and Metropolitan Board of Works, Town of Brunswick, Detail Plan No. 1885.

http://handle.slv.vic.gov.au/10381/125831 Melbourne and Metropolitan Tramway Board, Report and statement of Accounts, 1924. Melbourne and Metropolitan Tramway Board, 1975, Project 3-74, Replacement of Substation Equipment, (unpublished) Personal communications from: Miles Pierce and Owen Peake, Electrical Engineers, Engineering Heritage Victoria; Warren Doubleday and Russell Jones, Melbourne Tram Museum and Robert Green Vines, Gary, Melbourne Metropolitan Tramway Heritage Study, Report for Heritage Victoria. 2011, online at https://www.heritage.vic.gov.au/__data/assets/pdf_file/0024/61449/Tram-Historyfinal_reduced__Chapter6_Part2.pdf

Plaque Citation

This was built in 1887 as an engine house to power the cable tram line along Sydney Road. When the line was converted to electric traction in 1936 part of the building became a substation, providing the trams with electric current.

Assessment Against Criteria

Criterion
The Former Brunswick Cable Tram Engine House and Tram Substation is of historical, architectural and archaeological significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

Criterion A Importance to the course, or pattern, of Victoria's cultural history Criterion B Possession of uncommon, rare or endangered aspects of Victoria's cultural history Criterion C Potential to yield information that will contribute to an understanding of Victoria's cultural history Criterion D Importance in demonstrating the principal characteristics of a class of cultural places and objects
The Former Brunswick Cable Tram Engine House and Tram Substation is significant at the State level for the following reasons:

The Former Brunswick Cable Tram Engine House, with its Tram Substation, is historically significant for its association with the development of Melbourne's transport system in the nineteenth and early twentieth centuries. The building demonstrates two of the major stages in the development of Melbourne's tram system: the cable tram system developed from the 1880s and the electric tram system which replaced it from the 1920s. The cable tram system played an important role in the development of Melbourne and its suburbs and was one of the largest and most complex in the world. The substation is associated with the electrification of the old cable tram routes from the 1920s. Its installation within the former engine house, rather than in a new free-standing building, is a reflection of the financial constraints imposed by the 1930s Depression, during which the Brunswick line was electrified. (

Criterion A)
The Former Brunswick Cable Tram Engine House is a rare and relatively intact surviving element of Melbourne's cable tram system, which was converted to electric power in the early twentieth century. It is the only example of the reuse of an existing engine house adapted for use as an electrical substation, thereby demonstrating two major stages in the development of Melbourne's tram system. (

Criterion B)
The Former Brunswick Cable Tram Engine House is archaeologically significant for its potential to contain significant nineteenth century archaeological remains relating to the cable tram system. (

Criterion C)
The Former Brunswick Cable Tram Engine House is architecturally significant as a largely intact example of the engine houses constructed by the Melbourne Tramways Trust from the 1880s to power Melbourne's cable trams. Those in more prominent locations tended to be grand architect-designed structures designed to impress, but this one, in a less visible location, is an architecturally more modest example of its kind. (
Criterion D)

Extent of Registration

Heritage Act 2017 NOTICE OF REGISTRATION As Executive Director for the purpose of the Heritage Act 2017, I give notice under section 53 that the Victorian Heritage Register is amended by modifying a place in the Heritage Register: Number: H2332 Category: Registered Place, Registered Objects Integral to a Registered Place Place: Former Cable Tram Engine House & Tram Substation Location: 253-263 Brunswick Road, Brunswick Municipality: City of Moreland All of the place shown hatched on Diagram 2332 encompassing all of Lots 1 and 2 on Plan of Subdivision 346478 and all of Lot 2 on Lodged Plan 45051 and all of the fixed and non-fixed objects integral to the place listed in the inventory dated January 2020, held by the Executive Director, Heritage Victoria. 13 August 2020 STEVEN AVERY Executive Director

ROYAL PARK

royal park camp pell 1942 E.jpg

royal park camp pell 1942 W.jpg

Location

ROYAL PARADE AND FLEMINGTON ROAD PARKVILLE, MELBOURNE CITY

Municipality

MELBOURNE CITY

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H7822-2311

Heritage Overlay Numbers

HO4

Heritage Listing

Victorian Heritage Inventory

Interpretation of Site	The site has been used for both military and civic/domestic purposes:. -1835: Important Aboriginal camping ground of the Wurundjeri people until obtained by John Batman 1854: Site set aside for recreation purposes by Governor Latrobe 1942-1945: Camp Pel! (Military Camp) 1946-1956: Camp Hel! (Public Housing) 1956-present: Recreational Reserve
Hermes Number	191283
Property Number	

History

Royal Park was originally an important Aboriginal camping ground which fell within the territory of the Wurundjeri people, with whom John Batman made his infamous land deal in 1835.

The land today is a remnant of a much larger reserve of 625 hectares (2,500 acres) set aside for recreation purposes by Governor Latrobe in 1854. In 1868 and again in 1878 the size of the park was reduced for housing allotments. In the 1880s more land was lost to make way for trams, trains and roads.

Set up as "Camp Pell" (named after a US pilot killed in action) in 1942 for American Troops stationed in Australia during WWII, the park was used as a Transit Camp primarily for medical and vocational guidance units. In 1945,

the site became a demobilisation centre for the War and was decommissioned in December of the same year. In 1946, the park was used by the Housing Commission for Emergency Public Housing, in the wake of acute post-war housing shortages. Dubbed "Camp Hell", its post-war use was initially intended to merely last one year, but in actuality lasted ten.

The tin huts of Camp Hell were demolished and the park was cleaned up in time for the 1956 Melbourne Olympic Games and still exists today as a recreational reserve.

Historical archaeological site card

Regulation 27

Instructions to complete form

Who should complete this form?

A person who discovers a site that should be recorded on the Heritage Inventory. This form must be completed in accordance with Heritage Victoria's *Guidelines for Conducting Historical Archaeological Surveys* available at www.heritage.vic.gov.au.

Enquiries and more information

Web: www.heritage.vic.gov.au
Telephone: (03) 7022 6390
Email: archaeology.admin@delwp.vic.gov.au

Please lodge your form in one of the following ways:

By email to: archaeology.admin@delwp.vic.gov.au (Word is the preferred document format) OR

By post to: The Executive Director, Heritage Victoria, PO Box 500, MELBOURNE VIC 8002

Please note: all sections must be completed. Incomplete forms will be returned to the applicant which may result in delays.

Recommended site extent:

You are required to lodge a recommended site extent with your site card. It is our preference to receive .shp files with associated plan. **See section 5 of Heritage Victoria's Archaeology Survey Guidelines.**

Office use only

Heritage Inventory number and name

Date received	*Date accepted*	*Hermes Number*

HERITAGE VICTORIA

VICTORIA State Government | Environment, Land, Water and Planning

Historical archaeological site card

1. Place details

Place name:	
Heritage Inventory Number (if any):	**H7822-2311**
Other or former names:	
Municipal Council:	
Address:	
Geographical coordinates (GDA94 or WGS84) expressed in degrees and decimals of a degree:	
Mapsheet name and number (1:100,000 only):	

2. Cadastral location

County:	
Parish:	
Township:	
Section:	
Allotment:	
Standard Parcel Identifier (SPI):	

3. Details of site owner or land manager (where known)

Title:	
First Name:	
Surname:	
Business or organisation name:	
Position title:	
Address:	
Email address:	
Telephone:	

4. Details of site occupier (where known)

Title:	
First Name:	
Surname:	
Business or organisation name:	
Position title:	
Address:	
Email address:	
Telephone:	

5. Aboriginal cultural values

Site has known Aboriginal values	~~*Yes~~	*No
Site is recorded on the Victorian Aboriginal Heritage Register	~~*Yes~~	*No

6. Current description of site

Please provide description:	Royal Park is bounded by Park Street to the north, The Avenue to the east, Gatehouse Street and Flemington Road to the south, and Manningham and Oak Street to the west. The site can be characterised as a multifaceted site. The north comprises a series of ovals and historical pavilions (Figure 1, Figure 2, and Figure 3. South of that, the Upfield Railway line bisects the site, entering the site from the west at the Manningham Road level crossing and exiting the site from the east at the Park Street level crossing. The rail corridor includes an historic train station (Figure 4 and 5) in the central portion of the corridor and an historic gate keeper's cabin/signal building and semaphore at the Park Street level crossing in the east (Figure 6, Figure 7, and Figure 8). South of the railway line, in the central portion of the site, is the Melbourne Zoo. West of the Melbourne Zoo, in the central portion of the site, is the original location of the north western extent of Camp Pell. The southern portion of Royal Park comprises a series of ovals, modern pavilions and landscaped gardens that were historically associated with the Burke and Wells expedition (Figure 9) and an expanse of temporary military tents and huts (Figure 10 and Figure 11) and the historic Walmsley House at the corner of Gatehouse Street and Royal Parade (Figure 12 and Figure 13).

	The northern portion of the site was inspected on 12 December 2022 as part of an Historical Heritage Assessment. The assessment identified archaeological potential associated with periods of occupation other than those currently addressed by the VHI listing. Heritage Victoria was consulted on 25 January, 2023 and recommended that an updated site card should be prepared to include all the historical fabric and phasing of the Royal Park. As a result, a second site inspection was conducted on 13 November 2023 in an attempt to capture the historical fabric of Royal Park to a greater degree of accuracy. Based on the site inspection and background research, no changes to the VHI extent are proposed.	
Date recorded:	12/12/22 13/11/23	
On Victorian Heritage Register	*Yes (please advise VHR number) H2337	*~~No~~
On Heritage Overlay	*Yes (please advise HO number) HO4	*~~No~~
Associated sites:	Upfield Railway Infrastructure (H7822-2386) H0952 Former Coburg Railway Line H1946 Walmsley House H1747 Anzac Hall H1585 Women's Dressing Pavilion H1074 Royal Melbourne Zoological Gardens	

7. Place history

Please provide a brief history of the place (at least 1 to 2 paragraphs):

The following site history is partially derived from what was produced in the Brunswick Level Crossing Removal Project Historical Heritage Assessment (Geiberras 2023).

General History of Royal Park

As part of Lieutenant-Governor Charles La Trobe's vision for Melbourne, as a city surrounded by park lands for the health and wellbeing of the people, Royal Park was established in 1854 and gazetted in 1876 (Heritage Victoria 2014, p.4). From the arrival of Europeans, Royal Park was viewed as picturesque open landscape and was the subject of many paintings throughout the 19th century (Figure 14). Royal Park has been a site for various scientific, military, medical, and social endeavours including the Experimental Farm in 1858, as a reserve for the Acclimatisation Society of Victoria in 1861, which later became the Royal Melbourne Zoological Gardens, the starting point of Burke and Wills' expedition

to the Gulf of Carpentaria in 1860, a government powder magazine, a military camp during World Wars I and II, various institutions for public health and welfare, including the Royal Children's Hospital. It has also served as a venue for various sporting competitions from the late 1850s, including cricket, football and golf. The approximate location of the model farm, Brunswick Cricket Club, the zoological gardens, and the Royal Park train station are demonstrated in Figure 15.

Royal Park was a site of frequent attractions and was promoted as a place of healing due to its fresh air and natural environment (Heritage Victoria 2014, p. 16). The importance of maintaining the area as an open space was emphasised by the trustees of Royal Park, who actively lobbied to keep tree planting to a minimum to facilitate mass public gatherings (Heritage Victoria 2014, p. 16).

The construction of Royal Park Station allowed for visitors to come from across Melbourne, despite the public outcry against the railway line's presence in the park (Heritage Victoria 2014, pp. 16-19). The railway line to Coburg was originally planned to cut across Royal Park east of the Zoological Gardens (Figure 16); however, the line was adjusted as a concession to the public (Figure 15). Figure 15 demonstrates the location of the Brunswick Cricket Club with its designated grounds and building, which was established in 1858 and an associated building with a yard (Heritage Victoria 2014, p.18). This building was likely constructed between 1858 and 1883.

History of the Melbourne to Coburg Line

In 1884, the Melbourne to Coburg line officially opened. To inaugurate the line, the Governor of Victoria and an official party rode on the train line, and it was remarked that the facilities along the line were minimal; however, a signal box and gatekeeper's cottage were noted at Royal Park (Saul et al. 1994, p. 4).

In 1884, the Railway Construction Act No. 821 authorised the construction of the Royal Park to Clifton Hill line (Saul et al. 1994, p. 4). By 1886, works on the Royal Park to Clifton Hill line were under way and by 1888 Royal Park had become a junction station, with the opening of the line to Collingwood via North Melbourne, Royal Park, North Fitzroy, and Clifton Hill (Saul et al. 1994, pp 4-6).

The 1902 Melbourne Metropolitan Board of Works (MMBW) plan demonstrates this junction and the intersection of the railway line and Park Road (Figure 17). Additionally, the 1902 MMBW plan demonstrates a gate house and associated outbuilding north of the Heidelberg line at the intersection of Park Road (Figure 17). This gate house may have been built for workers to service the junction; however, it was most likely the gate house referenced during the opening of the Melbourne to Coburg line. Two additional buildings with enclosed yards and associated outbuildings are depicted north of the Coburg line in the 1902 MMBW plan (Figure 17). These structures are associated with the Brunswick Cricket Club and are additions to the one depicted in Figure 15.

Between 1889 and 1912, there was a goods siding near the station, named Royal Park Cutting Siding; however, it is unclear as to where this building was located (Saul et al. 1994, p.6). In 1892 the cutting at the down end was widened to accommodate four lines for the junction (Royal Park 2022). In 1919, the station building on the upside of the platform and the signal box burnt down (Royal Park 2022). The signal box was re-erected in 1920 and the station building's roof was replaced with a tile roof in the "Gisborne style" (Royal Park 2022) (Saul et al. 1994, p. 16).

In keeping with the movement to preserve Royal Park as an open landscape, the land around Royal Park train station and the rail siding remained relatively undeveloped and was utilised for sporting and recreation, as depicted in the 1931 aerial image (Figure 18).

A series of rapid developments occurred in the 1930s and 1940s. In 1936 a new waiting shed, and ticket office were built to replace the previous structure on the downside platform at Royal Park (Saul

et al. 1994, p. 18). In 1942, upgrades to the station buildings were commissioned to be more inclusive for women conductors (Figure 19).

Two cricket ovals were added to the park between 1931 and 1945 in addition to the oval associated with the Brunswick Cricket Club (Figure 20). A series of tennis courts and a building were constructed between 1931 and 1945 in between the junction of the Melbourne to Coburg line and the Royal Park to Heidelberg line; the gatehouse is no longer evident in the 1945 aerial (Figure 20).

History of Military Presence at Royal Park

Royal Park was utilised by the Australian military in 1888 in preparation for the Centennial Exhibition's combined Imperial and Victorian naval display (Heritage Victoria 2014, p.17). In 1901 Australian and Fijian soldiers were stationed at Royal Park in preparation for the Opening of the Commonwealth

Parliament in Melbourne (Heritage Victoria 2014, p.17). As a result of overcrowding and diseases spreading in military camps in Victoria, a large military camp was established in the southern portion of Royal Park in 1915 (Heritage Victoria 2014, p.17).

Between 1931 and 1945, as a result of World Wars, the area south of the railway line on the eastern side of Royal Park was developed into a military camp which is depicted on a 1945 aerial image (Figure 20). This area operated as a recruit reception depot from 1940 and the area was also used as a staging camp for US troops enroute to the Pacific (Heritage Victoria 2014, p.18). The American camp was known as Camp Pell, and then later Camp Hell when it was utilised by the Housing Commission (Heritage Victoria 2014, p.18). The 1945 aerial demonstrates that there were approximately 1,200 tents and temporary buildings within the American encampment. The presence of American soldiers peaked in 1942, with approximately 30,000 men stationed in Melbourne who were training for a variety of tasks (Atkinson 2022) (Figure 21).

Figure 22 demonstrates the approximate locations of the Red Cross Society Hut, that has been repurposed as "Anzac Hall" H1747, officers' barracks, headquarters administration area, ration office situated in the western portion of the Royal Park in what is now known as Walker Oval and Smith Oval, and soldiers' tents south of the Burke and Wills memorial cairn. The presence of American soldiers at Camp Pell sparked alarmist commentary and the slogan *over paid, over sexed, and over here*" became synonymous with the American presence in Royal Park (Atkinson 2022). However, these fears were realised, when an American soldier, known as the Brown-Out Serial Strangler, murdered three local women and was tried and hanged at Pentridge Prison, in Coburg (Whiticker 2005).

The camp was demolished in the 1950s as part of the campaign to clean up the area for the 1956 Olympics and the Red Cross tent was converted into Anzac Hall; however, Anzac Hall was repurposed in 1958 for community programs (Heritage Victoria 2014, p.18).

Site History Post Military Occupation

The 1962 aerial demonstrates that the park remained relatively unchanged, except for the consolidation/demolition of the buildings associated with Camp Pell/Camp Hell (Figure 22). By 1965, the Northcote Loop Junction was closed and the junction at Royal Park only operated on weekends, servicing a line from Royal Park to Fitzroy (Saul et al. 1994, p. 25). Between 1965 and 1984 additional sporting fields were established north of railway line on the western side of the park (Figure 23). In 1981, the Royal Park to Fitzroy line was officially closed.

Between 1965 and 1984 Royal Park additional sporting fields were established north of railway line on the western side of the park (Figure 23). In 1981, the Royal Park to Fitzroy line was officially closed.

In 2012, Royal Park was included on the Victorian Heritage Inventory. The site card for Royal Park briefly discusses the park's establishment as reserve for recreation purposes; however, the site card almost exclusively discusses Camp Pell, which later was nicknamed "Camp Hell" in relation to the post-war housing commission.

In 2014, Royal Park was recommended to the Heritage Council for inclusion on the Victorian Heritage Register.

8. Analysis of site (interpretation)

Include phases in the development of the site, functions and activities represented, as well as current place use:

1854: Royal Park established

1858: Experimental farm established as well as the Brunswick Cricket Club in the central and northeastern portion of the park

1860: Burke and Wills expedition to the Gulf of Carpentaria left from Royal Park in the southern portion of the park

1861: Acclimatisation Society of Victoria established, which later became the Zoological Gardens in the central portion of the park

1884: Melbourne to Coburg line established, which transects the central portion of the park. Signal box and gatekeeper's cottage were established at the Park Street level crossing

1886 to 1888: the Royal Park to Clifton Hill junction was established, branching off from the eastern portion of the site and continuing south towards Clifton Hill

1888: Utilised by Australian military for Centennial Exhibition's combined Imperial and Victorian naval display

1889-1912: Goods siding named Royal Park Cutting Siding established; however, the location is unknown

1892: The cutting in the eastern portion of the park, associated with the Royal Park to Clifton Hill junction was widened

1901: Australian and Fijian soldiers were stationed at Royal Park

1902: additional buildings associated with the Brunswick Cricket Club had become established in the northeastern portion of the park

1915: Australian military camp established in the southern portion of the park

1919-1920: The station and signal box burnt down. The signal box was reconstructed and the roof of the station was replaced in the northern portion of the park

1936: New waiting shed and ticket office constructed at the station

1942: Station upgraded to be more inclusive for women in the rail workforce

1931-1945:

Additional ovals and tennis courts established in the northeastern portion of the park

Camp Pell established in the central western portion of the park and the southern portion of the park

After the war, the camp was utilised as community housing

1950s: In the lead up to the 1956 Olympics, the camps were demolished

1958: Red Cross Society Hut converted into Anzac Hall prior to 1958 and was used for community programs to the present day

1962: By 1962, the Camp Pell infrastructure was removed from the southern portion of the park. The land in the southern portion was converted back into sporting ovals. The Camp Pell infrastructure south of the railway line in the central western portion of the park was replaced by community buildings

1965: Royal Park to Clifton Hill (Royal Park to Northcote at the time) operated only on weekends

1965 to 1984: Additional sporting fields were established north of railway line on the western side of the park

1981: Royal Park to Clifton Hill (Royal Park to Fitzroy at the time) was officially closed

2012: Royal Park was added to the Victorian Heritage Inventory and Camp Pell/ "Camp Hell" was recognised as an archaeological site

2014: Royal Park was recommended to the Heritage Council for inclusion of the Victorian Heritage Register

Royal Park is a multifaceted site with a complex history that has been shaped by Victorian ideals and aspirations and two world wars. Established as an open-air park in 1854, the park was envisioned as a picturesque landscape. The park allowed for the establishment of Brunswick cricket club and became hub of sports and recreation in the late 19th century. The installation of the Melbourne to Coburg line, and later the Royal Park to Clifton Hill line facilitated the transport of Melbourne's citizens to the reserve and zoological gardens. Archaeological potential related to Royal Park station, the historic Melbourne to Coburg line, the Royal Park to Clifton Hill line and the early iterations of the Brunswick Cricket Club are likely present in the northern and central portion of the park. Archaeological features in the form of footings related to earlier structures and occupation deposits related to the construction and/or occupation of the railway infrastructure and the Brunswick Cricket Club. The landscaping and development of new sporting facilities has likely resulted in the disturbance of the original Brunswick Cricket Club buildings; however, there is a low to moderate potential for features and or deposits to remain subsurface.

The open landscape allowed for the use of military personnel in times of war and exhibition throughout the early and mid-20th centuries. Archaeological potential related to the various military camps established in the central and southern portion of the park is likely; however, the removal and subsequent landscaping of the ovals and grasslands has likely resulted in disturbance or total removal of the ephemeral archaeological traces.

9. Statement of Significance

Please provide a brief description of why the site is significant (at least 1 to 2 paragraphs):

What is Significant?

Royal Park is of local and state level historical, social, aesthetic, and archaeological significance.

How is it Significant?

Royal Park is historically and socially significant for its association with mid to late 19th century use as a recreational park, its association with late 19th century railway infrastructure, its association with the Burke and Wills expedition, its association with late 19th to mid-20th century Australian and American military forces, and its continued use as a place of recreation spanning 169 years, to date.

Royal Park is aesthetically significant as an example of a metropolitan park and for its ongoing dedication to retaining and maintaining native and indigenous plants spanning 169 years, to date.

Royal Park is archaeologically significant for its potential to contain archaeological features and or deposits related to the mid to late 19th century use as a recreational park, to the late 19th century railway infrastructure, and the late 19th to mid-20th century Australian and American military forces.

Why is it Significant?

The significance of Royal Park can be directly linked to the shared cultural Victorian identity. Sporting and recreation, scientific exploration, military endeavors, and the rise and fall of public housing all speak to the shared joys and hardships that Melbournians and the wider Victorians collectively shared. From the establishment of the colony and the vision of the space as an open landscape reserve, the lulls of peace time and the creation of sporting facilities, to the lows of war time and the failure of the public housing commission, known as “Camp Hell”, there has been a continuing legacy of Victorian’s relationship to Royal Park. Archaeological tangible and ephemeral traces of this continued occupation of Royal Park have the potential to expand our understanding of the interconnected phasing and historical fabric of the site.

10. Suggested Protection

- ☒ Heritage Inventory
- ☐ Victorian Heritage Register
- ☐ Heritage Overlay

11. Threat

Is the place under any threat? If so, what is the threat?

12. References / Informants

Please list books or other sources that may provide historical information about this place.

Primary Sources

1902 MMBW Plan no. 1117

1931 Maldon Prision, Run 10, Frame 2806

1942, *Royal Park Meal Room, Additional Accommodation for Woman Conductors (DoT)*

1942 'IN CAMP WITH THE AMERICANS', *The Australasian (Melbourne, Vic. : 1864 - 1946)*, 18 July, p. 15.

1945 Photo Map 848B2D

1962 Melbourne-Geelong Project, Run 0, Frame 213

1984 Heytesbury North Project, Run 3, Frame 126

Anon, 1882, *Town lots adjoining the Royal Park, Parish of Jika Jika, County of Bourke [cartographic material] / photo-lithographed at the Department of Lands and Survey, Melbourne, by J. Noone 3. 5. 82.* (SLV)

Anon, 1883, *Royal Park Estate Brunswick Street West, Union Street, Guthrie Street, Moonee Ponds Creek*, 1883 [cartographic material] (SLV)

Burke and Wills monument with Camp Pell in background, 1944, [photo] Australian War Memorial

Camp Pell Headquarters Administration Area with the Transport Office, 1944, [photo] Australian War Memorial

Camp Pell facing south-west from Macarthur Rd, 1944, [photo] Australian War Memorial

Camp Pell Officers Barracks, situated north of Macarthur Rd, 1944, Australian War Memorial

Drape, D. R., 1871, *Royal Park "North Paddock"*, art original / D. R. Drape. (SLV)

The Headquarters and Administration Area showing the Ration Office and the Transport Office, 1944, [photo] Australian War Memorial

The Red Cross Societies hut welcomes friends and relatives of repatriated prisoners of war at the Royal Park General Duties Depot, 1945, [photo] Australian War Memorial

Secondary Sources

Atkinson, J., 2022, *American Soilders in Royal Park, https://www.innercitynews.com.au/american-soldiers-in-royal-park/*

Geiberras, 2023, Brunswick Level Crossing Removal Project Historical Heritage Assessment

Heritage Victoria, 2014, Assessment of Cultural Heritage Significance and Executive Director Recommendation to the Heritage Council

Saul, J., Moore, W., and Coburg Public Transport Group (1994) *Down the line to Upfield: a history of the North Melbourne-Coburg-Somerton railway*. 110th anniversary, 3rd. Melbourne: Coburg Public Transport Group.

Whiticker, AJ 2005, *Twelve crimes that shocked the nation*, New Holland, French's Forest, N.S.W.

13. Attachments

Please attach the following to this form:

- ☐ A map showing the location of the site. Map must clearly identify recorded area and include any street addresses (eg excerpt from Melway and its reference numbers)

☐	A plan showing all archaeological features, and any built cultural heritage. (The plan must be labelled and scale noted – eg 1:100,000)
☐	Photographs of the site (you may include historical photogaphs, historical plans, and historic maps)
☐	Any other documents or notes produced as a result of the survey.

14. Recording archaeologist's details

Title:	
First Name:	Haley
Surname:	Geiberras
Business or organisation name:	Andrew Long and Associates
Position title:	Project Manager
Business or company address:	54-58 Smit Street, Colingwood
Email address:	haley@alassoc.com.au
Telephone:	94709222

15. Statement

I state that the information I have given on this form is correct to the best of my knowledge.

Name:	Haley Geiberras
Signature:	
Date:	

*Delete if not applicable

Figure 1: McAlister Oval sports pavilion, view facing north west

Figure 2: Ransford Oval sports pavilion, view facing west

Figure 3: Ryder Oval sports pavilion, view facing east

Figure 4: Royal Park Railway Station, view facing north

Figure 5: Extant gates associated with Royal Park Railway Station, view facing north west

Figure 6: Gatekeeper's cabin/signal building at the Park Street level crossing, view facing north

Figure 7: Extant signalling mechanism, indicated in red, view facing south

Figure 8: Extant semaphore at Park Street level crossing, view facing west

Figure 9: Cairn marking the location of the departure for the Burke and Wills expedition, view facing south

Figure 10: Grassland that was once part of the temporary military camp, view south west

Figure 11: Grassland that was once part of the temporary military camp, view south west

Figure 12: Rear face, non-renovated side of Walmsley House, view north

Figure 13: Walmsley Manufacturer plaque on south face of Walmsley House

Figure 14: Royal Park North Paddock, 1871 (SLV)

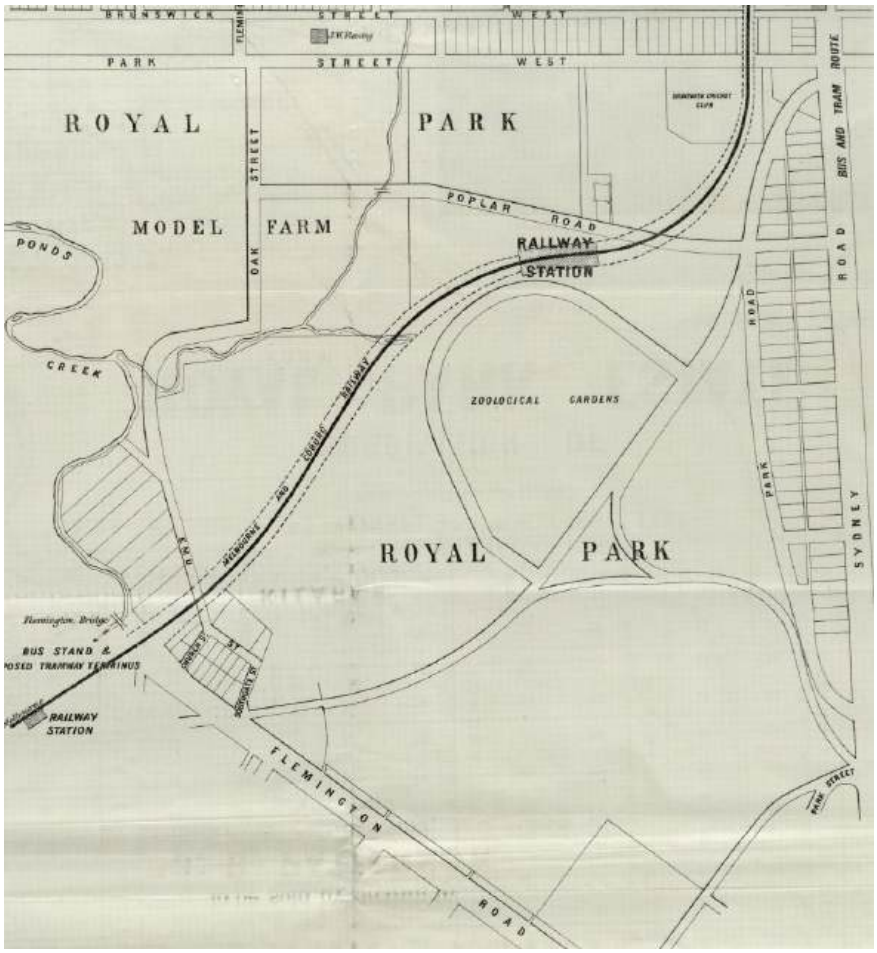


Figure 15: Map excerpt of 1883 Royal Park Estate demonstrating the locations of the model farm, zoological gardens, and Royal Park station, and Brunswick Cricket Club, oriented north (SLV)

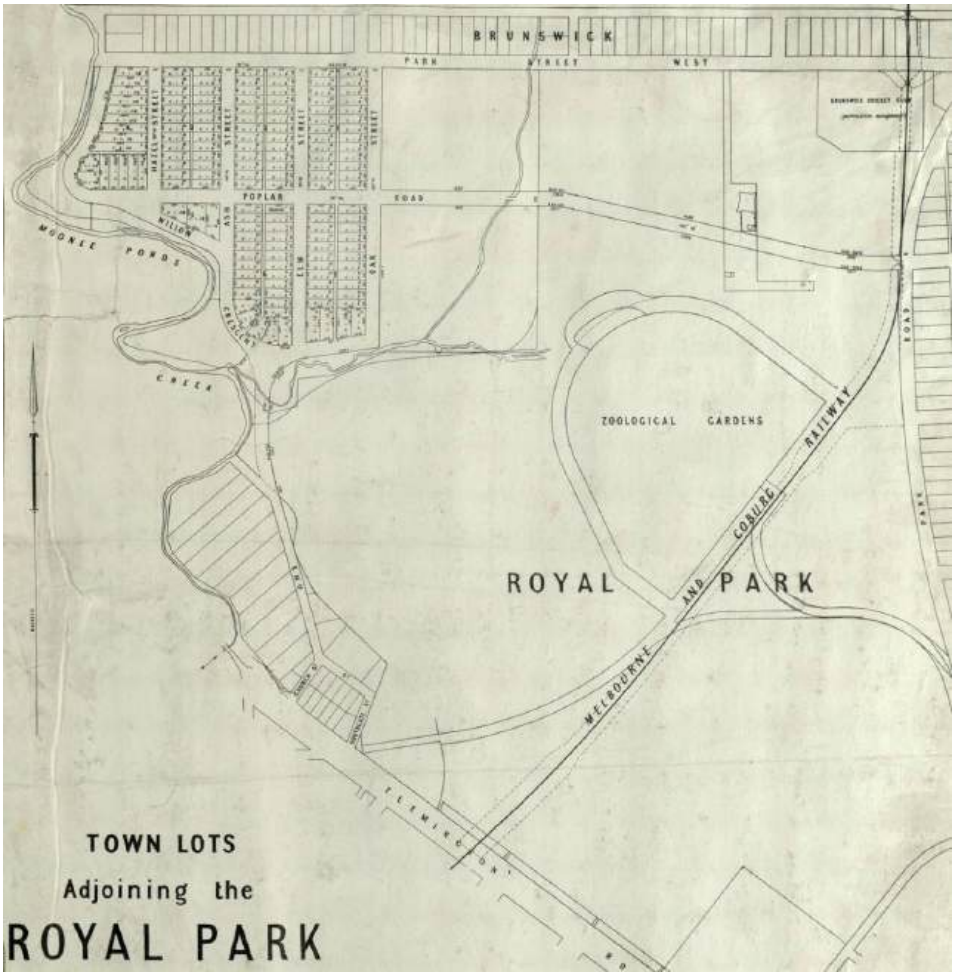


Figure 16: Map excerpt of the 1882 Royal Park Estate, demonstrating the original planned location of the Melbourne to Coburg line, oriented north (SLV)

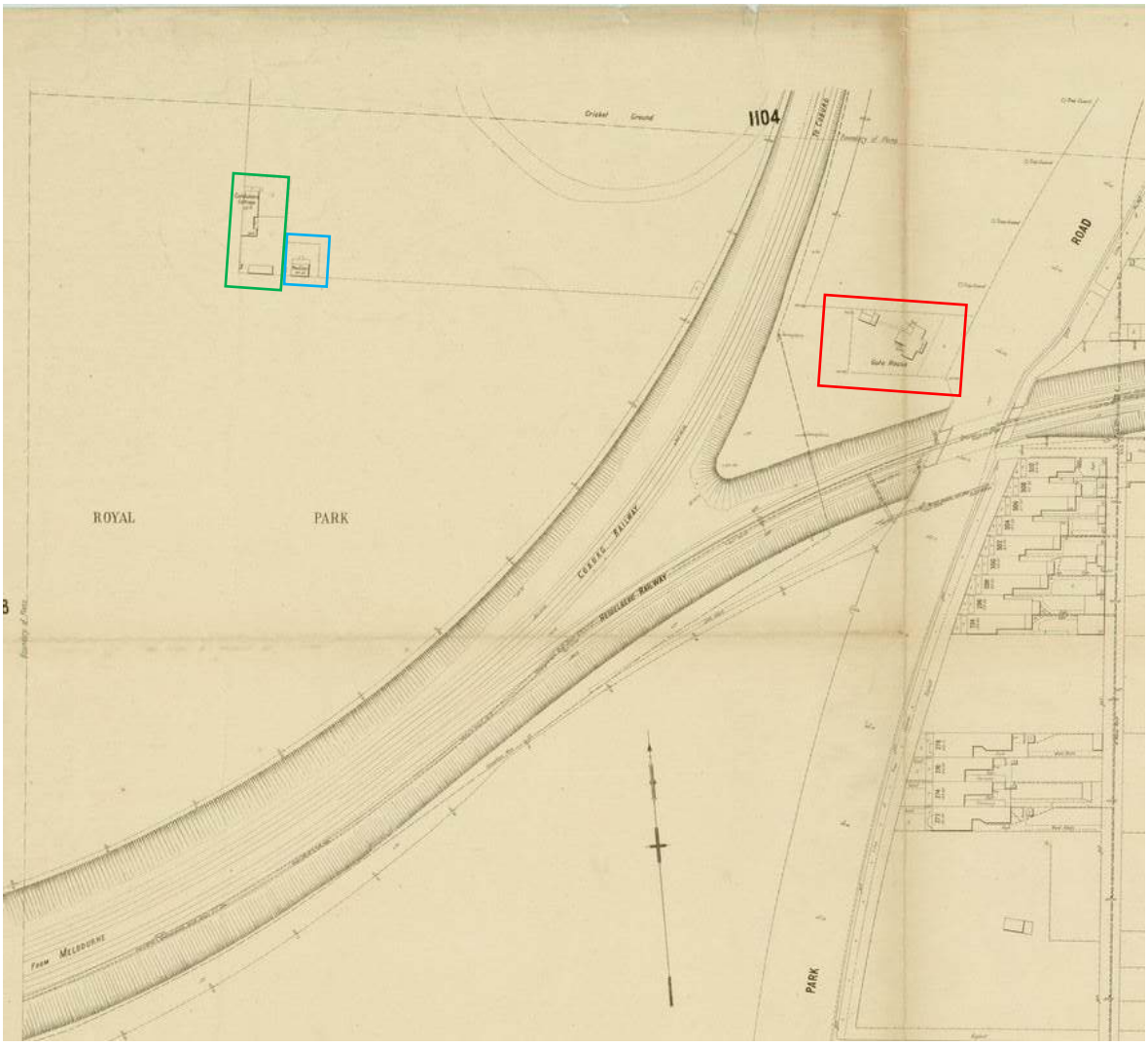


Figure 17: 1902 MMBW plan No 1117 demonstrating the location of the Royal Park junction, gate house with associated out building (in red) and buildings associated with the cricket ground (original in blue, additions in green), oriented north (SLV)

Figure 18: 1931 aerial demonstrating the location of Royal Park train station and rail cutting, oriented north (Landata)

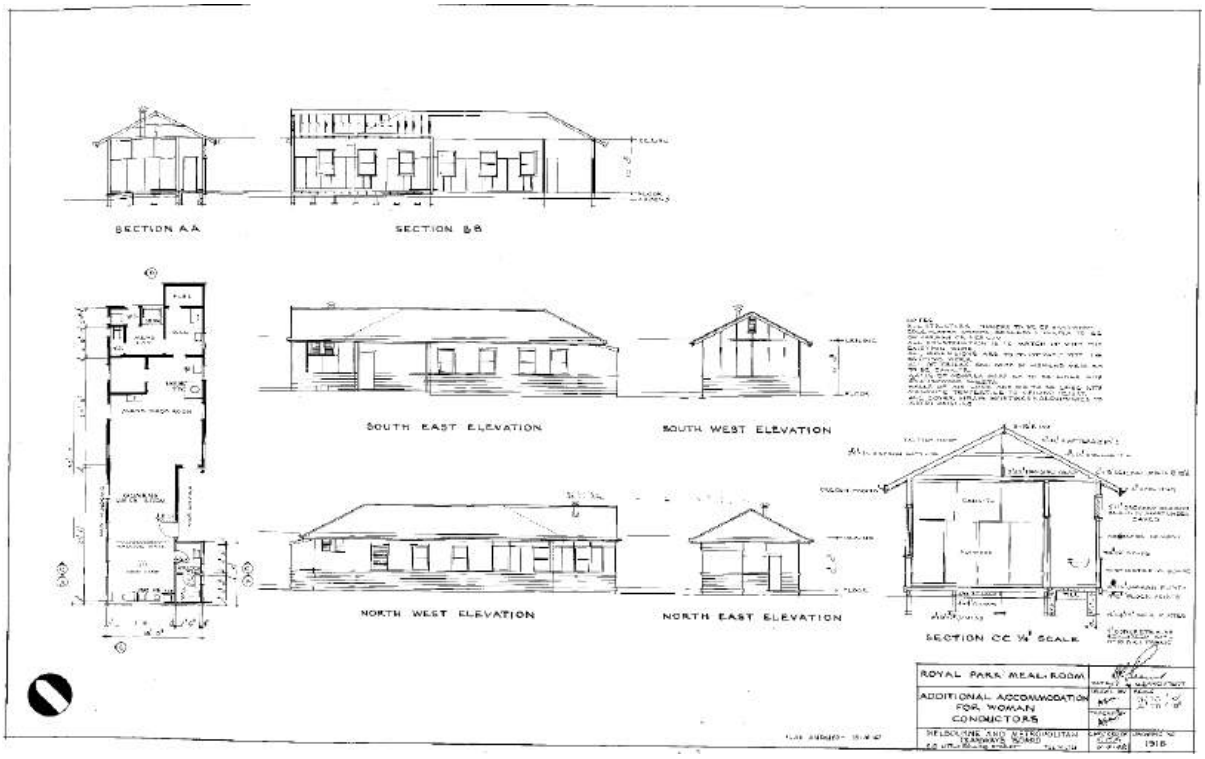


Figure 19: 1942 plan for meal room and woman's accommodation upgrades to the Royal Park station buildings (DoTs)

Figure 20: 1945 aerial image depicting increased development at Royal Park including: military encampments, Royal Park station, additions to Brunswick Cricket Club, and tennis courts, oriented north (Landata)

Figure 21: Newspaper excerpt demonstrating the variety of tasks American soldiers were learning at Camp Pell (The Australasian 1942, p. 15)

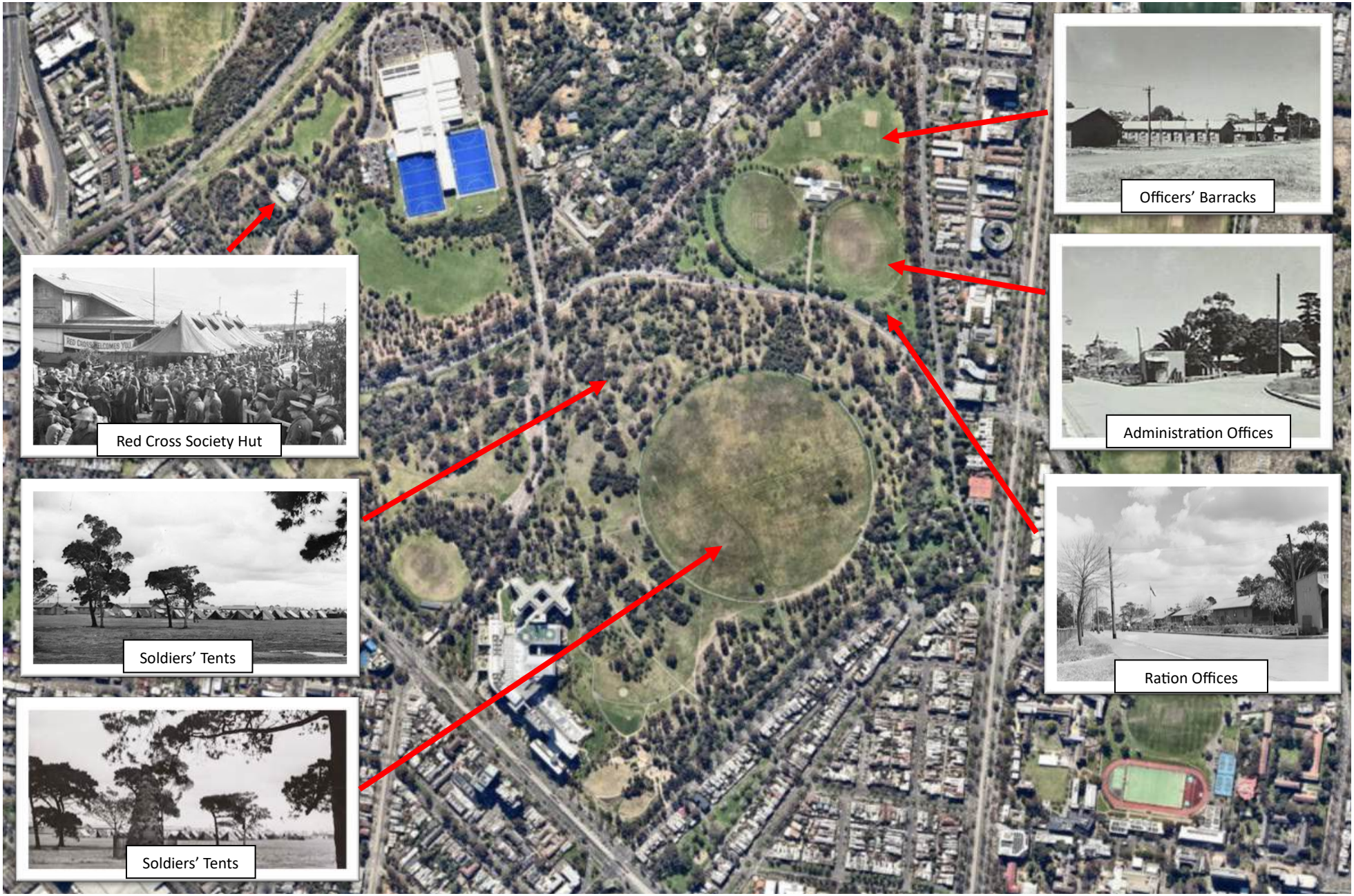


Figure 22: 2023 aerial overlain with historical photos of Camp Pell, courtesy of the Australian War Memorial (Nearmap) (Australian War Memorial)

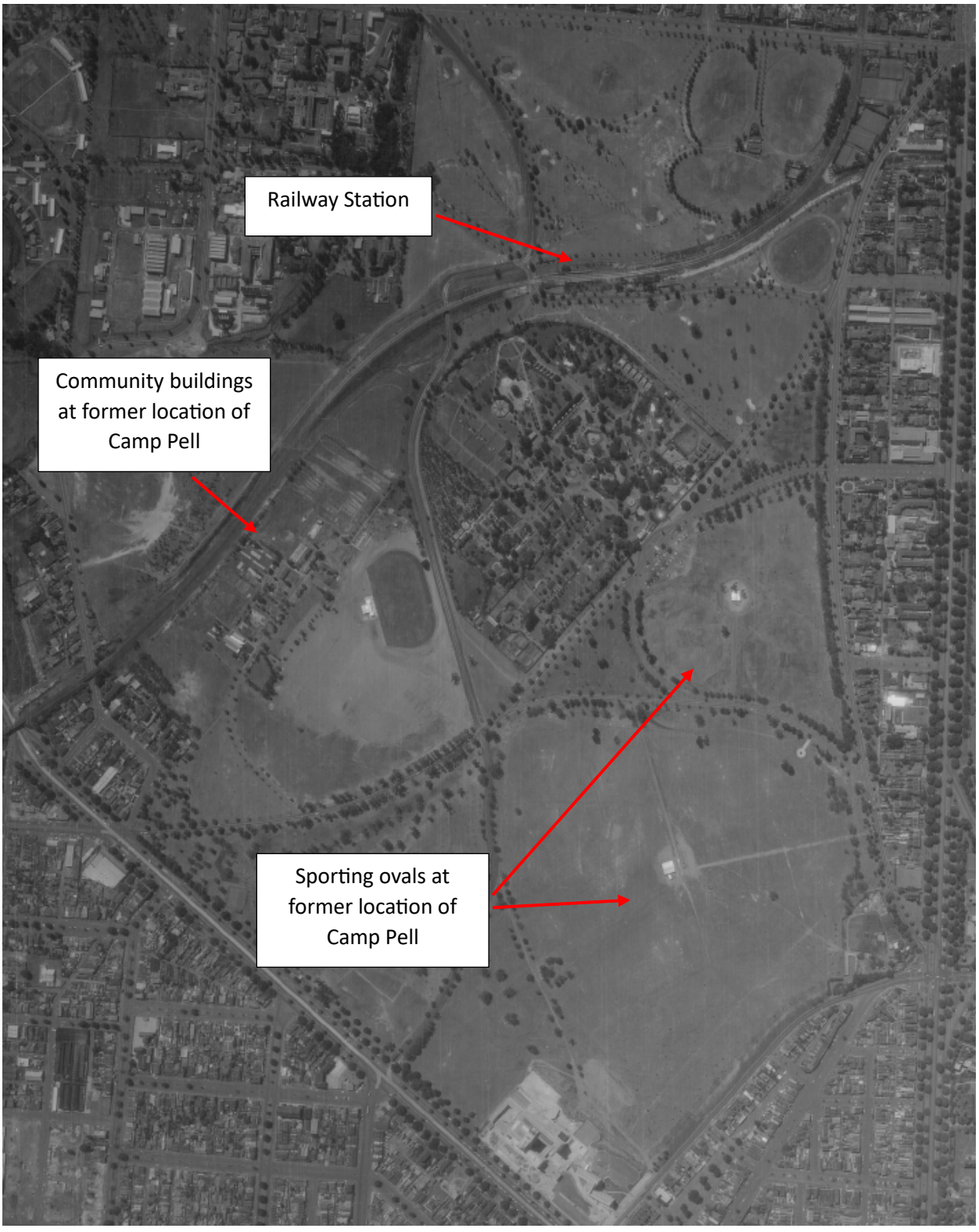


Figure 23: 1962 aerial image depicting sporting ovals, Royal Park railway station, and community buildings, oriented north (Landata).

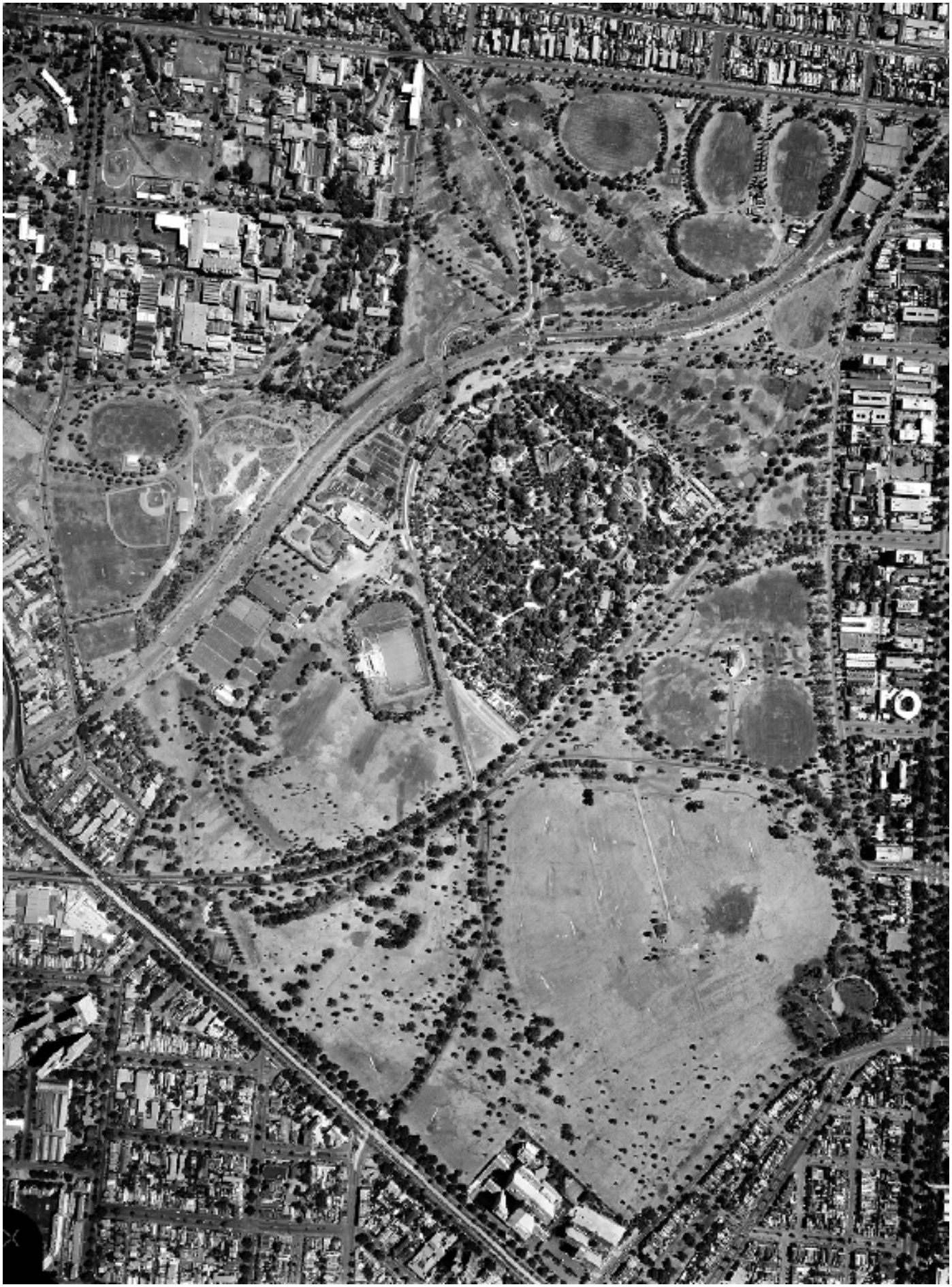


Figure 24: 1984 aerial demonstrating more established ovals and gardens, oriented north, (Landata)

UPFIELD RAILWAY INFRASTRUCTURE: BRUNSWISK TO COBURG

Location

HOPE STREET, BRUNSWICK, 3056; HOPE STREET ROAD RESERVE; ORIENT GROVE, BRUNSWICK, 3056; 218 ALBION STREET, BRUNSWICK 3056; ALBION STREET, BRUNSWICK 3056; ALBION STREET RESERVE; 204 MORELAND ROAD BRUNSWICK, 3056; 2A STATION STREET, COBURG 3058; MORELAND R,

Municipality

MERRI-BEK CITY

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H7822-2386

Heritage Listing

Victorian Heritage Inventory

Statement of Significance

Last updated on - July 24, 2020

The collective representation and significance of this infrastructurealong the rail corridor should be considered. These features represent arange of activities associated with the Upfield railway line, includingdaily operation function to allow the transportation of goods andpeople, industrial usage, the operation of the rail system in an urbanenvironment, and the permanent residential aspect associated withgatekeepers and station masters houses. The site is of historicalimportance for its association with the operation of the former CoburgRailway Line (H0952). This railway line was introduced in the early1880s and the associated infrastructure, including gatekeepers houses,gatekeepers cabins, hand-gates, rail sidings and other featuresrepresent components representative of its use in the transportation ofgoods and people. The site is of archaeological significance for theirpotential to provide evidence of the operation of the railway line,including insights into the daily operations and of workers associatedwith its operation. The site addresses the following category inVictoria?s Framework of Historical Themes: Connecting Victorians bytransport and communications. ? Theme 3: Connecting Victorians bytransport and communications (Sub-theme 3.3 Linking Victorians by rail -Associated Objects)

Theme

3. Connecting Victorians by transport and communications

Hermes Number 206388

Property Number

History

1880-1890s The ‘North Melbourne to Coburg Line’ line opened on 9 September 1884 and a number of the features included in this application are attributed to this period of construction, such as timber gatekeeper’s cabins, hand-operated timber sector gates, signals and masts. The Coburg Goods Yard was in operation by the end of the 18th century and utilised as an open space to load/ unload goods. Further infrastructure to support freight and passenger services was introduced throughout the period of 1884 to the late-1890s. Brick railway station buildings, designed in the Gothic ‘Maldon’ style, were constructed at South Brunswick, Brunswick, Moreland and Coburg by 1887 and signal boxes were constructed between the late-1890s and the late-1920s (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020). The signal boxes were designed to manage access to sidings to businesses at locations along the track, and were installed at Union Street in 1897, Victoria Street (1889); Moreland Road, at the south end of the downside platform (c. 1889) and at Munro Street (c. 1928). The earliest sidings were to Cornwell’s Pottery on Phoenix Street and Hoffman’s Brickworks on Dawson Street in 1886. By the 1890s there were a large number of sidings south of Moreland Road at Cameron Street and Colebrook Street (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020). The late 1800s also saw the development of further infrastructure to service industrial manufacturers utilizing the rail system, such as the Colebrook Street Weighbridge. The establishment of the rail line, along with a cable tram service on Sydney Road was a key driver in the development of Brunswick and the surrounding area in the late 1800s to early-1900s. The population of Brunswick tripled between 1881 (prior to the introduction of the railway) and following its opening in 1884. The railway also assisted local industry including brickworks and potteries (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020). 1900s-1940s By the end of the 1800s Brunswick was regarded as an industrial suburb, supporting a range of factories, brick and terracotta potteries, foundries, sawmills, horse nail factory and quarries. Rail duplication was required due to the volume of freight tonnage and the growing congestion on the rail line (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020). The Moreland stationmasters residence was constructed by 1910, comprising a dwelling, pan closet and additional small buildings within a fenced yard at Moreland Station. The residence was described as a timber-framed house, cruciform on plan, with double gable ends to front and rear elevations. The railway was electrified in 1920, following the First World War, supporting further industrial growth and by the interwar period, hosiery and textile enterprises had begun to replace the brickworks and potteries as Brunswick’s primary manufacturing industries. In addition to public and industrial transportation, the Upfield Line was used to transport coffins and funeral parties from Flinders Street to Fawkner Memorial Park, from 1905 until 1939. The 1930s saw the decline of the brick and clay industries as much of the raw material had been extracted. Quarries were filled and developed as parks reserves. Industrial usage of the Upfield railway line also declined as road transport was favoured (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020). 1950s-1980s A series of proposals for differing rail redevelopments were considered during the mid-late 1900s due to the reduction of demand for rail usage. This resulted in a 20-year period of uncertainty for the rail line and lack of investment. Rail sidings were dismantled, either partially or wholly, between the 1950s and the 1980s and removal of railway infrastructure also occurred. An example of this is the Colebrook Street Weighbridge; the above-ground components were demolished and the remaining in-ground components infilled and covered. 1990s-Present In the early 1990s a plan to construct a light rail along the corridor was abandoned following community outcry and an upgrade to the rail line was announced. The upgrades included the closure of level crossings at Barkly St and Tinning St and the installation of automatic booms at level crossings. Components of the railway were also included on the Victorian Heritage Register in 1997 (Former Coburg Railway Line (H0952)), encompassing a number of areas and structures along the rail line.
This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

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

Historical archaeological site card

Regulation 27

Instructions to complete form

Who should complete this form?

A person who discovers a site that should be recorded on the Heritage Inventory. This form must be completed in accordance with Heritage Victoria's *Guidelines for Conducting Historical Archaeological Surveys* available at www.heritage.vic.gov.au.

Enquiries and more information

Web: www.heritage.vic.gov.au
Telephone: (03) 9938 6891
Email: archaeology.admin@delwp.vic.gov.au

Please lodge your form in one of the following ways:

By email to: archaeology.admin@delwp.vic.gov.au (Word is the preferred document format) OR

By post to: The Executive Director, Heritage Victoria, PO Box 500, MELBOURNE VIC 8002

Please note: all sections must be completed. Incomplete forms will be returned to the applicant which may result in delays.

Office use only

Heritage Inventory number and name	Upfield Railway Infrastructure: Brunswick to Coburg	H7822-2386

Date received	*Date accepted*	*Hermes Number*
26/06/2020	02/07/2020	206388

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VICTORIA State Government | Environment, Land, Water and Planning

Historical archaeological site card

1. Place details

Place name:	Upfield Railway Infrastructure: Brunswick to Coburg.
Heritage Inventory Number (if any):	The application includes the extent of Colebrook Street Weighbridge: H7822-2382 Moreland Stationmasters Residence and Rifle Range: H7822-2384 Coburg Railway Station Goods Yard: H7822, 2385
Other or former names:	Colebrook Street Weighbridge. Moreland Stationmasters Residence and Rifle Range. Coburg Railway Station Goods Yard.
Municipal Council:	City of Moreland
Address:	• Hope Street, Brunswick, 3056 • Hope Street Road reserve • Orient Grove, Brunswick, 3056 • 218 Albion Street, Brunswick 3056 • Albion Street, Brunswick 3056 • Albion Street reserve • 204 Moreland Road Brunswick, 3056 • 2A Station Street, Coburg 3058 • Moreland Road, Coburg 3058 • Reynard Road reserve • Reynard Street, Coburg, 2058 • Munro Street reserve • Bel Street reserve • 29A Ohea Street, Coburg, 3058 • Ohea Street reserve • Ohea Street, Coburg 3058 • Gaffney Street reserve • Gaffney Street, Coburg North, 3058

Geographical coordinates (GDA94 or WGS84) expressed in degrees and decimals of a degree:	GDA94, Zone 55 E320392.00 N5819055.25
Mapsheet name and number (1:100,000 only):	7822-2-1 Maribyrnong

2. Cadastral location

County:	Bourke
Parish:	Jika Jika
Township:	Brunswick
Section:	
Allotment:	• Lot 2 TP956522 • Lot 2 TP960537 • Lot 2, PS603501 • Lot 1 TP960539 • Lot 1 TP920458 • Lot 1, TP942806 • Lot 1 TP942806, PS719356 • Lot 1 TP955686 • Lot 1 TP595812 • Lot 1, TP954220 • Lot 1, TP597881
Standard Parcel Identifier (SPI):	As above

3. Details of site owner or land manager (where known)

Title:	Ms.
First Name:	Kate
Surname:	Kraft
Business or organisation name:	VicTrack

Position title:	Planning Manager
Address:	8/1010 La Trobe St, Docklands VIC 3008
Email address:	Kate.kraft@victrack.com.au
Telephone:	0466 859 271

4. Details of site occupier (where known)

Title:	Mr.
First Name:	Christopher
Surname:	Stewart
Business or organisation name:	Level Crossing Removal Project
Position title:	Senior Manager, Land Planning and Environment
Address:	287 Macaulay Road, North Melbourne VIC 3051
Email address:	Christopher.stewart@levelcrossings.vic.gov.au
Telephone:	0437 756 130

5. Aboriginal cultural values

Site has known Aboriginal values	*No
Site is recorded on the Victorian Aboriginal Heritage Register	*No

6. Current description of site

The site extent comprises paved and unsealed surfaces along the Upfield railway corridor encompassing the location of former rail infrastructure. The former infrastructure is captured nine separate locations between Hope Street, Brunswick and Mantell Street, Coburg. In addition to these nine locations the extent of three existing Victorian Heritage Inventory (VHI) sites within the railway corridor, and associated with the use of the rail system, are proposed for inclusion in this site card application. These three sites are:

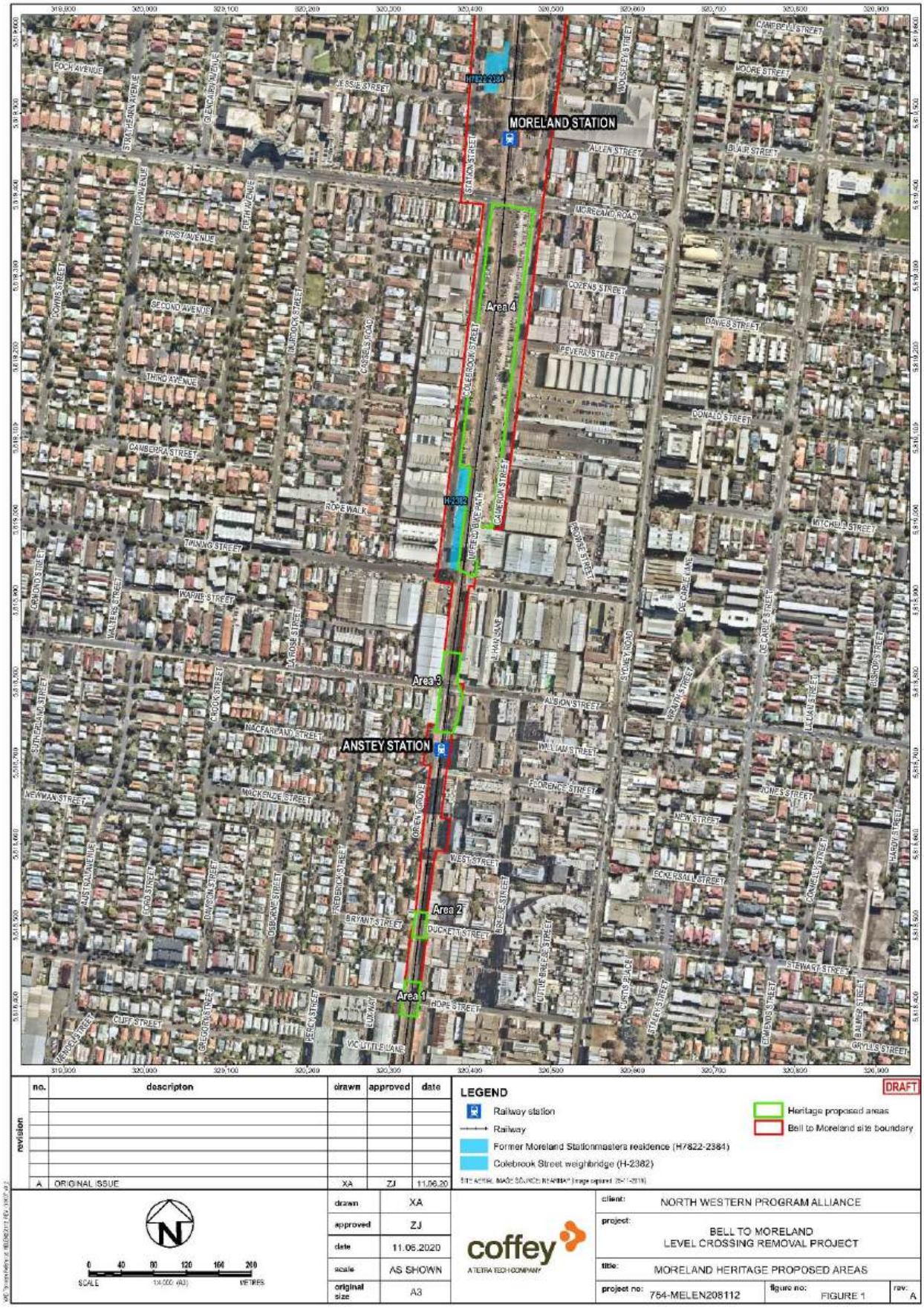
- Colebrook Street Weighbridge (H7822-2382)
- Moreland Stationmasters Residence and Rifle Range (7822-2384)
- Coburg railway Station Goods Yard (H7822-2385)

Historical archaeological site card

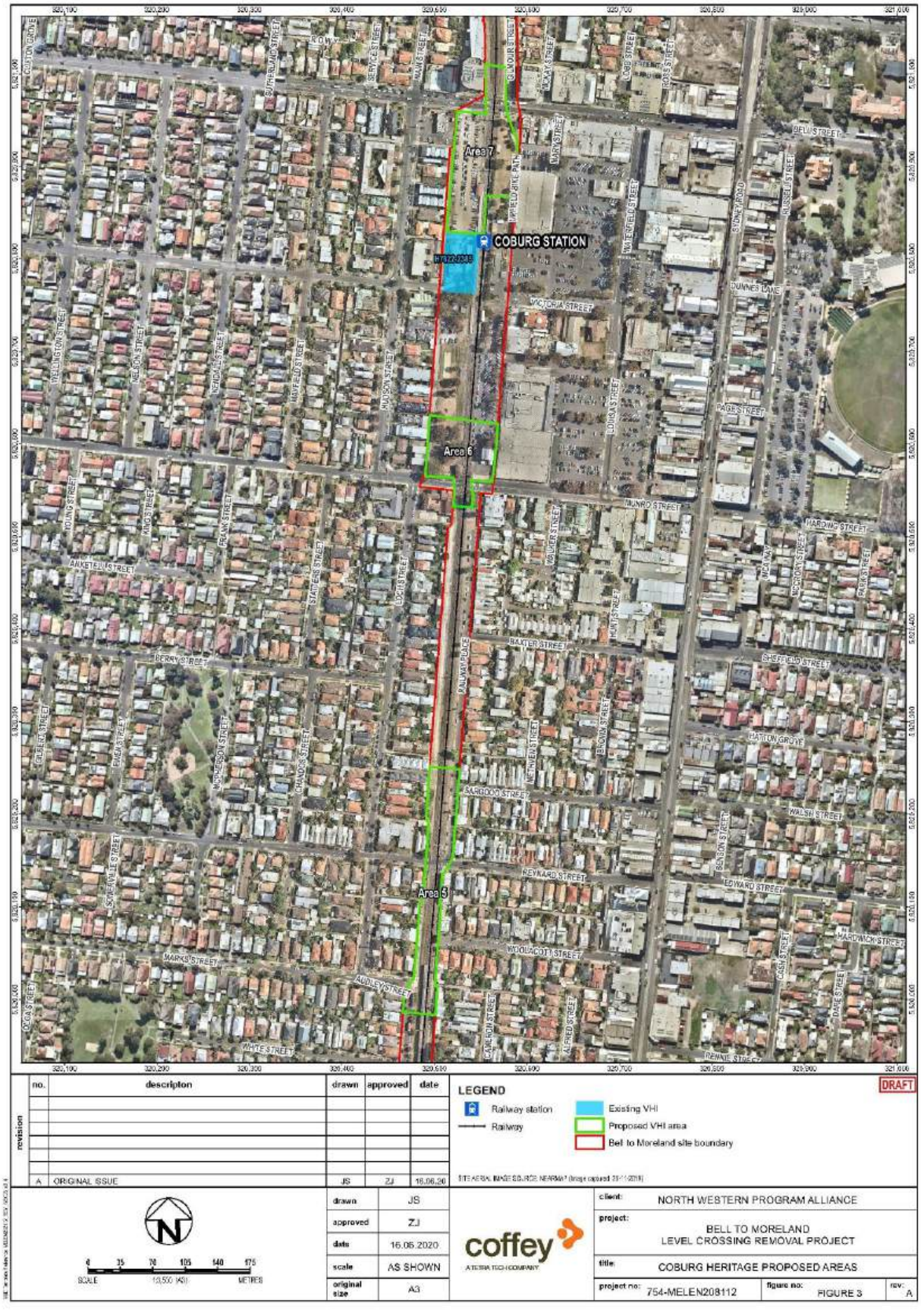
The areas included in the application encompasses the location of former rail infrastructure such as gatekeeper's houses, gatekeeper's cabins, manual gates (hand-gates) and footings, pedestrian crossings, rail sidings, signal boxes (semaphore), and pitched or brick drains.

Given that the features included in this application are directly associated with the operation and use of the Upfield railway line, it is proposed that the nominated areas are listed on the VHI as a single discontinuous site inclusive of the three previously listed sites named above. The location and extent of the nine new areas and three existing sites are shown in the map figures below.

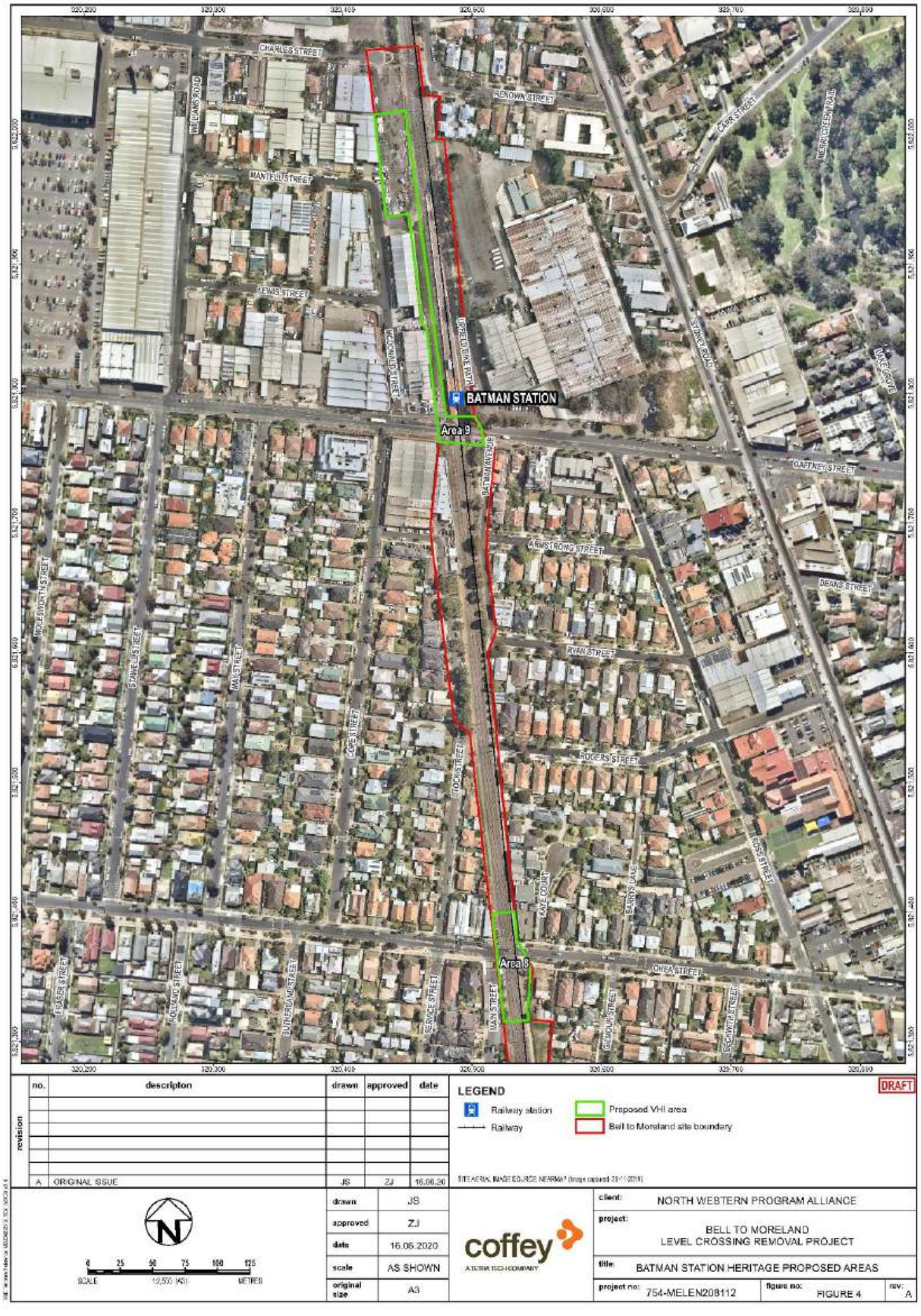
Historical archaeological site card



Historical archaeological site card



Historical archaeological site card



Historical archaeological site card

Date recorded	15 June 2020
On Victorian Heritage Register	*No
On Heritage Overlay	*No
Associated sites:	H7822-2382, H7822-2384, H7822-2385

Feature	*Assessment results*	*Implications*
Victorian Heritage Register	*The site does not include any places registered on the Victorian Heritage Register.* *The closest Victorian Heritage Register listed place is the Former Coburg Railway Line (H0952) located adjacent to site.*	*None.*
Victorian Heritage Inventory	*Three historical heritage places listed on the Victorian Heritage Inventory are located within the boundary of the site:* 1. Colebrook Street Weighbridge: H7822-2382 2. Moreland Stationmasters residence and Rifle Range: H7822-2384 3. Coburg Station Goods Yard: H7822-2385	*The applicant proposes that the existing sites are merged with the new areas included in this application into one VHI site: Upfield Railway Infrastructure: Hope Street, Brunswick to Mantell Street, Coburg.*
Planning scheme heritage overlay	*The site is partially within the mapped extent of HO180- Upfield Railway Precinct*	*None*

7. Place history

Summary of Upfield railway line history

1880-1890s
The 'North Melbourne to Coburg Line' line opened on 9 September 1884 and a number of the features included in this application are attributed to this period of construction, such as timber gatekeeper's cabins, hand-operated timber sector gates, signals and masts.

The Coburg Goods Yard (H7822-2385) was in operation by the end of the 18th century and utilised as an open space to load/ unload goods. Further infrastructure to support freight and passenger services was introduced throughout the period of 1884 to the late-1890s. Brick railway station buildings, designed in the Gothic 'Maldon' style, were constructed at South Brunswick, Brunswick, Moreland and Coburg by 1887 and signal boxes were constructed between the late-1890s and the late-1920s (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020). The signal boxes were designed to manage access to sidings to businesses at locations along the track, and were installed at Union Street in 1897, Victoria Street (1889); Moreland Road, at the south end of the downside platform (c. 1889) and at Munro Street (c. 1928).

The earliest sidings were to Cornwell's Pottery on Phoenix Street and Hoffman's Brickworks on Dawson Street in 1886. By the 1890s there were a large number of sidings south of Moreland Road at Cameron Street and Colebrook Street (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020). The late 1800s also saw the development of further infrastructure to service industrial manufacturers utilizing the rail system, such as the Colebrook Street Weighbridge (VHI 7822-2382).

The establishment of the rail line, along with a cable tram service on Sydney Road was a key driver in the development of Brunswick and the surrounding area in the late 1800s to early-1900s. The population of Brunswick tripled between 1881 (prior to the introduction of the railway) and following its opening in 1884. The railway also assisted local industry including brickworks and potteries (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020).

1900s-1940s
By the end of the 1800s Brunswick was regarded as an industrial suburb, supporting a range of factories, brick and terracotta potteries, foundries, sawmills, horse nail factory and quarries. Rail duplication was required due to the volume of freight tonnage and the growing congestion on the rail line (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020).

The Moreland stationmasters residence (H7822-2384) was constructed by 1910, comprising a dwelling, pan closet and additional small buildings within a fenced yard at Moreland Station. The residence was described as a timber-framed house, cruciform on plan, with double gable ends to front and rear elevations.

The railway was electrified in 1920, following the First World War, supporting further industrial growth and by the interwar period, hosiery and textile enterprises had begun to replace the brickworks and potteries as Brunswick's primary manufacturing industries. In addition to public and industrial transportation, the Upfield Line was used to transport coffins and funeral parties from Flinders Street to Fawkner Memorial Park, from 1905 until 1939.

The 1930s saw the decline of the brick and clay industries as much of the raw material had been extracted. Quarries were filled and developed as parks reserves. Industrial usage of the Upfield railway line also declined as road transport was favoured (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020).

1950s-1980s
A series of proposals for differing rail redevelopments were considered during the mid-late 1900s due to the reduction of demand for rail usage. This resulted in a 20-year period of uncertainty for the rail line and lack of investment. Rail sidings were dismantled, either partially or wholly, between the 1950s and the 1980s and removal of railway infrastructure also occurred. An example of this is the Colebrook Street Weighbridge; the above-ground components were demolished and the remaining in-ground components infilled and covered.

1990s-Present
In the early 1990s a plan to construct a light rail along the corridor was abandoned following community outcry and an upgrade to the rail line was announced. The upgrades included the closure of level crossings at Barkly St and Tinning St and the installation of automatic booms at level crossings. Components of the railway were also included on the Victorian Heritage Register in 1997 (Former Coburg Railway Line (H0952)), encompassing a number of areas and structures along the rail line.

8. Analysis of site (interpretation)

The areas included in this site card application are detailed below (Areas 1-9). The three previously registered VHI places are detailed in Appendix B

Area 1: Hope Street intersection.

The intersection of Hope Street and the rail corridor contained former infrastructure including a gatekeeper's house, gatekeeper's cabin, rail siding and hand-gates, associated with the late 1800s construction of the railway. The layout of these structures is shown in a Victorian Railway plans and a Melbourne Metropolitan Board of Works plan (MMBW), displayed below (Figure 2, Figure 3, Figure 4).

As shown in Figure 2, the gatekeepers house was positioned at south-east corner of the intersection, partially within an allotment adjacent to the rail corridor, with a portion of the house extending into the rail reserve. The plan of the house includes the primary structure with a westward-facing veranda, and ancillary buildings to the south. The MMBW plan also shows a former siding extending within the eastern rail reserve, past the gatekeepers house. A small structure to the north-west of the intersection is also shown on the plan.

A 1961 plan shows the gatekeepers house and sidings, as well as a 'new' gatekeeper's cabin situated within the western rail reserve, to the south of Hope Street (Figure 3). A subsequent detail plan dated to 1967 shows a pitched/ brick drain extending along the eastern rail reserve is also shown in this plan (Figure 4). The rail sidings shown in the earlier plans are absent, suggesting either decommission or removal in the early-mid 1900s, in keeping with the historic development of the rail line. The 1967 plan also shows the layout of proposed automatic boom-barriers, which would have replaced the pre-existing hand-gate system similar to those at Reynard Street, shown in (Figure 21).

Aerial imagery confirms the Gatekeepers house was demolished by 1988 and the location gravelled and subsequently paved for use as a vacant lot/ storage area (Figure 5). The structure to the northeast of the Hope Street intersection was also demolished by 1988, possible to allow for utility installation. Surrounding industrial buildings appear to have encroached on the rail corridor, possibly overlying the footprint of a former drain that extended along the east of the rail corridor. The Gatekeepers Cabin is present in the 1988 aerial image, and demolished by 2009 (Figure 6). The 2009 aerial image also displays the Upfield Shared-use Path (SUP) along the eastern margin of the rail reserve.

A review of the Hope Street intersection confirms that the above-ground components of the gatekeepers house and other rail infrastructure are no longer intact. However, given the nature of subsequent development at these locations, it is unlikely that impacts extended significantly into subsurface deposits and removed all valuable archaeological deposits. The construction of the current SUP may be associated with impacts to a depth of approximately 25cm, and a similar levels of impact may be associated with the asphalted vacant allotment overlaying the former gatekeeper's house. Comparatively, a detail plan of the gatekeeper's house at Dynon Station indicated that building specifications associated with these buildings included supports installed at a minimum of 2 feet (60cm) below ground level (Figure 1). Tis indicates that foundational footing and other floor deposits may remain within area 1.

Despite the impact of recent development, there is a likelihood that subsurface archaeological deposits, such as building foundations and associated artefacts or objects, remain intact at the site. This has been demonstrated though archaeological investigations at Buckley Street, Essendon (Willis and Goulding 2018), and at the Colebrook Street Weighbridge site. In both examples, archaeological deposits have persisted in areas of extensive subsequent development, such as roadway and carpark construction. These examples are directly comparable to the location of the former gatekeeper's house and gatekeeper's cabin at the Hope Street intersection.

Area 2: Duckett Street intersection

The intersection of Duckett Street and the rail corridor contained a former rail siding that extended northward along the eastern rail reserve. The sidings are visible on MMBW detail plan no.1906 and therefore associated with rail activity in the late 1800s (Figure 7). The sidings are absent in later aerial photographs of the area and a subsequent drainage plan (Figure 8). The sidings were likely impacted by upgrades for the electrification of the railway in the 1920s and partially dismantled during the mid-1900s. Decommissioning of the sidings was will have almost certainly resulted in the removal of the metal track components, however it is likely that rail sleepers and other components were covered rather than completely removed. Further to this, the limited impacts of SUP construction cannot remove the potential for elements of the former siding to remain along the alignment.

Area 3: Albion Street intersection

The intersection of Albion Street and the rail corridor contained a former gate-house and associated storage shed situated at the south-east of the intersection, as well as hand-gates and pedestrian gates at the roadway. The position of former structures is displayed in a MMBW plan dated to 1907 (Figure 9) and a 1965 detail plan (Figure 10). The hand-gates and timber pedestrian gates at the south of the intersection would have operated at the location until their replacement with automatic booms during the 1990 upgrades to the railway line.

The footprint of the former gate house and associated shed is now overlaid by the current Anstey Station building, constructed in 1926. It is noted that the former gate-house footprint extended into current grassed surfaces to the south of the station building, and also into the area now occupied by the Upfield SUP to the immediate east (Figure 11). Given the timing and nature of later developments, there is a likelihood for archaeological deposits associated with the former gate house and hand gates to remain at the location. These may be beneath the current roadway and paved surfaces, and also beneath Anstey Station and the adjacent lawn surfaces.

Area 4: Tinning Street to Moreland Road

Rail infrastructure between Tinning Street and Moreland road included a former gatehouse at the northeast corner of Tinning Street, rail sidings along both east and west margins of the rail corridor at Colebrook Street and Cameron Street, and a gatehouse at the south-east corner of the Moreland Road intersection. The Tinning Street gatehouse displays an associated closet to the north (likely an unsewered pan closet). The Moreland Road gate house comprises an irregular layout with a rear veranda and associated outbuildings and pan closet within a fenced yard (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020). The Gatehouses are evident in a 1908 MMBW plan (Figure 12).

The Moreland Road railway sidings were constructed along Colebrook Street and Cameron Street to service grain stores and factories. On the east side of the railway line, the sidings extended through rail reserve to a grain shed and crossed Cameron Street to a nail factory (Figure 12). Sidings within the western reserve extended to the former grain store and were associated with a former weighbridge listed on the VHI (H7822-2382).

The railway sidings remained in place until their partial or complete removal between 1983 and 1988 (Z.Jones 2020). Visible components of the sidings are preserved in the Colebrook Street roadway surface and the Tinning Street footpath, however the clearance of materials from rail reserve along Colebrook Street and Cameron Street may have included all tracks.

The gatehouses at Moreland Road was demolished in the late 1940s-to 1950s and remained vacant land throughout the late 1900s to present (Bell and Moreland Level Crossing Removal Project, 2020). The Tinning Street gatehouse is visible in a 1970 aerial photo (Figure 14), and absent by the late 1980s with paved surfaces at its location (Figure 15).

Surfaces included in Area 4 retain a potential to contain archaeological deposits associated with both of the former gatehouses and rail sidings, given the low relative impact to these areas following demolition of the original gatehouse structures. The Colebrook Street Weighbridge site (H7822-2382) provides an example of preserved rail feature in the immediate area. A level of likelihood also exists for preserved rail sidings, particularly rail sleepers, given the extent of these features along Colebrook Road and Cameron Street.

Area 5: Audley Street to Sargood Street

Area 5, from Audley Street to Sargood Street, contains a number of former features including two bridges, indicating pedestrian crossings, are listed on a 1908 MMBW plan at the intersection of Audley Street with Linda Street and Station Street, Coburg (Figure 16). The specific layout or fabrics associated with the crossings is unknown, however a gated system was likely installed. Little subsequent development at this location is evident with the exception of rail utility installation. The eastern rail corridor at Woolacott Street contained a former signal station adjacent to the up-track (labelled as semaphore on MMBW plans (Figure 17). Given the low levels of subsequent development at Audley Street and Woolacott Street, there is potential for archaeological deposits associated with this rail infrastructure to remain.

The intersection of Reynard Street and the rail corridor contained infrastructure including a former house, gatekeeper's cabin, hand-gates and pedestrian gates, and a pitched channel. The former house is shown in MMBW plans dated to 1895 (Figure 18). The structures are also detailed in a Victorian Railway plan dated to 1967 (Figure 19). The house, although not labelled as a gatekeeper's house, is positioned at the south-east corner of the intersection and partially within the rail corridor. The position and orientation of the structure matches that of other former gatekeeper houses along the rail corridor.

The 1967 plan displays a gatekeeper's cabin situated within the western rail reserve to the south of Reynard Street, suggesting a similar construction period to the Hope Street cabin. A pitched/ brick drain extending along the western rail reserve is also shown in the 1967 detail plan.

Aerial imagery indicates the house was demolished following 1968 (Figure 20). The land remained vacant land until the recent development of the Upfield SUP and an apartment block in the adjacent allotment. The gatekeeper's cabin along with the wooden

hand-gates are visible in a 1996 photograph of the intersection, prior to their removal as part of the late 1990 upgrade works that included installation of automatic boom gates and pedestrian gates (Figure 21).

The Reynard Street intersection has a likelihood to contain archaeological deposits associated with the former house. The development of an apartment building has likely resulted in the destruction of archaeological materials within its construction footprint, however components of the house that extended into the eastern rail reserve may remain intact in subsurface deposits. As stated earlier, the construction of the current SUP may be attributed to relatively shallow ground disturbance (approximately 25cm depth), suggesting that foundational footing and other floor deposits associated with the house may also remain in this area. The location of the gatekeepers cabin has undergone limited impacts associated with utility installation and may also retain intact features. Components of the original hand gates are likely limited to wooden stumps and post holes that may be visible beneath the current sealed road surfaces.

The intersection of Sargood Street and the rail corridor contained a former pitched drain crossing under the railway Figure 22. Given the low levels of subsequent development within this area, there is potential for archaeological deposits associated with the feature to remain at the site.

Area 6: Munro Street intersection

The Munro Street intersection area contained a former gate-house, signal box, and interlocking hand-gates. The gate-house was constructed in the north-east of the intersection by the early twentieth century, comprising an irregularly-shaped building with a veranda, associated garden, boundary fence and pan closet (Figure 23). The signal box is also detailed in the MMBW plan. A later addition of the Munro Street signal box was completed during the 1920s, positioned opposite the gatehouse. A substation was also added to the north in 1932 (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020).

The gatehouse was demolished by 1945 following its partial destruction from fire in 1924 (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020). The location of the gate house remained largely undeveloped following demolition, with the exception of limited impacts associated with installation of automatic booms, pedestrian level crossing gates/fencing and the Upfield SUP (Figure 24).

The original interlocking gates at Munro Street were replaced by boom barriers in 1983. Similar to Reynard Street, Features or deposits associated with the original hand gates are likely limited to wooden stumps and post holes that may be visible beneath the current sealed road surfaces.

Area 7: Bell Street intersection/ Coburg Station

The intersection of Bell Street, north of Coburg Station contained a gatekeeper's house, rail sidings, open brick drain, and former hand-gates (Figure 25). The gatekeeper's house was positioned to the southeast of the intersection in keeping with the location of these structures along the rail line, and was westward-facing with two connected out-houses. The rail sidings are shown to the west of the original rail line in the MMBW plan, merging into the line south of Bell Street. In a subsequent 1957 detail, the sidings do not reconnect to the main railway, and instead terminate just south of Bell Street (Figure 26), suggesting a redesign of the sidings during the early 1900s. The 1957 plan also details the layout of the gatehouse, ancillary structures, and the hand-gate system.

The gatehouse was demolished by the late 1980s, and the site partially disturbed by the installation of automatic boom gates and construction of the SUP. Given the coverage of the former gate house, there is a potential for archaeological deposits to remain at this location, particularly within the undeveloped surfaces between the railway line and under the SUP (Figure 32). Both a 1906 MMBW plan and 1957 detail plan indicate the former layout of rail sidings. Sections of these sidings were identified within Munro reserve (approximately 200m to the south) in early 2020, indicating a potential for components of the sidings to remain in situ in the Bell Street area.

Area 8: O'Heas Street intersection

The intersection of O'Heas Street and the railway included a former gatekeeper's house and yard and former hand-gates, as shown in an 1895 MMBW detail plan (Figure 28). A gatekeeper's cabin within the western rail reserve to the south of O'Heas Street is also shown in a 1959 sewerage plan (Figure 29).

The O'Heas Street (then O'Heas Road) gatehouse was constructed to the southeast of the intersection with a layout similar to those along the Upfield line. The building and associated yard and outbuildings remained throughout the early and mid-1900s up until their demolition in the 1970s. The gatekeeper's cabin and interlocked gates were present until at least 1992, as shown in a photograph of the intersection (Figure 30). The gates were subsequently replaced by automatic booms and the cabin demolished during the late 20th century.

Despite these impacts, the footprint of the former gatehouse and ancillary structures remains largely vacant with paved capping. A likelihood remains for intact floor and foundation deposits associated with the gatehouse to remain. Features and deposits associated with the original gates may also remain at the site, including wooden foundations and post hole features.

Area 9: Gaffney Street intersection to Mantell Street

Former rail infrastructure at Gaffney Street and within the western rail reserve opposite Batman Station comprised a former gatekeeper's cabin, adjacent hand-gates, and rail sidings within the reserve, extending to an easement north of Mantell Street. The cabin and sidings are included in MMBW detail plans dated to 1895 (Figure 32), with the sidings continuing eastward to the former Lincoln Mills located along Williams Street to the west (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020). A free-standing structure is also shown in the western rail reserve, adjacent to the sidings at the east end of Mantell Street.

The gatekeeper's cabin and sidings, as well as the hand-gates are further detailed in a Vic Rail drainage plan dated to 1935 (Figure 33). The detail plan also shows the re-alignment of a railway to the east of the Batman station, resulting in the island-platform and station layout that exists today. Although not shown in the detail plan, the free-standing structure east of Mantell Street is still present at this time, as shown in a subsequent 1956 aerial photograph (Figure 34).

By 1988, the western reserve area had been partially developed as a carpark, which would have resulted in at least partial demolition of the rail sidings and the above-ground components of the former free-standing structure (Figure 35). The gatekeeper's cabin had also been removed at this time. Little development occurred subsequent to 1988, with the exception of automated boom-gate installation (Figure 36). This may have partially impacted any preserved components of the gatekeeper's cabin; however these works do not remove a likelihood for preserved components of the cabin to remain in subsurface contexts at the location. Similarly, there is a strong likelihood for components of the former sidings and free-standing structure east of Mantell Street to remain intact beneath the asphalted carpark.

11. Threat

The site, including the nine unlisted areas, and three VHI sites, will be impacted by works associated with the level crossing removal program (LXRP). These works will include a range of developmental works that will result in substantial development of the rail corridor between Hope Street Brunswick and Mantell Street, Coburg.

12. References / Informants

Bell and Moreland Level Crossing removal Project- Historical Archaeological Assessment, Upfield Railway Line – Hope Street, Brunswick to Charles Street, Coburg. 2020, report to Lovell Chen for AECOM GHD Joint Venture

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Victorian Railway Infrastructure Standard Plans, website accessed 10/06/2020::
http://www.victorianrailways.net/infastuct/W&W_standard_plans.pdf

Willis, S. Goulding, M. 2018, Buckley Street Railway Crossing removal, Essendon railway Station (H1562)

13. Attachments

Please attach the following to this form:

x	A map showing the location of the site. Map must clearly identify recorded area and include any street addresses (e.g. excerpt from Melway and its reference numbers)
x	A plan showing all archaeological features, and any built cultural heritage. (The plan must be labelled, and scale noted – e.g. 1:100,000)
x	Photographs of the site (you may include historical photographs, historical plans, and historic maps)
x	Any other documents or notes produced as a result of the survey.

14. Recording archaeologist's details

Title:	**Mr.**
First Name:	**Zachary**
Surname:	**Jones**
Business or organisation name:	**Eco Logical Australia**
Position title:	**Senior Heritage Advisor**
Business or company address:	**Level 1, 436 Johnston Street, Abbotsford, VIC 3067**
Email address:	**zak.jones@ecoaus.com.au**
Telephone:	**03 9290 7185**

15. Statement

I state that the information I have given on this form is correct to the best of my knowledge.	
Name:	Zachary Jones
Signature:	
Date:	15/06/2020

9. Statement of Significance

The collective representation and significance of this infrastructure along the rail corridor should be considered. These features represent a range of activities associated with the Upfield railway line, including daily operation function to allow the transportation of goods and people, industrial usage, the operation of the rail system in an urban environment, and the permanent residential aspect associated with gatekeepers and stationmasters houses.

The nominated areas are of historical importance for their association with the operation of the former Coburg Railway Line (H0952). This railway line was introduced in the early 1880s and the associated infrastructure, including gatekeepers houses, gatekeepers cabins, hand-gates, rail sidings and other features represent components representative of its use in the transportation of goods and people.

The site is of scientific (archaeological) significance for their potential to provide evidence of the operation of the railway line, including insights into the daily operations and of workers associated with its operation.

The site addresses the following category in Victoria's Framework of Historical Themes:

Connecting Victorians by transport and communications.

- Theme 3: Connecting Victorians by transport and communications
    - Sub-theme 3.3 Linking Victorians by rail - Associated Objects

The weighbridge represents equipment directly associated with the operation of the railway network from the late

The site's significance may also be considered with regard to the following criteria detailed in the Guidelines for Conducting Historical Archaeological Surveys:

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

10. Suggested Protection

x **Heritage Inventory**

☐ Victorian Heritage Register

☐ Heritage Overlay

15. Appendix A: Reference Figures

Historical archaeological site card

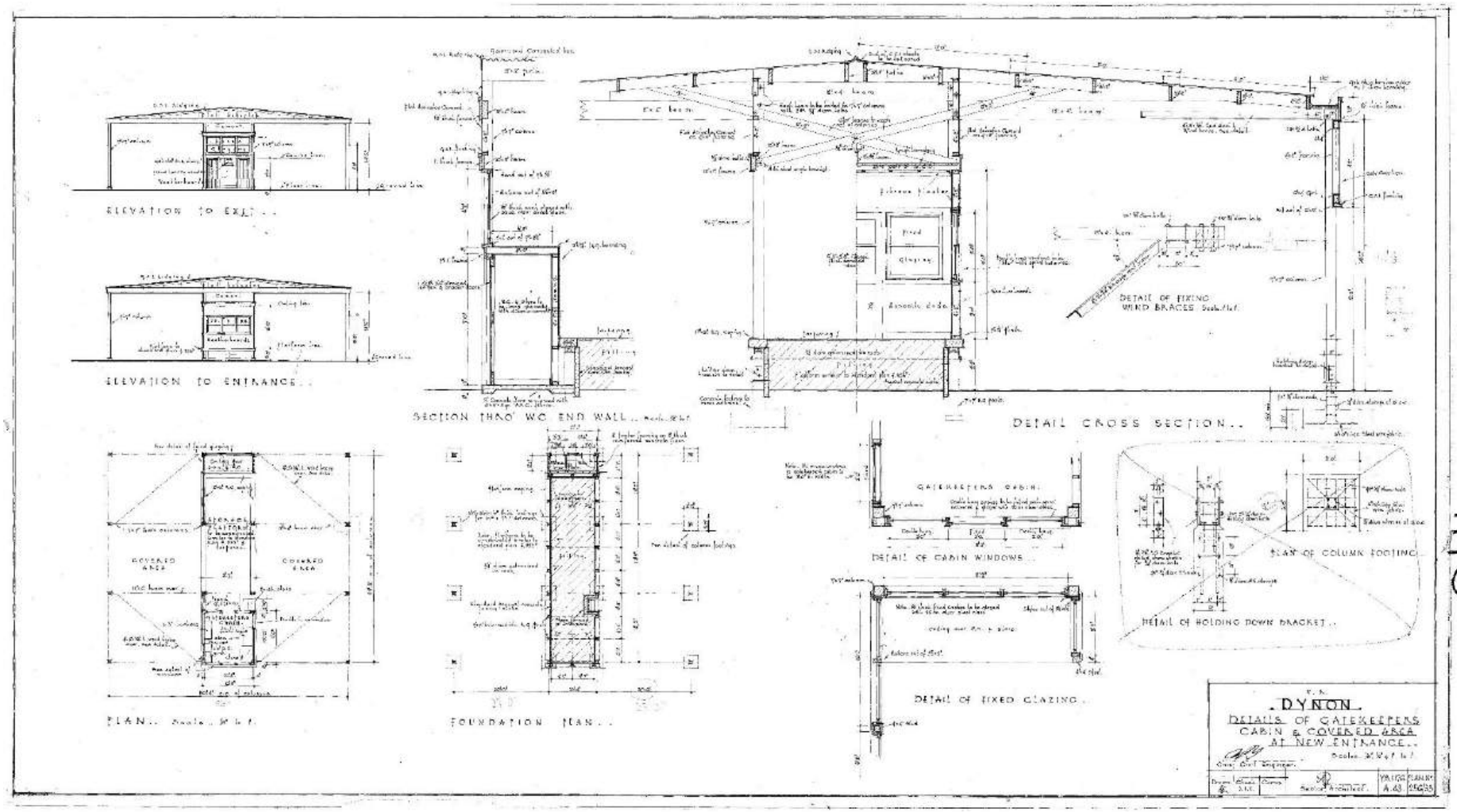


Figure 1: 1961 Detail drawing of the Gatekeepers Cabin, Dynon Station, providing comparative building specifications. Of particular note are the footing details. (Public transport Victoria Drawing Management System. 15/06/2020)

Area 1: Hope Street intersection

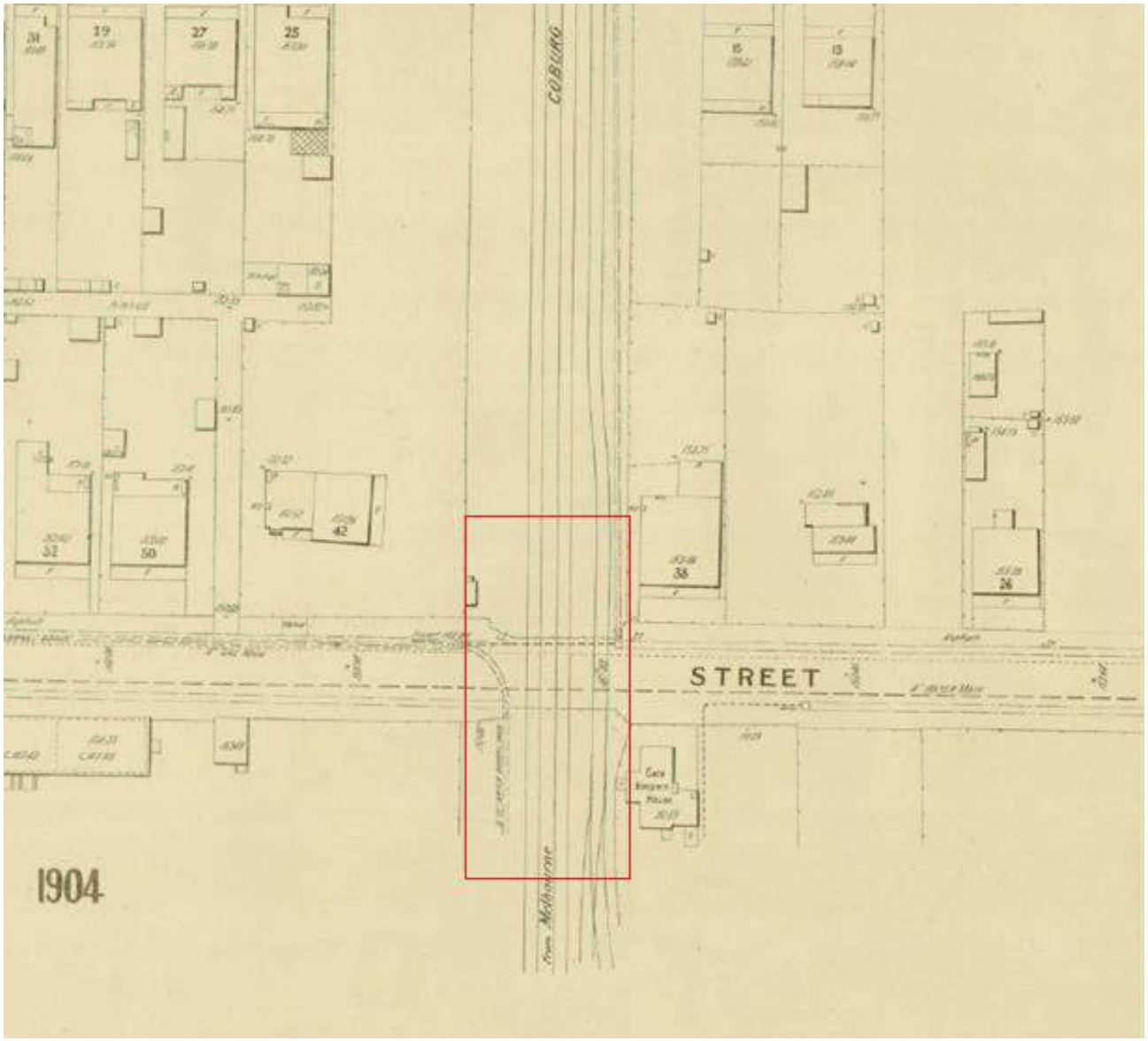


Figure 2: Melbourne Metropolitan board of Works Detail Plan no. 1906, dated to 1895, showing Area 1 with rail sidings and partially overlaying a gatekeepers house. North is up. (State Library of Victoria MMBW Plans, website accessed 10/06/2020)

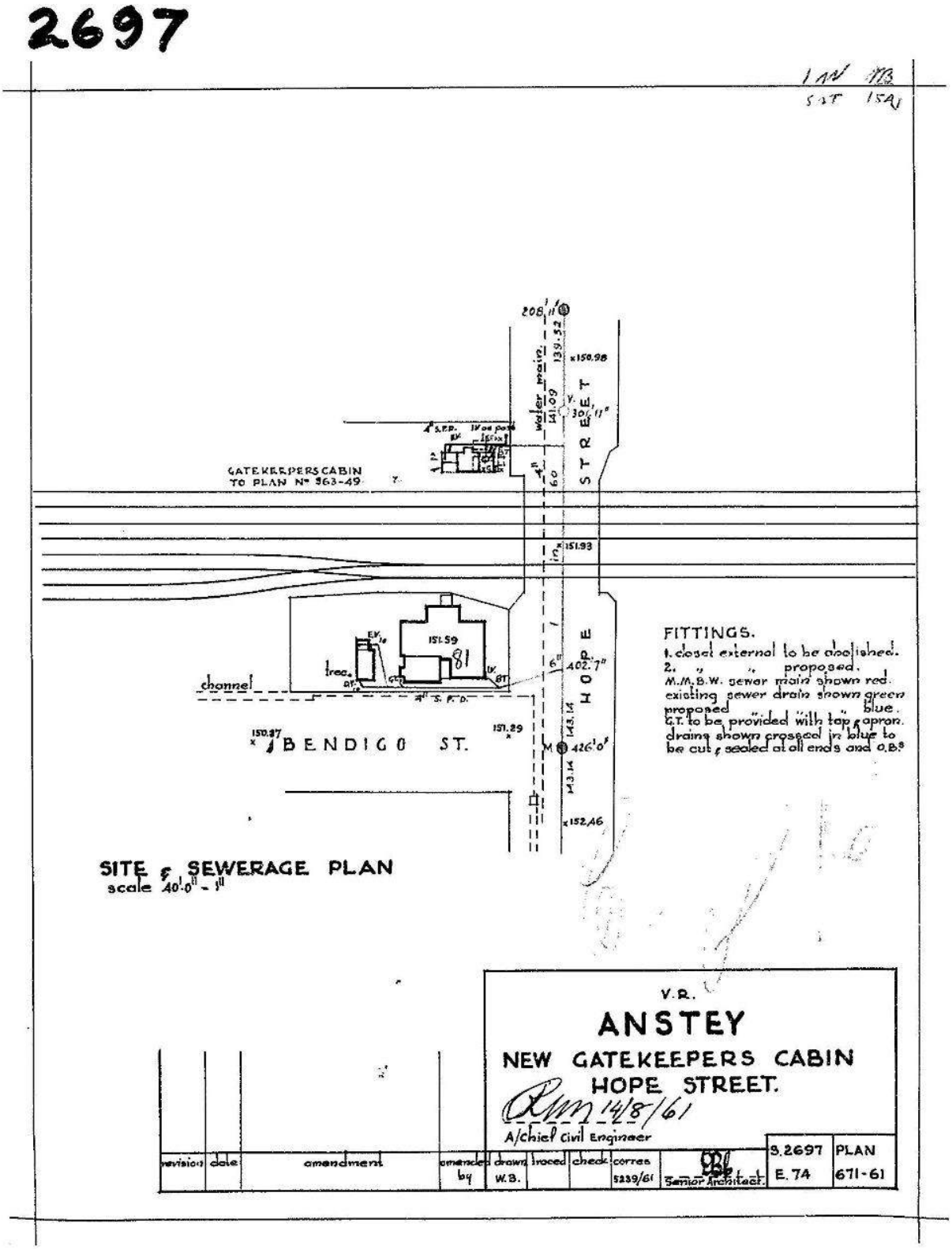


Figure 3: 1961 Detail drawing of the Hope Street intersection showing the 'new' gatekeepers cabin at south-west of intersection (north is to right). (Public transport Victoria Drawing Management System. 10/06/2020).

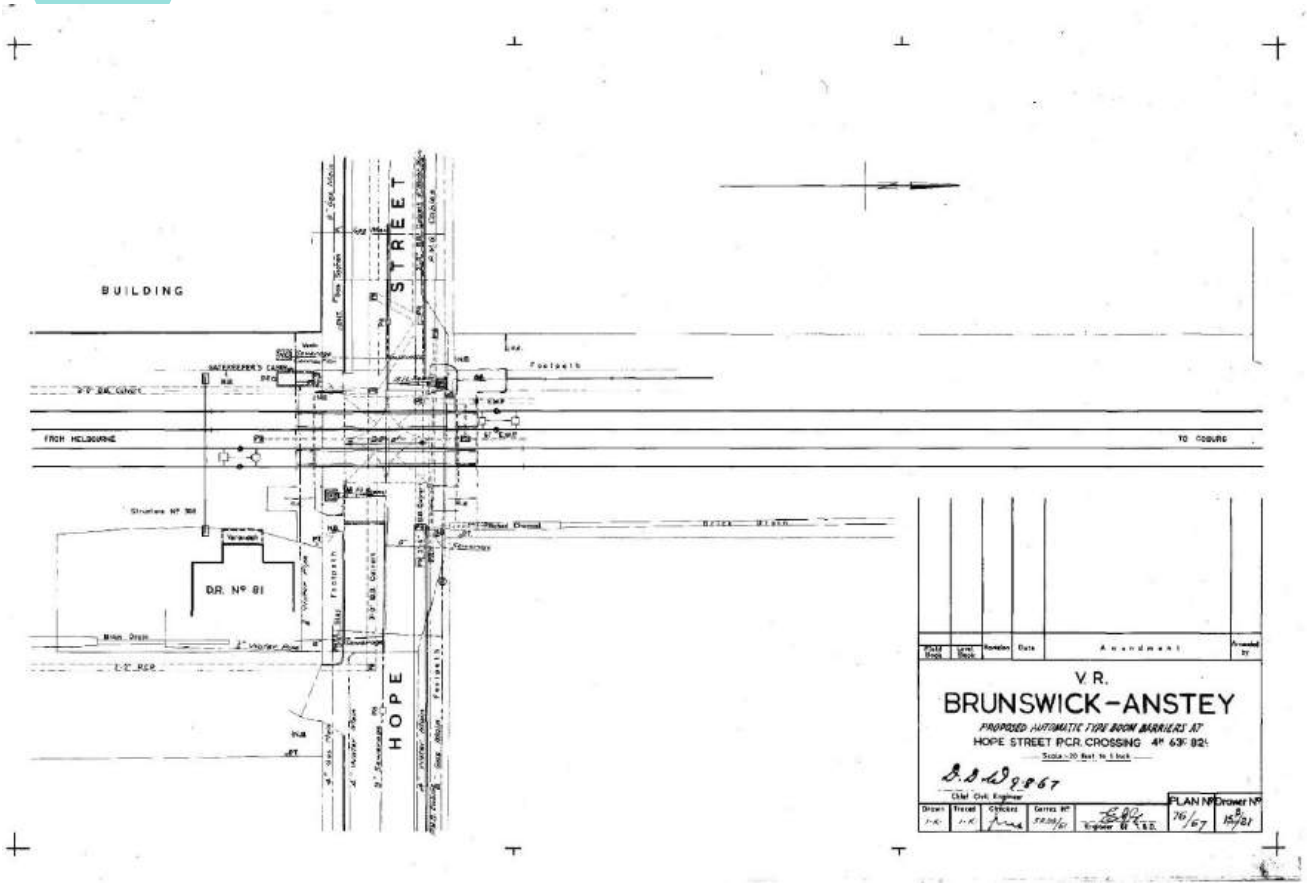


Figure 4: 1967 Detail drawing of the Hope Street intersection proposed automatic boom barriers. Plan shows gatekeepers cabin at south-west of intersection. North is to right. (Public transport Victoria Drawing Management System. 10/06/2020).

Figure 5: 1988 aerial photograph showing Hope Street intersection following removal of gatekeepers house. Gatekeepers cabin visible at south-west of intersection. North is at top. (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020).

Figure 6: 2009 aerial photograph showing Hope Street intersection following removal of gatekeepers cabin. North is at top. (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020).

Area 2: Duckett Street Intersection

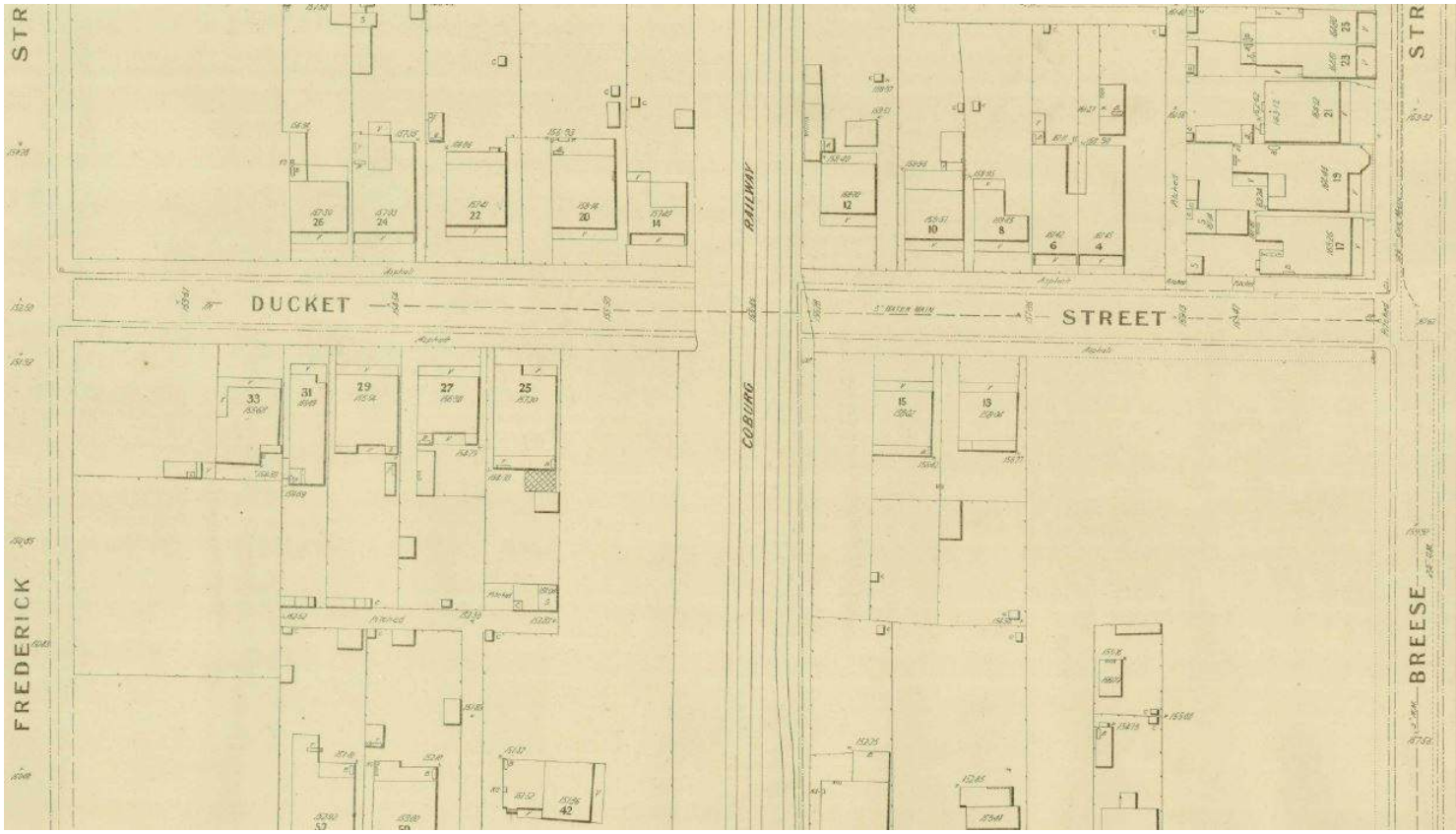


Figure 7: Melbourne Metropolitan board of Works Detail Plan no. 1917, dated to 1895, showing Duckett Street and rail intersection with former rail sidings along eastern rail reserve. (State Library of Victoria MMBW Plans, website accessed 10/06/2020)

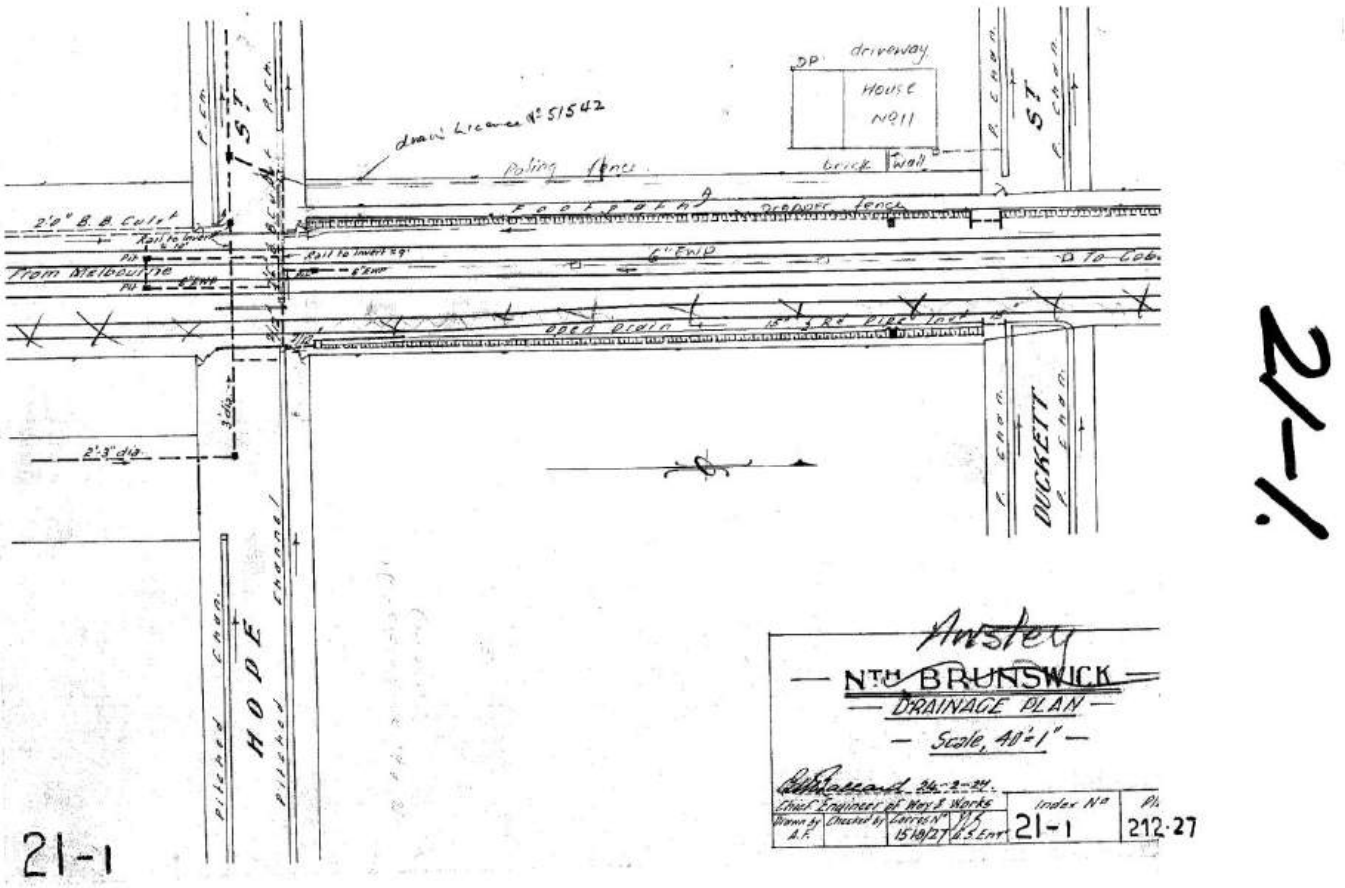


Figure 8: 1927 Anstey drainage plan showing alignment of former rail siding. Hashing indicates sidings were decommissioned or removed at this stage. (Public transport Victoria Drawing Management System. 10/06/2020).

Area 3: Albion Street Intersection

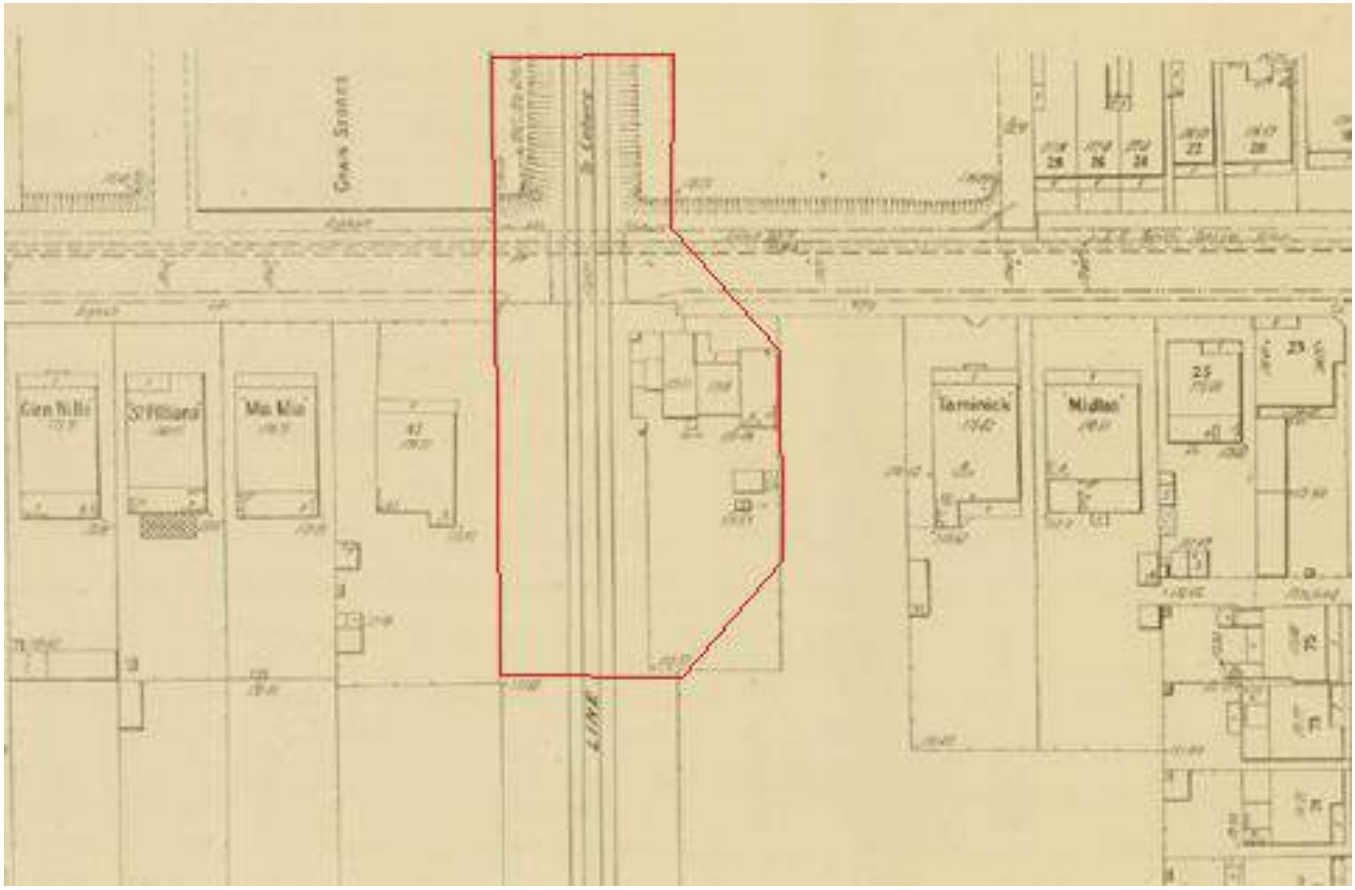


Figure 9: Melbourne Metropolitan board of Works Detail Plan no. 1906, dated to 1895. Showing Albion Street intersection with gatekeepers house in the south-east. North is at top. (State Library of Victoria MMBW Plans, website accessed 10/06/2020)

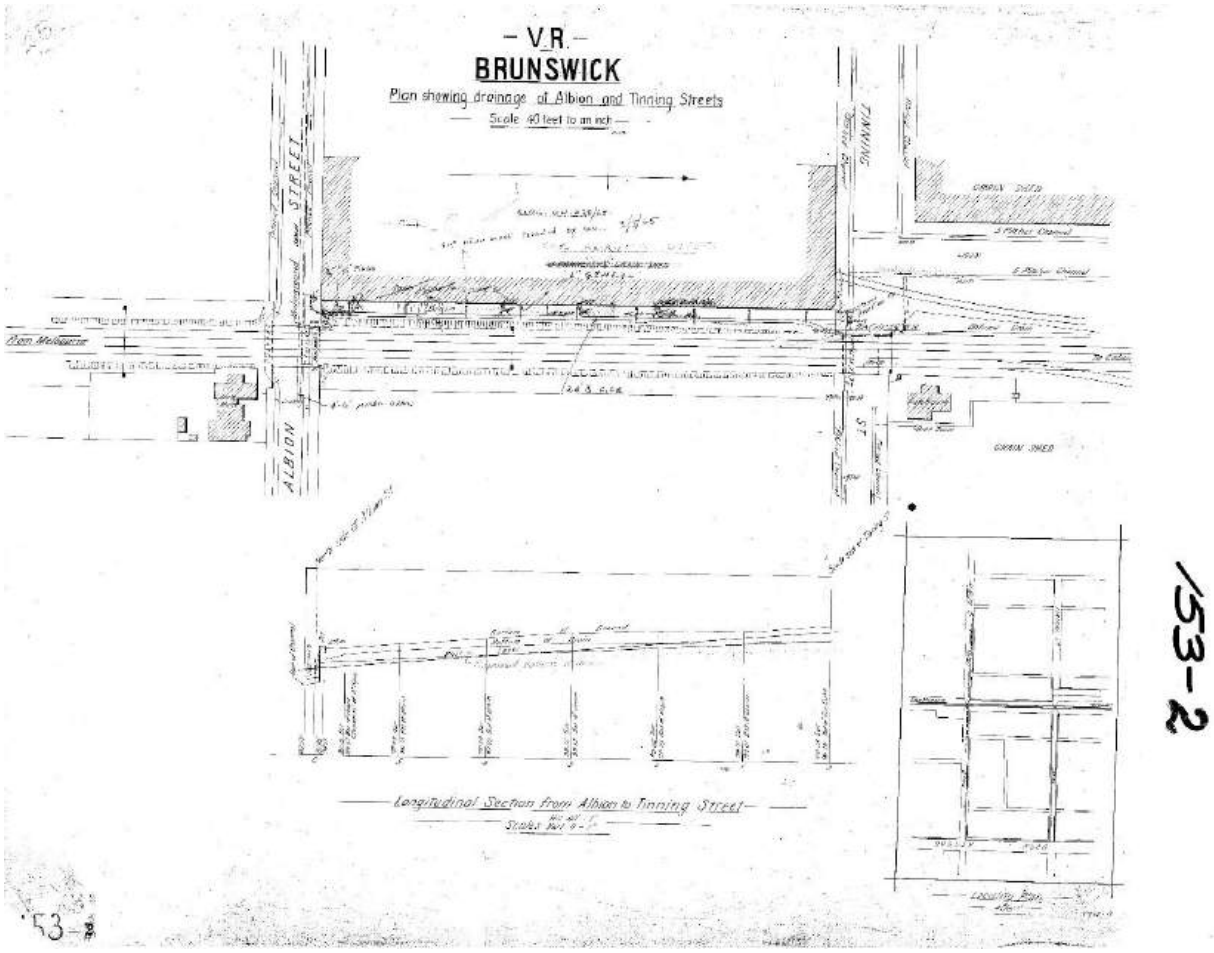


Figure 10: a 1965 Detail drawing of the Albion Street intersection and Tinning Street intersection. Plan shows gatekeepers cabin at south-west of Albion Street intersection and gatehouse at north-east of Tinning Street intersection. North is to right. (Public transport Victoria Drawing Management System. 10/06/2020).

Figure 11: Current aerial photograph of the Albion Street intersection showing Anstey Station partially overlaying the footprint of the former gate-house at south-east of Albion Street. North is at top.

Area 4: Tinning Street to Moreland Road

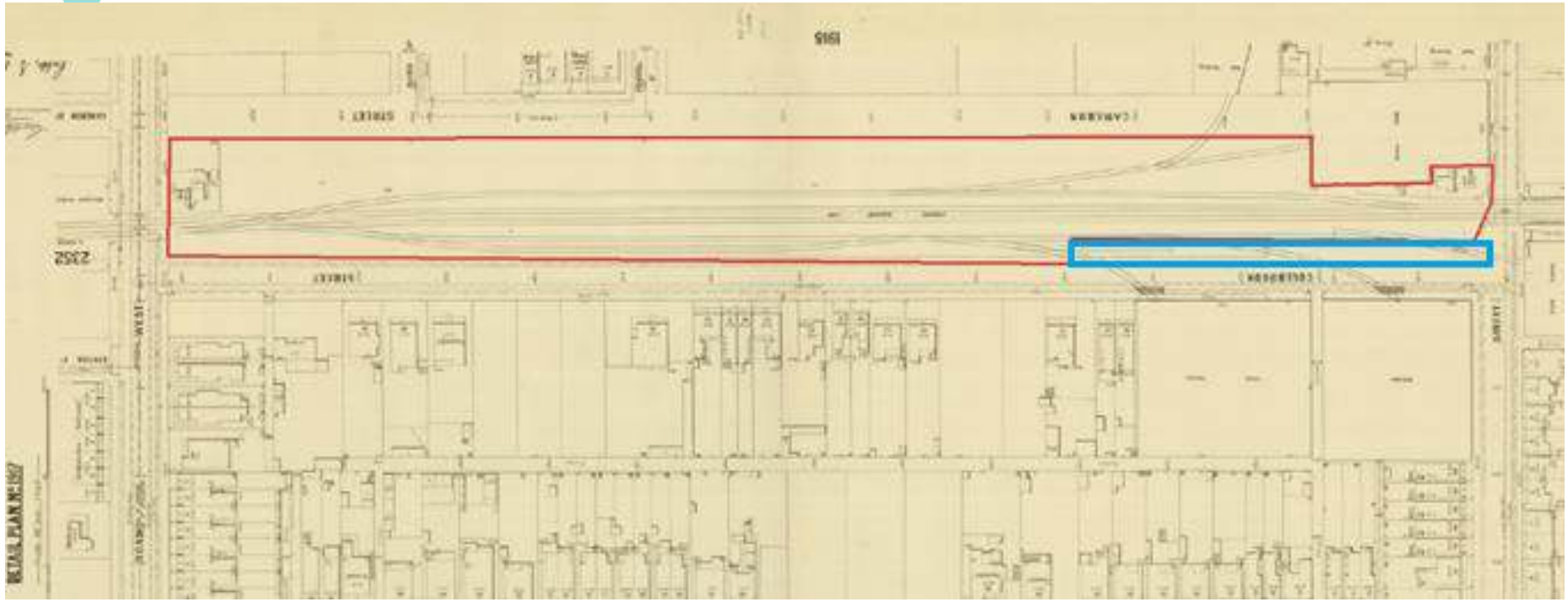


Figure 12: Melbourne Metropolitan board of Works Detail Plan no. 1917, dated to 1895, with a Gate house at Tinning Street (left of image), and rail sidings along Cameron Street and Colebrook Street. A Gatekeepers house is also shown south of Moreland road. The proposed area for listing is shown in red. The location of listed site H7822-2382 is shown in blue. North is to the left. (State Library of Victoria MMBW Plans, website accessed 10/06/2020)

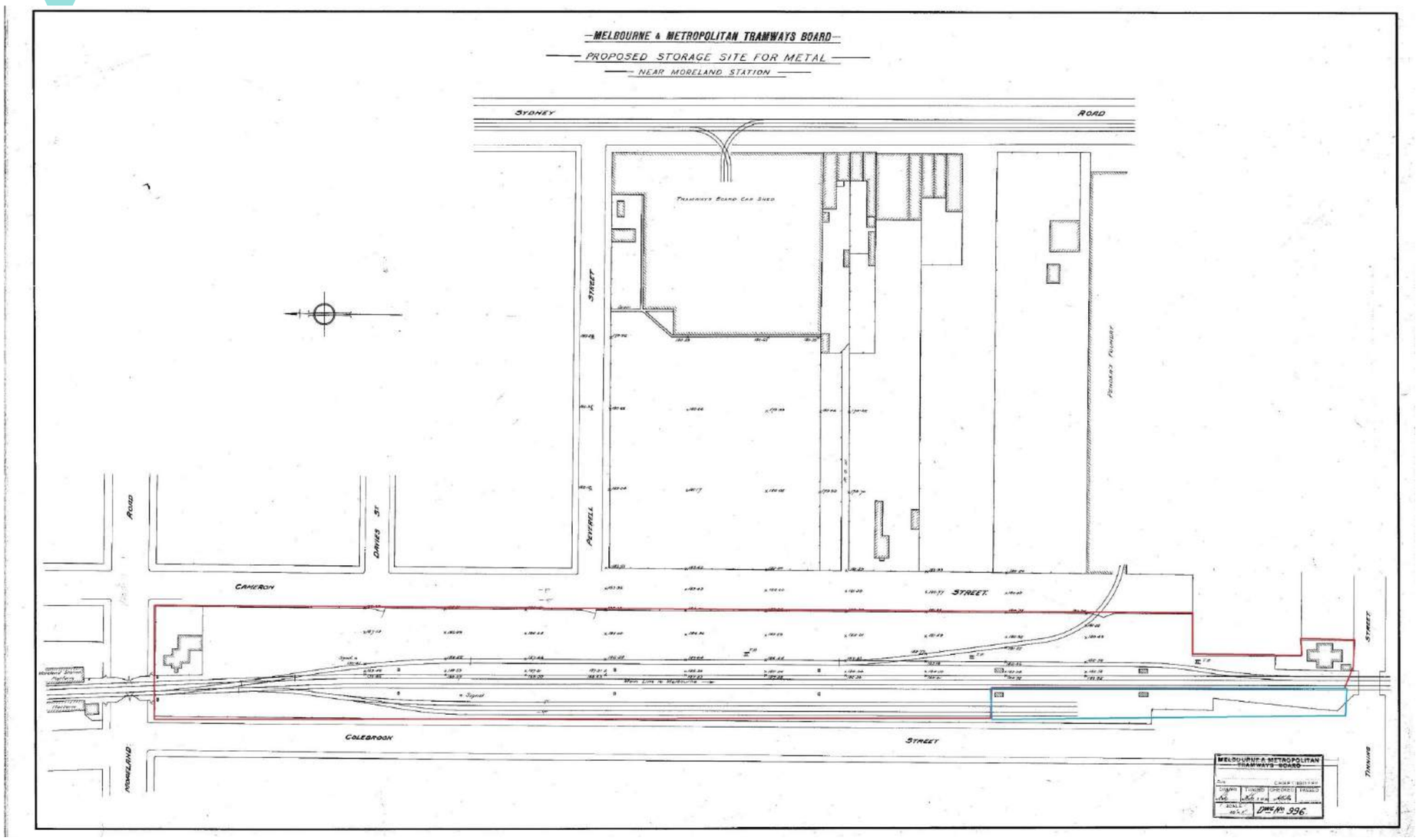


Figure 13: 1922 Melbourne Metropolitan Tramways Board detail plan showing the gate house at Tinning Street intersection and the Gatekeepers house at Moreland road. Rail sidings along Cameron Street and Colebrook Street are also shown. The proposed area for listing is shown in red. The location of listed site H7822-2382 is shown in blue. (Public transport Victoria Drawing Management System. 10/06/2020).

Figure 14: 1970 aerial photograph of the Tinning Street-Moreland Road showing the gate house at Tinning Street at bottom of frame. North is at top (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020).

Figure 15: 1988 aerial photograph of the Tinning Street-Moreland Road showing paved surfaces at the location of the former Tinning Street gate house (bottom of frame). North is at top. (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020).

Area 5: Audley Street to Sargood Street

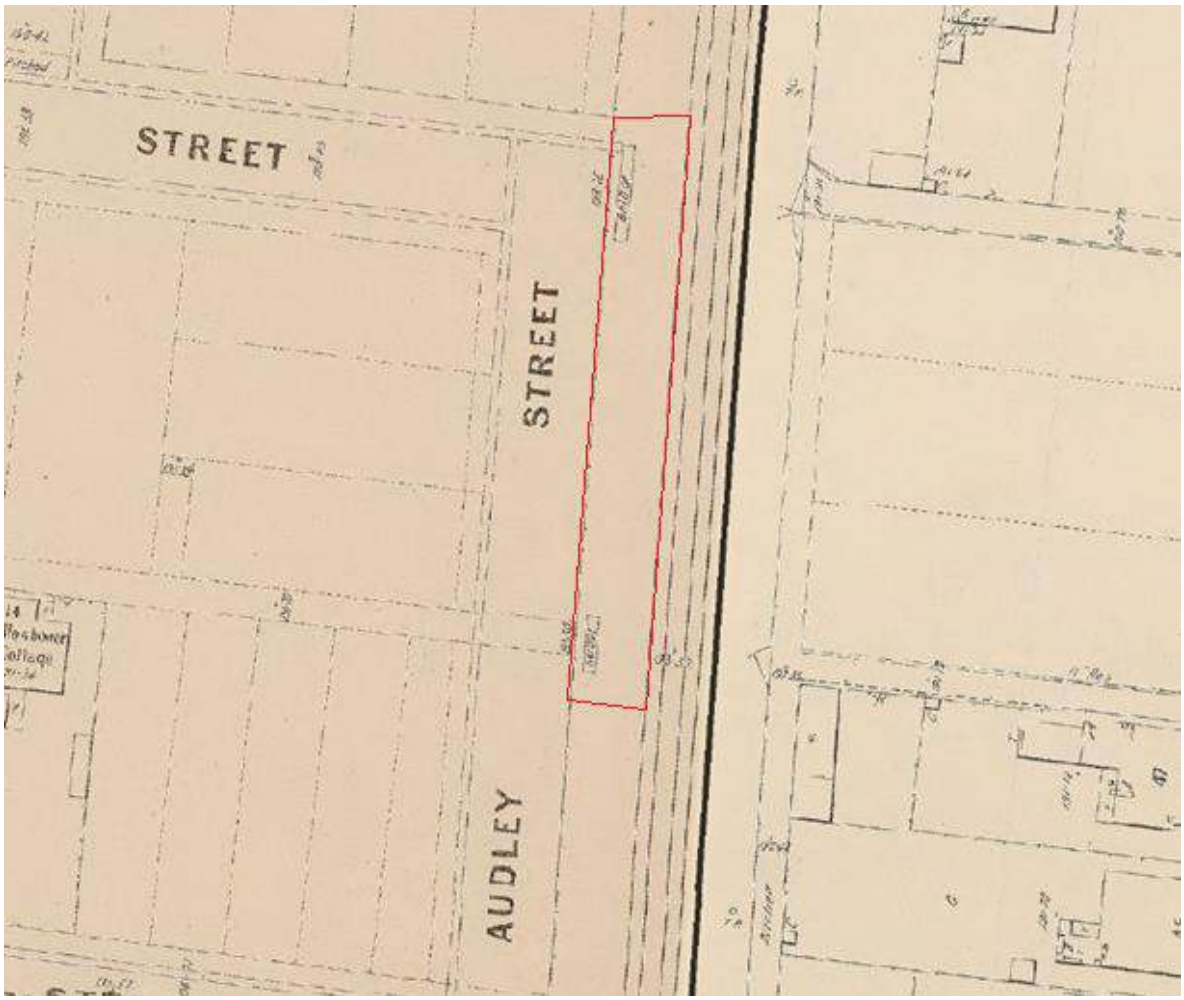


Figure 16: Melbourne Metropolitan board of Works Detail Plan no. 1917, dated to 1895, showing bridge features at Audley Street North is at top. (State Library of Victoria MMBW Plans, website accessed 10/06/2020)

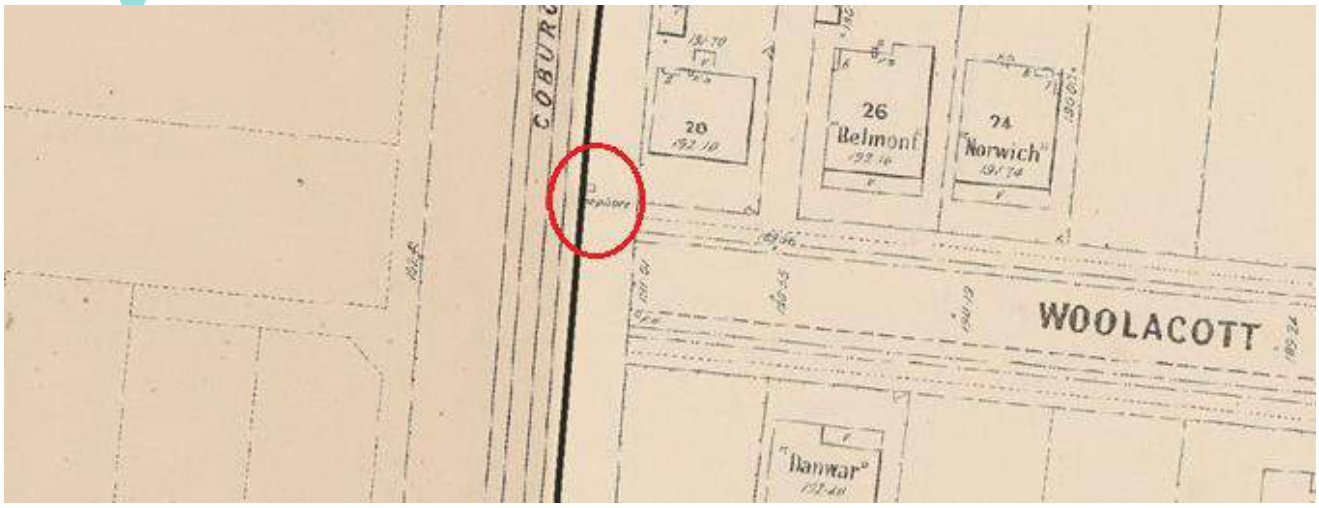


Figure 17: Melbourne Metropolitan Board of Works Detail Plans, dated to 1895, showing a signal box near the Woollacott intersection. North is at top. (State Library of Victoria MMBW Plans, website accessed 10/06/2020)

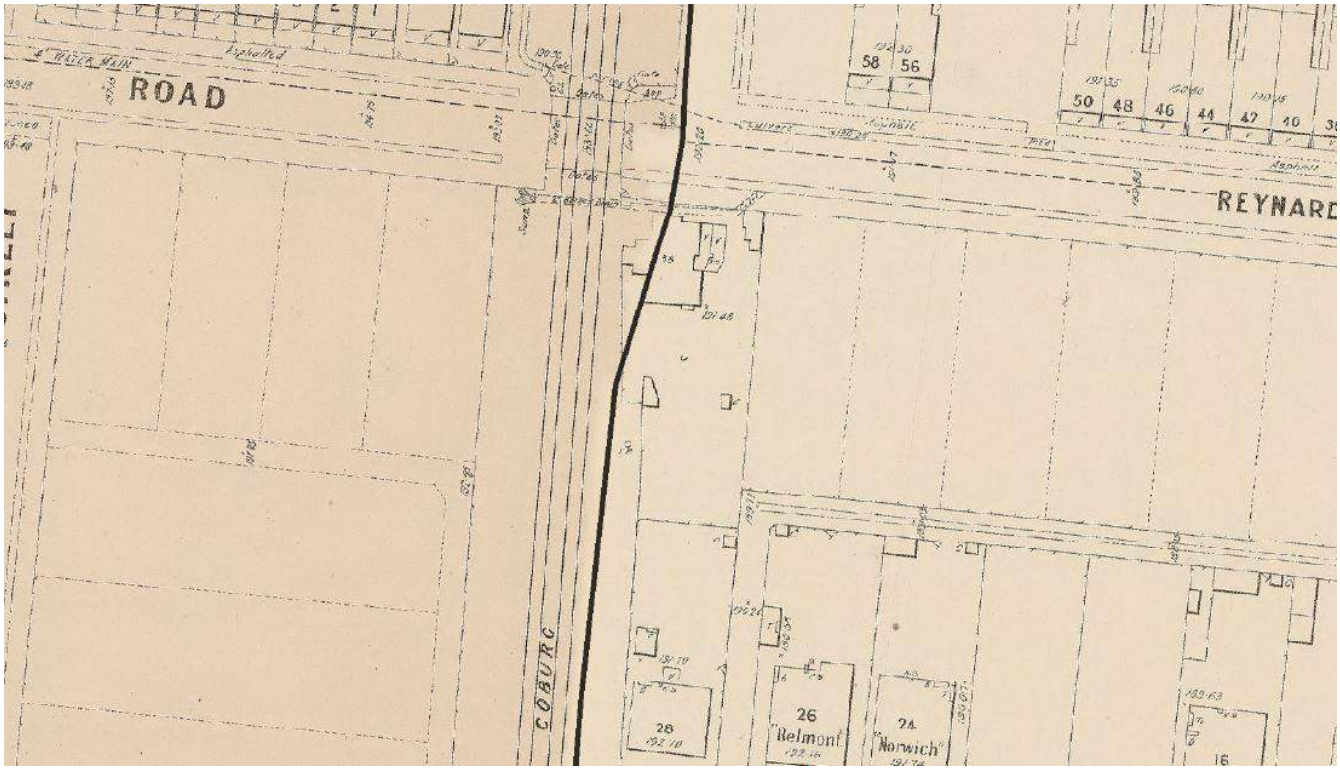


Figure 18: Melbourne Metropolitan Board of Works Detail Plans, dated to 1895, showing a house (gatekeepers) to the south-east of the Reynard Street intersection. North is at top. (State Library of Victoria MMBW Plans, website accessed 10/06/2020)

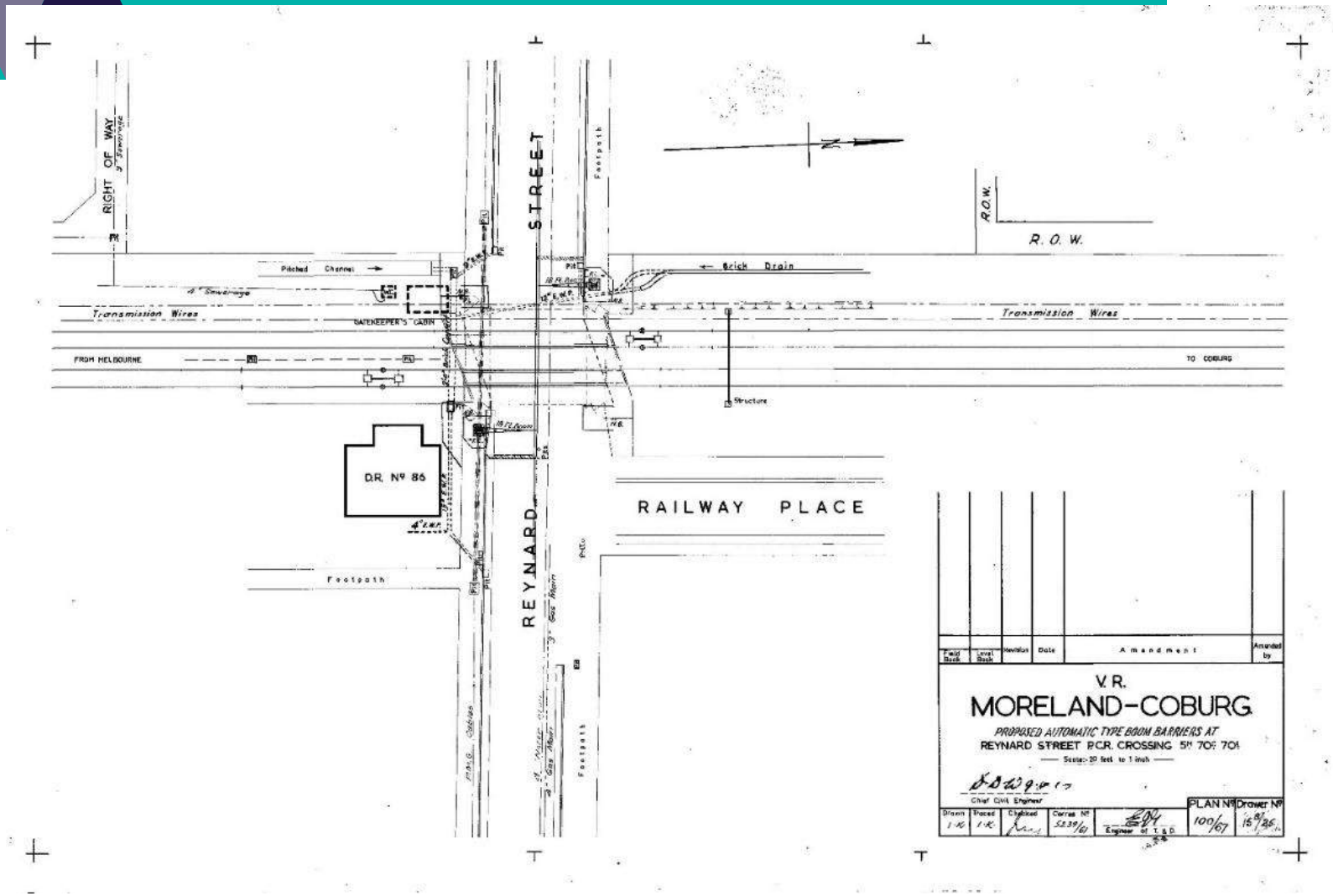


Figure 19: 1967 detail plan for proposed automatic boom barriers, showing the gatekeepers house and Gatekeepers cabin at Reynard Street. (Public transport Victoria Drawing Management System. 10/06/2020).

Historical archaeological site card

Figure 20: 1968 aerial photograph Reynard Street intersection showing the house at south-east of intersection (centre top of frame). North is at top. (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020).

Figure 21: 1998 photo of hand-gates at Reynard Street with gatekeepers cabin visible. (Trove website, 10/06/2020).

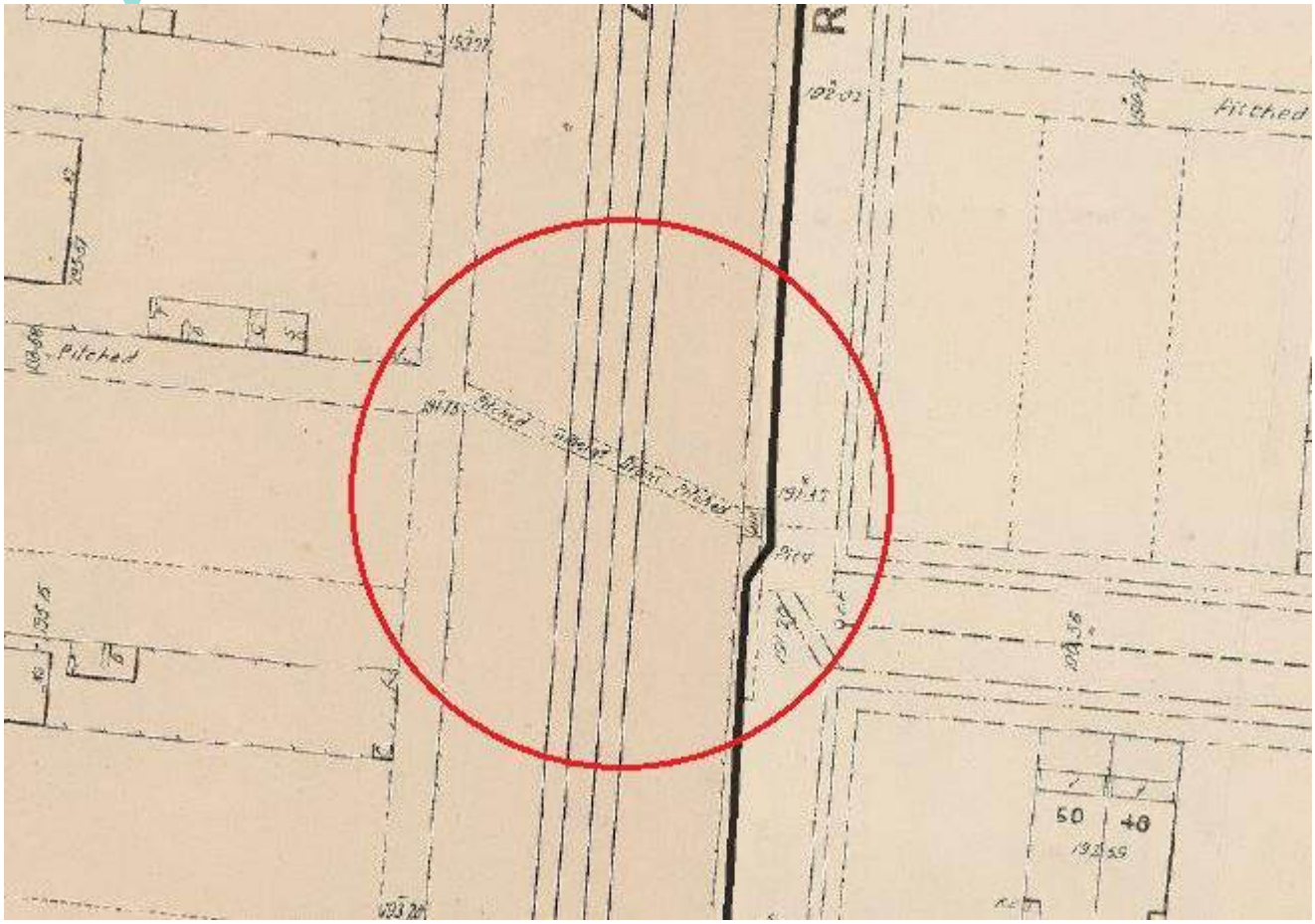


Figure 22: Melbourne Metropolitan Board of Works Detail Plans, dated to 1895, showing a pitched drain passing beneath the rail corridor at the Sargood Road intersection. North is at top. (State Library of Victoria MMBW Plans, website accessed 10/06/2020)

Area 6: Munro Street intersection

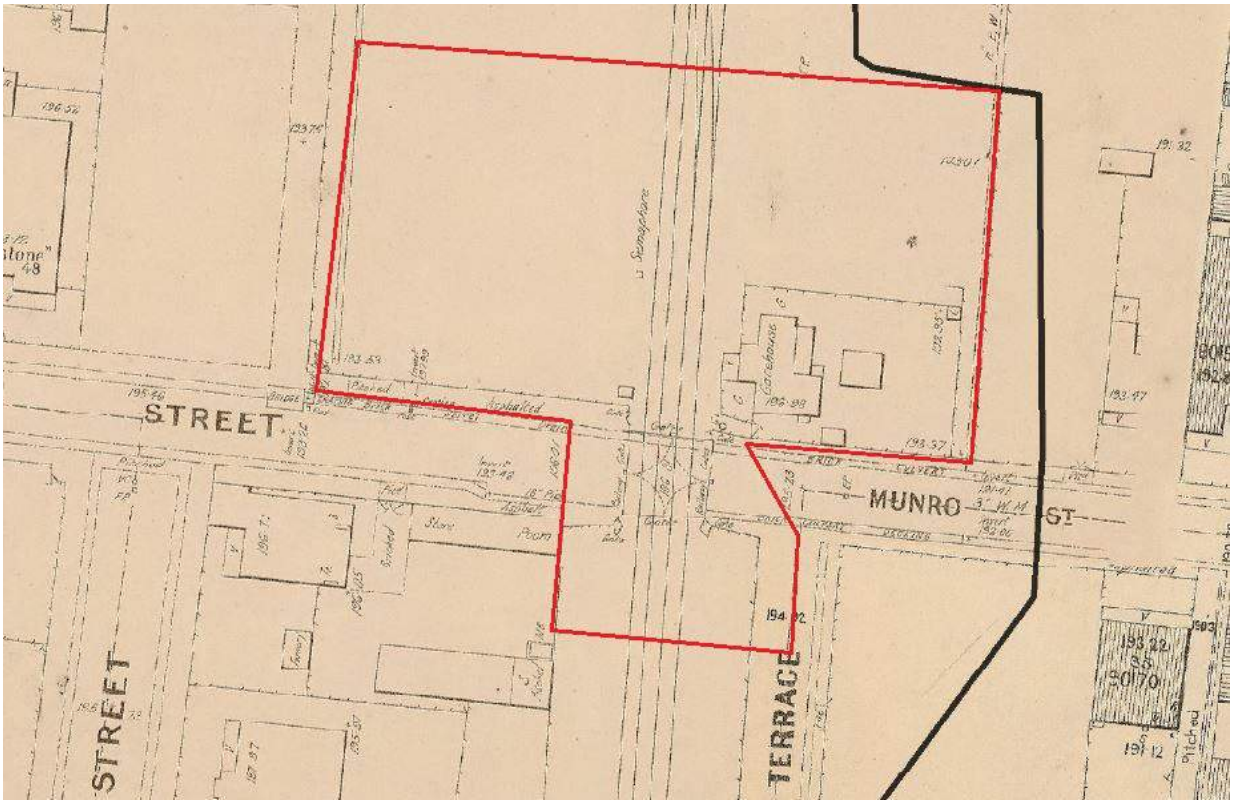


Figure 23: Melbourne Metropolitan board of Works Detail Plan no. 1917, dated to 1895 showing Munro Street intersection hand-gates and gatehouse. A signal box is also indicated in the plan. North is at top. (State Library of Victoria MMBW Plans, website accessed 10/06/2020)

Figure 24: Recent aerial image of Munro Street intersection showing vacant land at location of former gate house. North is at top. (Google maps 10/06/2020)

Area 7: Bell Street Intersection

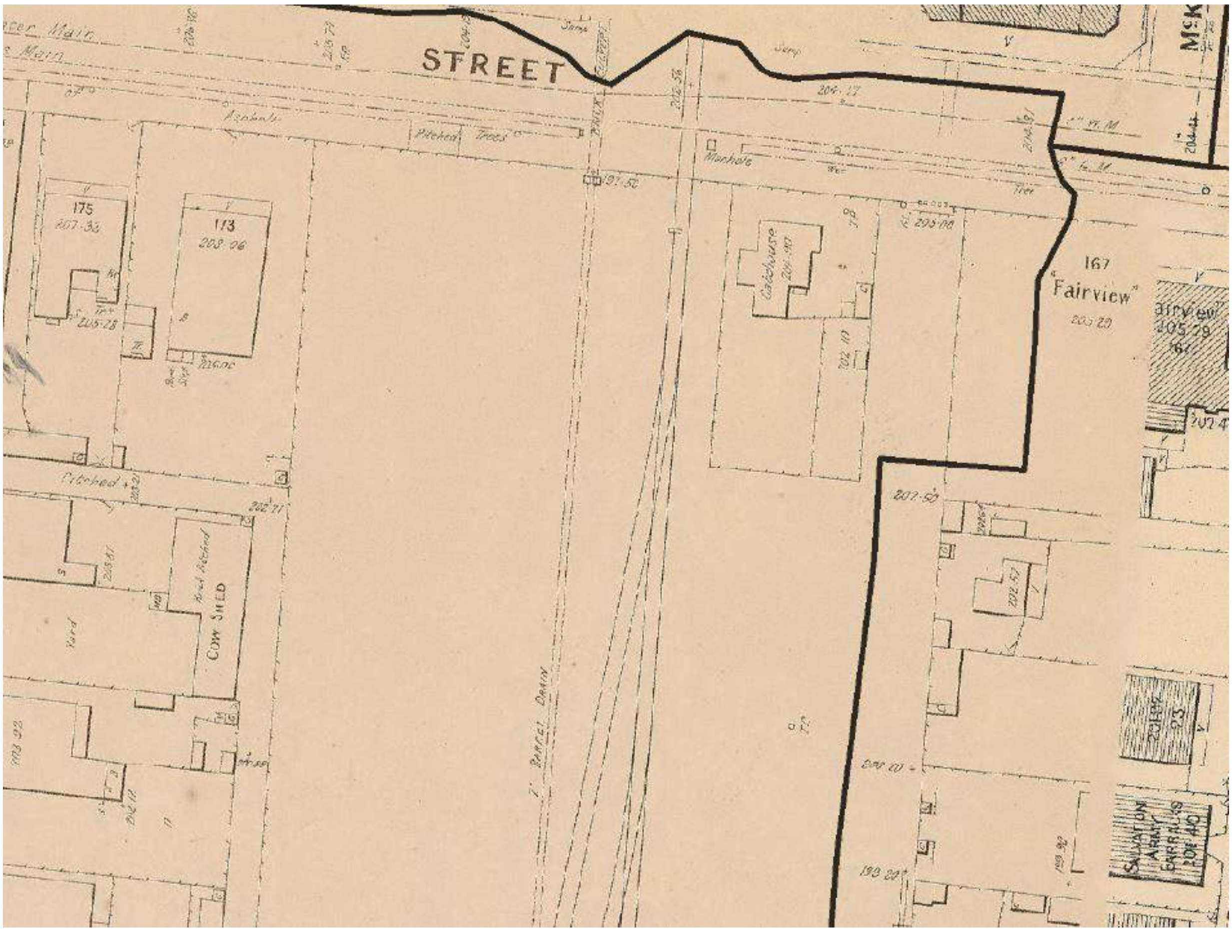


Figure 25: Melbourne Metropolitan board of Works Detail Plan no. 1917, dated to 1895, showing Bell Street intersection with Gatekeepers House at south-east of intersection. North is at top. (State Library of Victoria MMBW Plans, website accessed 10/06/2020)

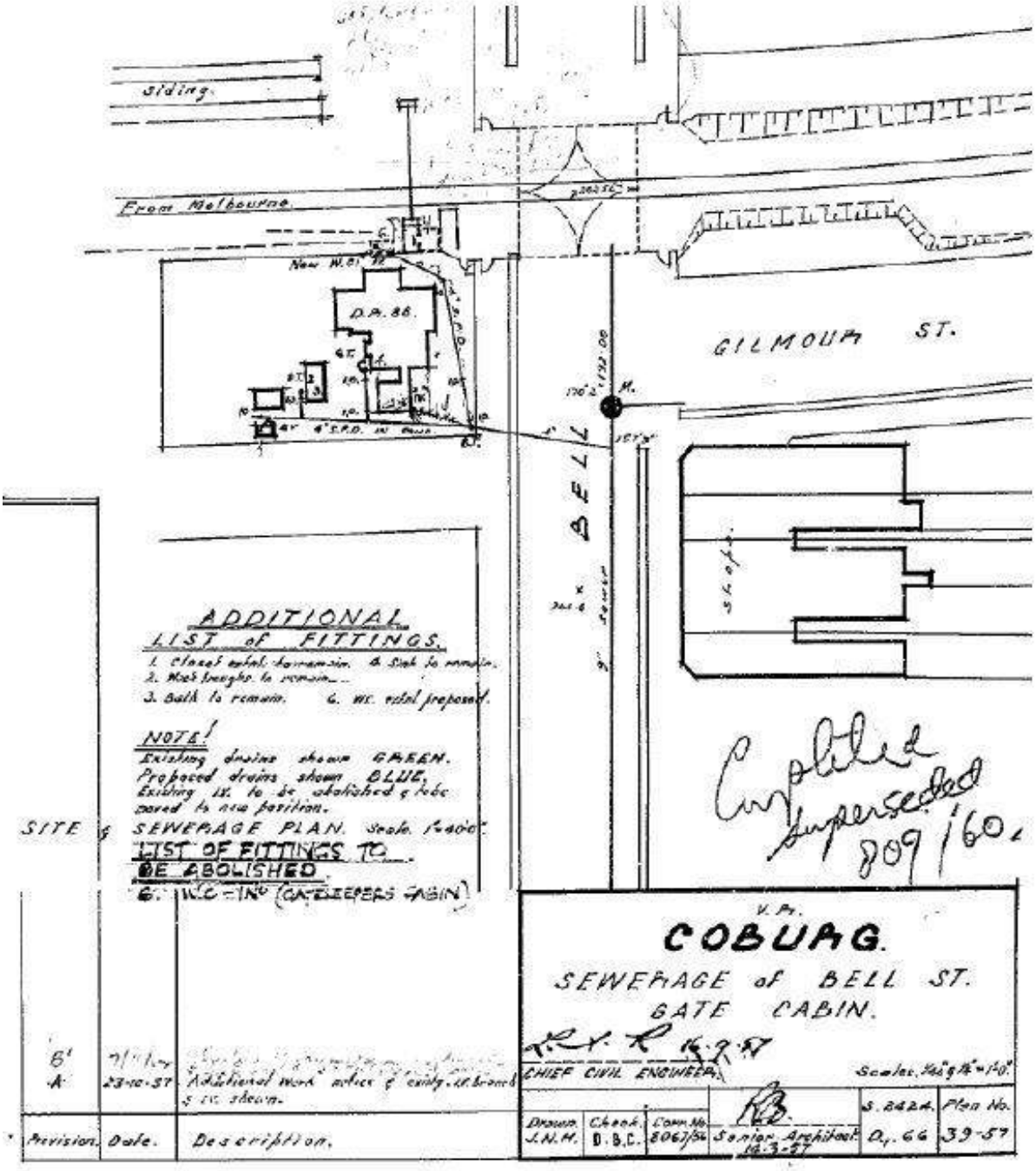


Figure 26: 1957 Detail plan of proposed sewerage systems for the Bell Street Gate Cabin showing the layout of the cabin and associated out-houses. (Public transport Victoria Drawing Management System. 10/06/2020).

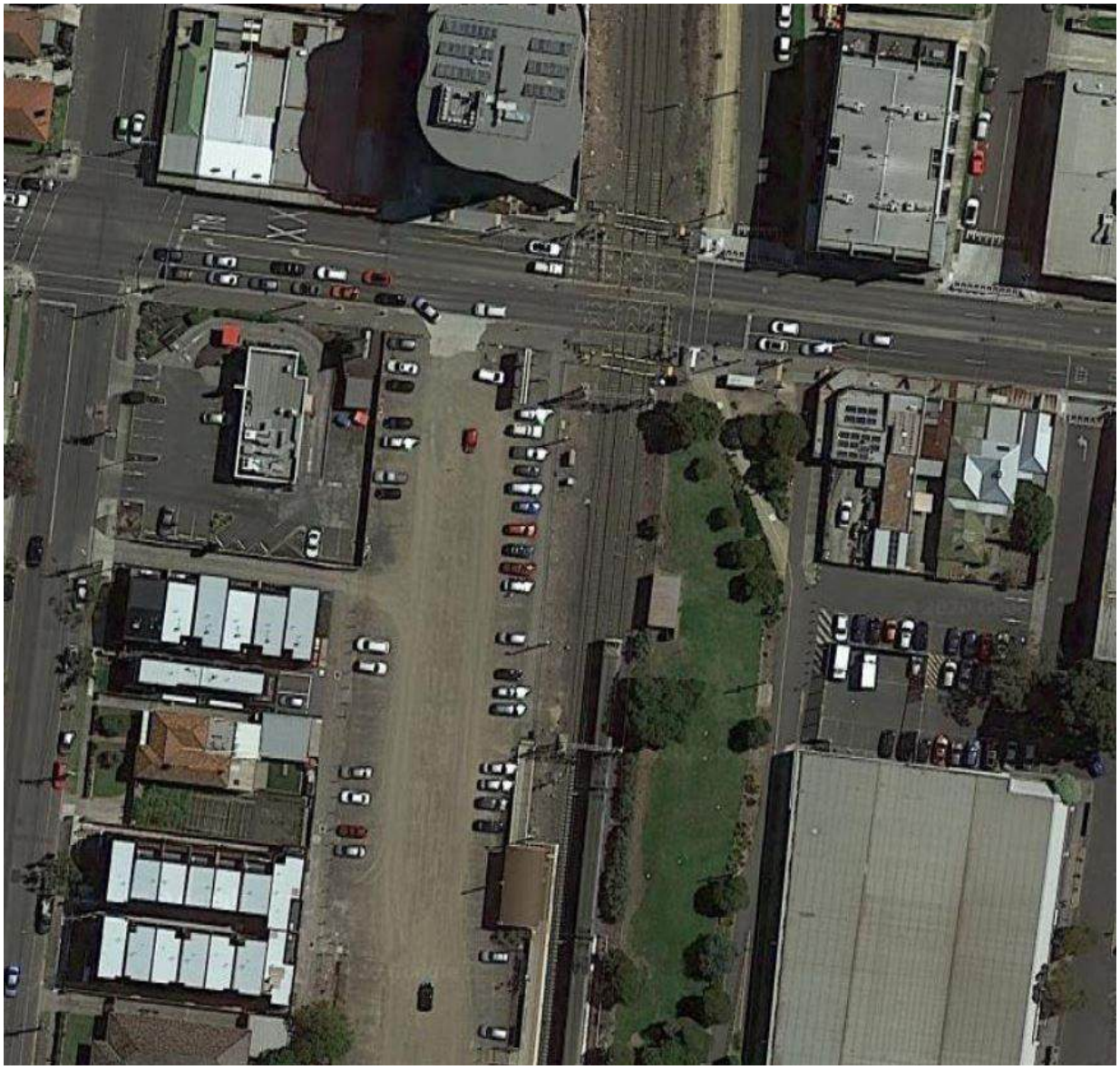


Figure 27: Recent aerial image of Bell Street intersection showing vacant land at location of former gate house and sidings. North is at top ((Google maps 10/06/2020)).

Area 8: O'Heas Street Intersection

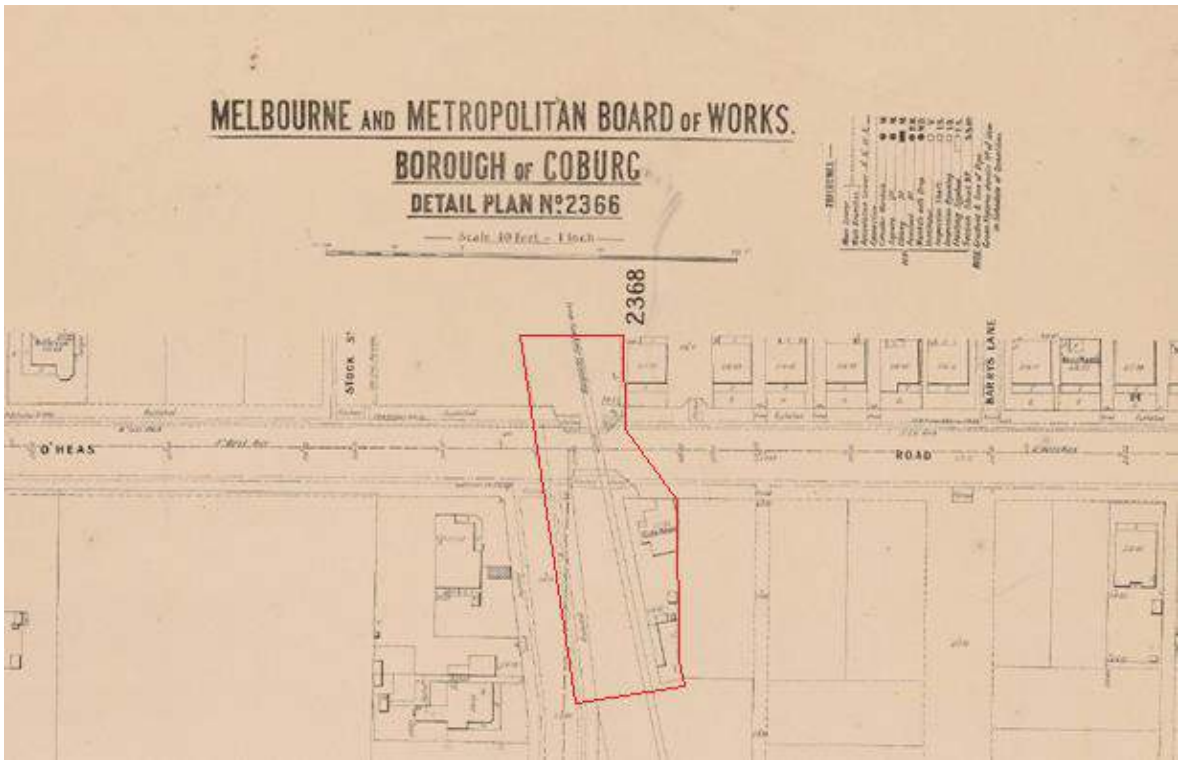


Figure 28: Melbourne Metropolitan board of Works Detail Plan no. 2366, dated to 1895 and showing O'Heas Road intersection with gatekeepers House and out-houses at south-east of intersection. North is at top. (State Library of Victoria MMBW Plans, website accessed 10/06/2020)

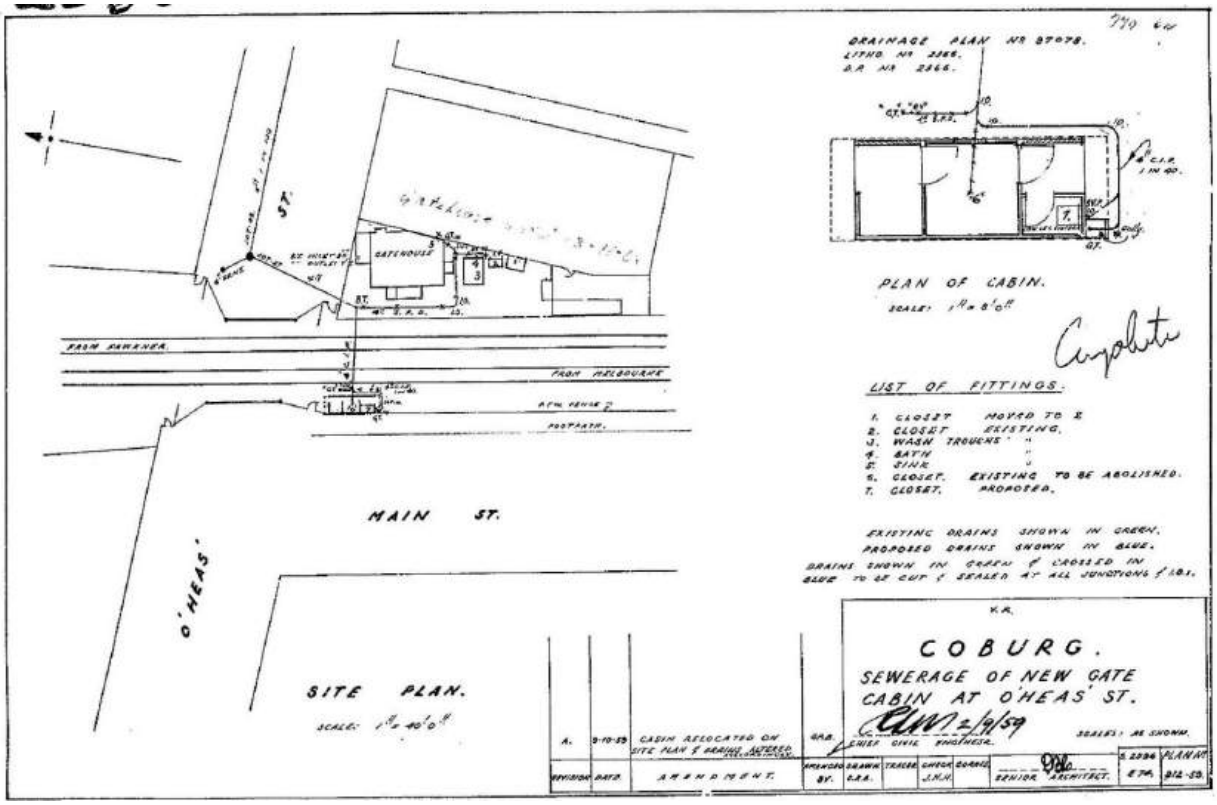


Figure 29: 1959 Detail plan of proposed sewerage systems for the O'Heas Street Gatekeepers House showing the layout of the cabin and associated out-houses. (Public transport Victoria Drawing Management System. 10/06/2020).

Figure 30: 1992 photo of hand-gates at O'Heas Street, facing south. Gatekeepers cabin visible in background. (Trove website, 10/06/2020).

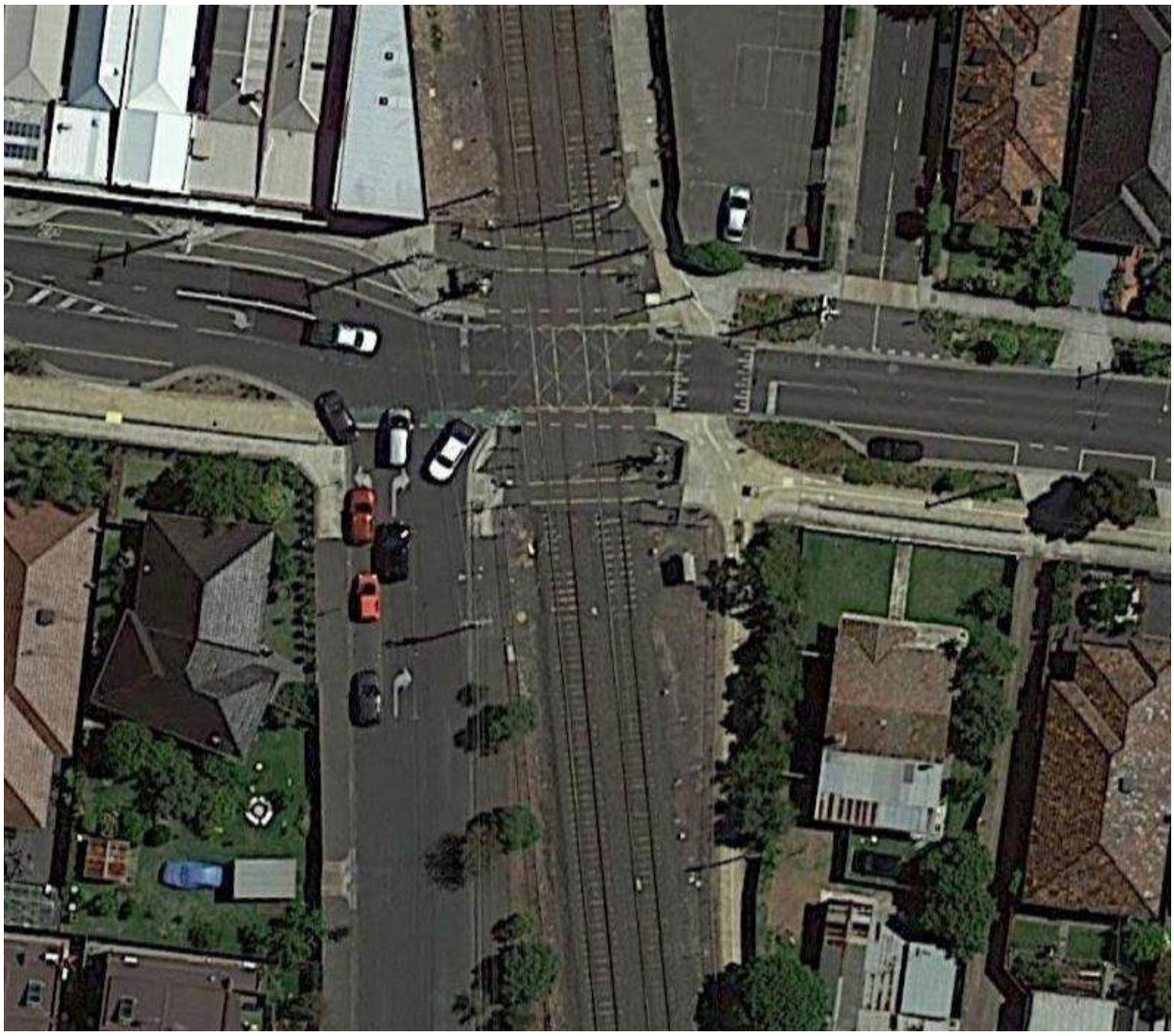


Figure 31: Recent aerial image of O'Heas Street intersection showing vacant land/ paved surfaces at location of former gate house. North is at top ((Google maps 10/06/2020)).

Area 9: Gaffney Street intersection to Mantell Street

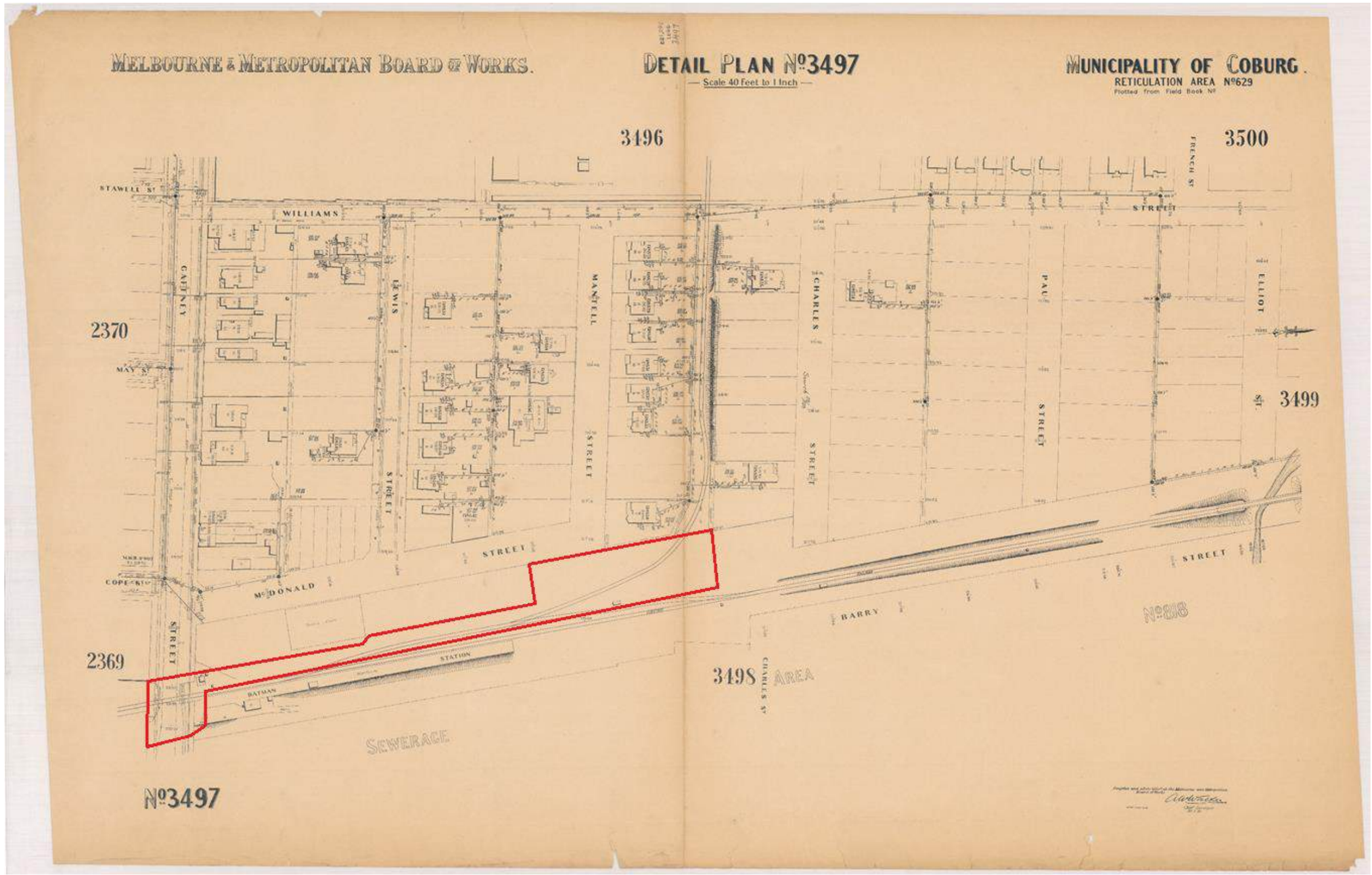


Figure 32: Melbourne Metropolitan board of Works Detail Plan no. 3497, dated to 1895, showing Gaffney Street intersection. Gatekeepers Cabin and rail sidings are visible along with structure to east of Mantell street. North is to right. (State Library of Victoria MMBW Plans, website accessed 10/06/2020)

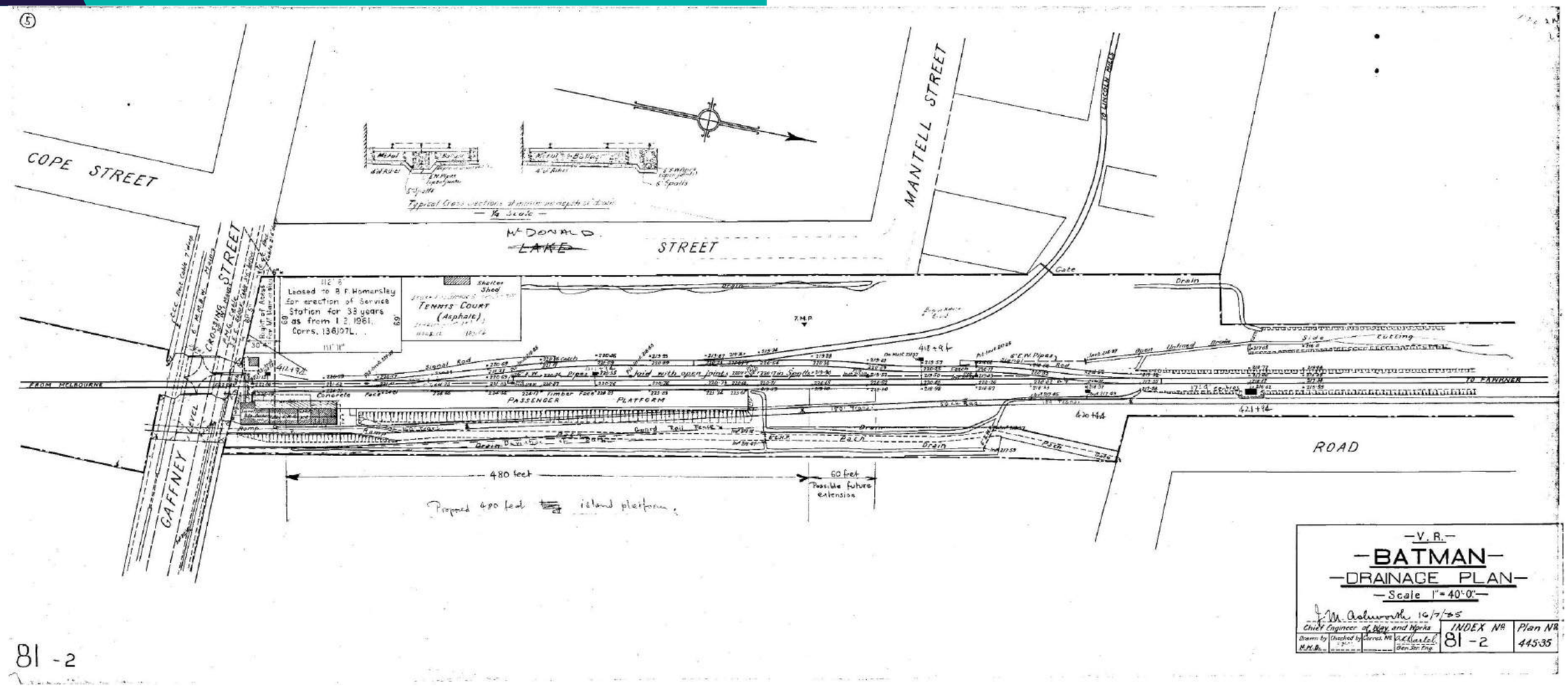


Figure 33: 1935 detail plan showing drainage works at Gaffney Street and displaying location of gatekeepers cabin and rail sidings extending northward. (Public transport Victoria Drawing Management System. 10/06/2020).

Figure 34: 1956 aerial photograph of Gaffney street intersection showing sidings along the western rail reserve, north of Gaffney Street. A structure is evidence alongside the sidings, east of Mantell Street. North is at top. (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020).

Figure 35: 1988 aerial photograph of Gaffney street intersection showing a carpark constructed east of Mantell Street. North is at top. (Bell and Moreland Level Crossing Removal Project, Heritage Assessment 2020).

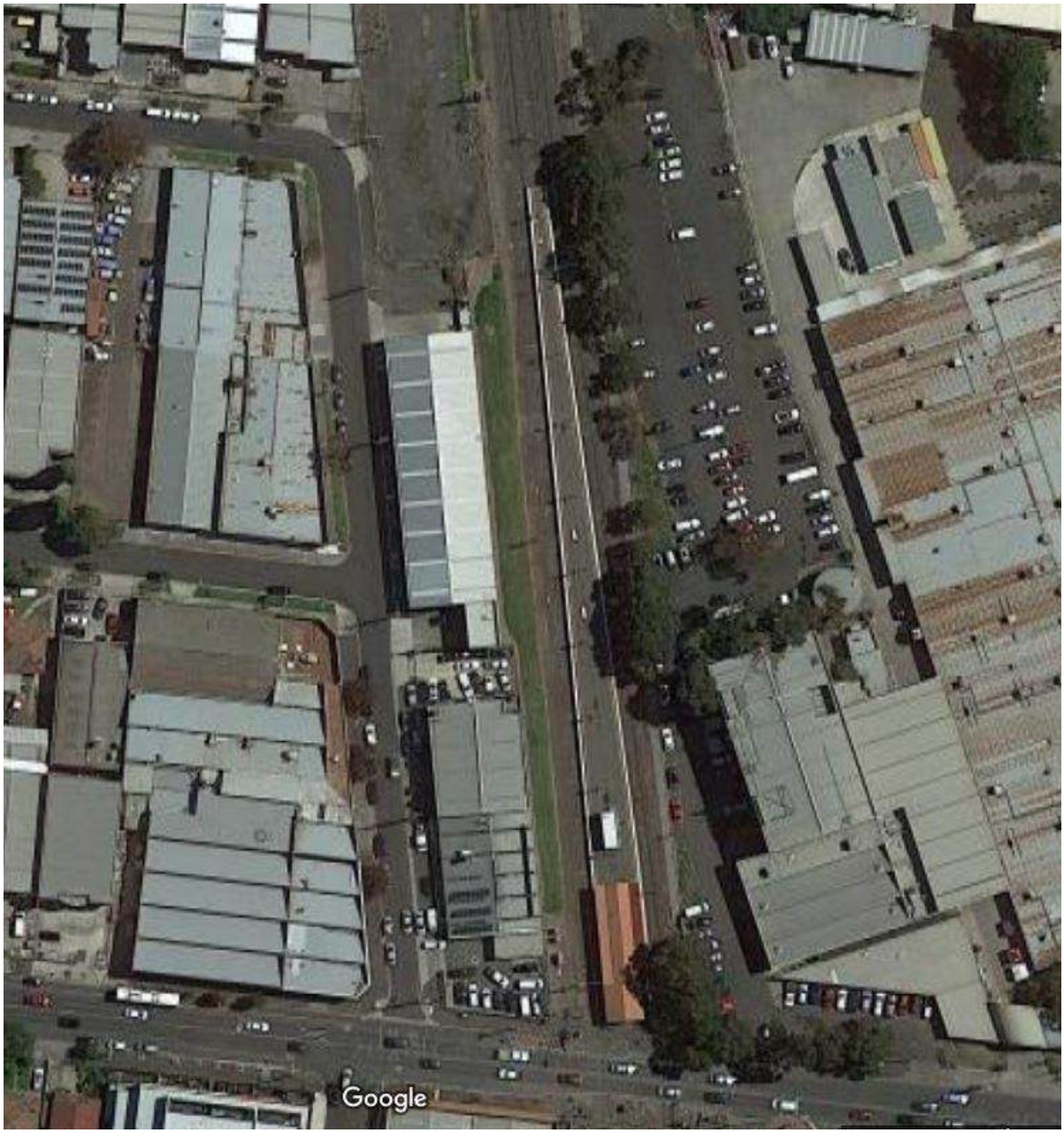


Figure 36: Current aerial photograph of Gaffney street intersection showing a carpark constructed east of Mantell Street and vacant land at location of former gatekeepers cabin. North is at top. Google maps 10/06/2020).

FORMER DWELLING AT 13 ORIENT GROVE

Location

13 ORIENT GROVE BRUNSWICK, MERRI-BEK CITY

Municipality

MERRI-BEK CITY

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H7822-2441

Heritage Listing

Victorian Heritage Inventory

Statement of Significance

Last updated on - February 28, 2025

What is significant?
The site at 13 Orient Grove has the potential to contain archaeological remains related to the early 20th century dwelling.
How is it significant?
The Orient Grove Dwelling site is of archaeological significance and of local significance to the Brunswick community.
Why is it significant?
Brunswick was established in the 19th century and has experienced several population booms that are mirrored across Victoria related to the gold rush, industrialisation, and immigration post WW1 and WW2. The 13 Orient Grove building is of historical significance for its association with Brunswick's early 20th century domestic occupation and development. The site has the potential to reveal new information about the residents of Brunswick who most likely were part of a lower socioeconomic class. The people who lived at 13 Orient Grove may have been a group of workers, employed at one of quarries or brick works in Brunswick or even a family. People from working class backgrounds or lower socioeconomic demographics are often excluded from the dominate historical narrative. Insight into the lives of the residents of the former dwelling has the potential to broaden our understanding of how these people navigated within or even outside their socioeconomic demographic in early 20th century Brunswick.
The site has historical significance in relation to the Victorian thematic framework: 02 Peopling Victoria's places and landscapes, 06 Building towns, cities and the garden state, and 08 Building community life. The site also has

scientific significance in relation to the site’s archaeological potential.

Interpretation of Site	Include phases in the development of the site, functions and activities represented, as well as current place use: Early 19th century: Land was primarily used for pastoral activities. Mid to late 19th century: Population in Brunswick increased and more properties were subdivided. By 1906: Building at 13 Orient Grove, formerly 20 West Street, and outbuilding was constructed. 1933-1956: Dwelling at 13 Orient Grove remained relatively undisturbed. Additional outbuildings were constructed between 1933 and 1956 at the southernmost extent of the rear yard. 1956-1979: Dwelling at Orient Grove was demolished and replaced with a larger domestic residence that has remained consistent between the late 20th century to present. 13 Orient Grove, Brunswick fulfills the criteria established by Heritage Victoria for inclusion on the Victorian Heritage Inventory. The criteria are as follows: • Threshold A (archaeology): • the place meets the definition of archaeological site under the Act; and • it can be demonstrated that the site contains archaeological features, associated artefacts and/or deposits; and/or • documentary evidence and/or oral history, landscape features, visible site fabric or other information indicates a likelihood that the site contains archaeological remains; and • the archaeological remains are, or are likely to be, in a condition that will allow information to be obtained that will contribute to an understanding of the site; and • Threshold B (place history): • the site evidences (or is likely to evidence) an association with a historical event, phase, period, process, function, tradition, movement, custom or way of life; and • the site history is of significance within a state, regional, local, thematic or other relevant framework Threshold A The 13 Orient Grove building was a weatherboard dwelling built in the early 20th century and thus meets the definition of an archaeological site under the Act. Whilst the original building was demolished between 1956 and 1979, there is potential for archaeological remains to be present within the property, subsurface. Demolition practices in the mid to late 20th century were not as thorough as modern demolition practices. When the original building was demolished between 1956 and 1979, the building would likely have been knocked down, the land would have been cleared of debris to ground level, a layer of fill would have most likely been introduced to the level the area, and the new building would have been constructed on top of the fill deposit. If the dwelling was built before 1906, then the outbuilding depicted in the in the rear yard may have been a cesspit (Figure 5). A cesspit would have been dug down to a deeper level; therefore, there is a high archaeological potential for the presence of features and/or deposits related to the occupation of the building at 13 Orient Grove (Map 4). Based on the level of disturbance associated with the construction of the garden at the front of the property and the modern dwelling, it has been determined that there is a moderate potential for archaeological remains related to the construction and occupation of the original building (Map 4). Threshold B The 13 Orient Grove dwelling is likely to evidence an association with the historical development of the early 20th century Brunswick that was spurred on by the economic boom in the 1880s, as discussed in the Brunswick Background History. The dwelling can also be linked to the historical thematic framework established by Heritage Council: 02 Peopling Victoria’s Places and Landscapes 2.5 Migrating and making a home. The theme relates to the establishment of the dwelling at Orient Grove. 06 Building Towns, Cities, and the Garden State 6.3 Shaping the suburbs. The theme relates to the booms and busts in the Victorian economy which can be linked to the construction and demolition of the dwelling. 6.7 Making homes for Victorians. This theme relates to the use of the site as a middle to working class home as well as the establishment of the private garden and backyard. 08 Building Community Life 8.6 Marking the phases of life. This theme relates to the potential use of the site as a family home. Archaeological evidence such as toys or traditionally gendered items related to sewing and handicrafts may be present at this site.
Hermes Number	212711
Property Number	

History

SiteCard data copied on 26/02/2025:Background History of Brunswick In 1839 Brunswick was subdivided into 16 farm allotments which extended east and west from Sydney Road (originally Pentridge Road) to Merri Creek and Moonee Ponds Creek respectively (Brunswick Community History Group Inc 2021). Most allotments were purchased by speculators who anticipated further subdivision rather than occupying the land or utilising it for farming (Victorian Places 2015). The allotments were quickly re-sold and re-subdivided creating the street network and smaller and smaller allotments (Context, 2017). Thomas Wilkinson and a partner purchased an allotment on Sydney Road near Albert Street, they named the property Brunswick and in 1846 the suburb took its name from this (Brunswick Community History Group Inc 2021). The name was either in honour of the late Princess Caroline of Brunswick or in honour of the marriage between Queen Victoria and Prince Albert of the royal house of Brunswick (Victorian Places 2015). Wilkinson established Brunswick Park on his property on the land between Victoria and Albert Streets (Victorian Places 2015). Sydney Road was the main route to the goldfields and as such commercial and civic developments sprang up along its length. The gold rush also created a demand for building materials, clay was mined in Brunswick to the west of Sydney Road, whilst bluestone was quarried to the east (Victorian Places 2015). A series of brickworks and potteries were also established in Brunswick at this time. The 1856 Parish of Jika Jika map demonstrates the location of the site. The site is located within the former allotment 125, owned by J.M. Chisholm. People were drawn to this area by the sizeable local industry that included stone quarries, brickworks and potteries and steel works (Context 2017, p. 2). In 1861 Brunswick had a population of 3014 (Victorian Places, 2015), by the economic boom of the 1880s the population had more than tripled to 14,000 (Context, 2017). The houses constructed during this time were primarily small workers cottages, mostly in the form of terrace housing. The houses were predominantly constructed by members of the local middle class and aspiring working class and then rented to the growing number of workers employed in the expanding local industries (Context, 2017). During the 1880s economic boom there was a demand for the larger estate houses to be subdivided to make more housing blocks. From 1865 to the 1880s the population of Brunswick more than tripled to 14,000. Many of these houses built during the boom were small cottages, commonly in the form of terrace housing, which were built to accommodate the growing number of workers (Context 2017, p. 2). Background History of 13 Orient Grove, Brunswick 13 Orient Grove, Brunswick formerly 20 West Street, was first identified on the 1906 MMBW Plan for Brunswick (Figure 5). The plan depicts a small weatherboard domestic building facing north, located west of the rail corridor. The 1906 plan also demonstrates that the front of the property is situated close to the street. Additionally, the dwelling is depicted as being fully enclosed by a fence and an outbuilding, possibly a cesspit, is depicted south of the weatherboard building (Figure 5). Based on the small size of the dwelling depicted in the 1906 MMBW (Figure 5), the dwelling was likely constructed for workers, employed at one of quarries or brick works in Brunswick. The dwelling may have housed a group of workers or even a small working class family. The 1931 Maldon Prison aerial depicts the outline of the dwelling at 13 Orient Grove, adjacent to the Upfield rail corridor (Figure 6). Due to the quality of the aerial image, fine details are not possible to view; however, the shape of the building at the front of the property and an outbuilding can be glimpsed (Figure 7). The outline appears to be similar to what it depicted in the 1906 plan (Figure 5). Additionally, the 1933 Plan No. 104, confirms that the little change occurred between 1906 and 1933 to the property (Map 1 and Figure 5). The 1945 aerial image is of even poorer quality, with no apparent, discernible detail related to the building or outbuilding present. The 1956 aerial image; however, demonstrates that the shape and positioning of the building remained consistent with its first depiction in the 1906 plan (Map 2 and Figure 5). Whilst pixelated to some extent, the 1956 aerial image also demonstrates that one to two outbuildings were constructed at the southern extent/rear of the property between 1933 and 1956 (Map 2). It should be noted that the 1956 aerial also demonstrates that the Brunswick area was largely built up by this era. Comparatively, the 1931 and 1956 aerials demonstrate the population boom that occurred in Brunswick post WW2 (Figure 7 and Map 2). Between 1956 and 1979 the original property at 13 Orient Grove was demolished and replaced with a larger building that takes up the majority of the property parcel. The modern building is positioned further back from the street and there appears to be a shed/outbuilding at the back of the property. It is unclear if the outbuilding is the same as those added by 1956; however, it is clear that it is not the same as the original outbuilding.

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

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

Historical archaeological site card

Heritage Inventory number and name

13 ORIENT GROVE FORMER DWELLING

Date received	*Date accepted*	*Hermes Number*
Thursday, 30 January 2025	21/02/2025	212711

1. Place details

Place name:	FORMER DWELLING AT 13 ORIENT GROVE
Heritage Inventory Number (if any):	
Other or former names:	
Municipal Council:	MERRI-BEK CITY
Address:	13 ORIENT GROVE, BRUNSWICK, VIC, 3056
Geographical coordinates (GDA94 or WGS84) expressed in degrees and decimals of a degree:	
Mapsheet name and number (1:100,000 only):	BACCHUS MARSH-MELBOURNE

2. Cadastral location

County:	Bourke
Parish:	Jika Jika
Township:	Brunswick
Section:	125
Allotment:	
Standard Parcel Identifier (SPI):	1\TP831615, 1\TP119901

3. Details of site owner or land manager (where known)

First Name:	
Surname:	
Business or organisation name:	
Position title:	
Address:	
Email address:	
Telephone:	

4. Details of site occupier (where known)

First Name:	
Surname:	
Business or organisation name:	
Position title:	
Address:	
Email address:	
Telephone:	

5. Aboriginal cultural values

Site has known Aboriginal values	NO
Site is recorded on the Victorian Aboriginal Heritage Register	NO

6. Current description of site

Please provide description:	The site is located at 13 Orient Grove, Brunswick. The property is a currently occupied residential home. The site is bounded by Orient Grove to the north, the Upfield Railway line/access corridor to the east, and residential homes to the west and south in Brunswick (Figure 1). Currently, the 13 Orient Grove site consists of a modern single-story building with a concrete rendered facade (Figure 2). The dwelling has a terracotta

roof and a tall, approximately 2m high fence separating the property parcel from the rail corridor (Figure 3). The building is set back, away from the footpath with an established garden situated at the front of the property (Figure 2).

Due to line-of-sight difficulties, it has been determined, based on the aerial imagery, that an extension and more established gardens are situated at the rear of the property (Figure 1).

The current extant building was constructed in the late 20th century and replaced the former dwelling at 13 Orient Grove.

Date recorded:	Monday, 12 December 2022
On Victorian Heritage Register	
On Heritage Overlay	
Associated sites:	14 Orient Grove, part of HO77, City of Merri-bek

7. Place history

Please provide a brief history of the place (at least 1 to 2 paragraphs):

Background History of Brunswick

In 1839 Brunswick was subdivided into 16 farm allotments which extended east and west from Sydney Road (originally Pentridge Road) to Merri Creek and Moonee Ponds Creek respectively (Brunswick Community History Group Inc 2021). Most allotments were purchased by speculators who anticipated further subdivision rather than occupying the land or utilising it for farming (Victorian Places 2015). The allotments were quickly re-sold and re-subdivided creating the street network and smaller and smaller allotments (Context, 2017).

Thomas Wilkinson and a partner purchased an allotment on Sydney Road near Albert Street, they named the property Brunswick and in 1846 the suburb took its name from this (Brunswick Community History Group Inc 2021). The name was either in honour of the late Princess Caroline of Brunswick or in honour of the marriage between Queen Victoria and Prince Albert of the royal house of Brunswick (Victorian Places 2015). Wilkinson established Brunswick Park on his property on the land between Victoria and Albert Streets (Victorian Places 2015).

Sydney Road was the main route to the goldfields and as such commercial and civic developments sprang up along its length. The gold rush also created a demand for building materials, clay was mined in Brunswick to the west of Sydney Road, whilst bluestone was quarried to the east (Victorian Places 2015). A series of brickworks and potteries were also established in Brunswick at this time.

The 1856 Parish of Jika Jika map demonstrates the location of the site. The site is located within the former allotment 125, owned by J.M. Chisholm.

People were drawn to this area by the sizeable local industry that included stone quarries, brickworks and potteries and steel works (Context 2017, p. 2). In 1861 Brunswick had a population of 3014 (Victorian Places, 2015), by the economic boom of the 1880s the population had more than tripled to 14,000 (Context, 2017). The houses constructed during this time were primarily small workers cottages, mostly in the form of terrace housing. The houses were predominantly constructed by members of the local middle class and aspiring working class and then rented to the growing number of workers employed in the expanding local industries (Context, 2017).

During the 1880s economic boom there was a demand for the larger estate houses to be subdivided to make more housing blocks. From 1865 to the 1880s the population of Brunswick more than tripled to 14,000. Many of these houses built during the boom were small cottages, commonly in the form of terrace housing, which were built to accommodate the growing number of workers (Context 2017, p. 2).

Background History of 13 Orient Grove, Brunswick

13 Orient Grove, Brunswick formerly 20 West Street, was first identified on the 1906 MMBW Plan for Brunswick (Figure 5). The plan depicts a small weatherboard domestic building facing north, located west of the rail corridor. The 1906 plan also demonstrates that the front of the property is situated close to the street. Additionally, the dwelling is depicted as being fully enclosed by a fence and an outbuilding, possibly a cesspit, is depicted south of the weatherboard building (Figure 5). Based on the small size of the dwelling depicted in the 1906 MMBW (Figure 5), the dwelling was likely constructed for workers, employed at one of quarries or brick works in Brunswick. The dwelling may have housed a group of workers or even a small working class family.

The 1931 Maldon Prison aerial depicts the outline of the dwelling at 13 Orient Grove, adjacent to the Upfield rail corridor (Figure 6). Due to the quality of the aerial image, fine details are not possible to view; however, the shape of the building at the front of the property and an outbuilding can be glimpsed (Figure 7). The outline appears to be similar to what it depicted in the 1906 plan (Figure 5). Additionally, the 1933 Plan No. 104, confirms that the little change occurred between 1906 and 1933 to the property (Map 1 and Figure 5).

The 1945 aerial image is of even poorer quality, with no apparent, discernible detail related to the building or outbuilding present. The 1956 aerial image; however, demonstrates that the shape and positioning of the building remained consistent with its first depiction in the 1906 plan (Map 2 and Figure 5). Whilst pixelated to some extent, the 1956 aerial image also demonstrates that one to two outbuildings were constructed at the southern extent/rear of the property between 1933 and 1956 (Map 2).

It should be noted that the 1956 aerial also demonstrates that the Brunswick area was largely built up by this era. Comparatively, the 1931 and 1956 aerials demonstrate the population boom that occurred in Brunswick post WW2 (Figure 7 and Map 2).

Between 1956 and 1979 the original property at 13 Orient Grove was demolished and replaced with a larger building that takes up the majority of the property parcel. The modern building is positioned further back from the street and there appears to be a shed/outbuilding at the back of the property. It is unclear if the outbuilding is the same as those added by 1956; however, it is clear that it is not the same as the original outbuilding.

8. Analysis of site (interpretation)

Include phases in the development of the site, functions and activities represented, as well as current place use:

Include phases in the development of the site, functions and activities represented, as well as current place use:

Early 19th century: Land was primarily used for pastoral activities.

Mid to late 19th century: Population in Brunswick increased and more properties were subdivided.

By 1906: Building at 13 Orient Grove, formerly 20 West Street, and outbuilding was constructed.

1933-1956: Dwelling at 13 Orient Grove remained relatively undisturbed. Additional outbuildings were constructed between 1933 and 1956 at the southernmost extent of the rear yard.

1956-1979: Dwelling at Orient Grove was demolished and replaced with a larger domestic residence that has remained consistent between the late 20th century to present.

13 Orient Grove, Brunswick fulfills the criteria established by Heritage Victoria for inclusion on the Victorian Heritage Inventory. The criteria are as follows:

• Threshold A (archaeology):

• the place meets the definition of archaeological site under the Act; and

• it can be demonstrated that the site contains archaeological features, associated artefacts and/or deposits; and/or

• documentary evidence and/or oral history, landscape features, visible site fabric or other information indicates a likelihood that the site contains archaeological remains; and

• the archaeological remains are, or are likely to be, in a condition that will allow information to be obtained that will contribute to an understanding of the site; and

• Threshold B (place history):

• the site evidences (or is likely to evidence) an association with a historical event, phase, period, process, function, tradition, movement, custom or way of life; and

• the site history is of significance within a state, regional, local, thematic or other relevant framework

Threshold A

The 13 Orient Grove building was a weatherboard dwelling built in the early 20th century and thus meets the definition of an archaeological site under the Act. Whilst the original building was demolished between 1956 and 1979, there is potential for archaeological remains to be present within the property, subsurface. Demolition practices in the mid to late 20th century were not as thorough as modern demolition practices. When the original building was demolished between 1956 and 1979, the building would likely have been knocked down, the land would have been cleared of debris to ground level, a layer of fill would have most likely been introduced to the level the area, and the new building would have been constructed on top of the fill deposit.

If the dwelling was built before 1906, then the outbuilding depicted in the in the rear yard may have been a cesspit (Figure 5). A cesspit would have been dug down to a deeper level; therefore, there is a high archaeological potential for the presence of features and/or deposits related to the occupation of the building at 13 Orient Grove (Map 4). Based on the level of disturbance associated with the construction of the garden at the front of the property and the modern dwelling, it has been determined that there is a moderate potential for archaeological remains related to the construction and occupation of the original building (Map 4).

Threshold B

The 13 Orient Grove dwelling is likely to evidence an association with the historical development of the early 20th century Brunswick that was spurred on by the economic boom in the 1880s, as discussed in the Brunswick Background History. The dwelling can also be linked to the historical thematic framework established by Heritage Council:

02 Peopling Victoria's Places and Landscapes

2.5 Migrating and making a home. The theme relates to the establishment of the dwelling at Orient Grove.

06 Building Towns, Cities, and the Garden State

6.3 Shaping the suburbs. The theme relates to the booms and busts in the Victorian economy which can be linked to the construction and demolition of the dwelling.

6.7 Making homes for Victorians. This theme relates to the use of the site as a middle to working class home as well as the establishment of the private garden and backyard.

08 Building Community Life

8.6 Marking the phases of life. This theme relates to the potential use of the site as a family home. Archaeological evidence such as toys or traditionally gendered items related to sewing and handicrafts may be present at this site.

9. Statement of Significance

What is significant?

The site at 13 Orient Grove has the potential to contain archaeological remains related to the early 20th century dwelling.

How is it significant?

The Orient Grove Dwelling site is of archaeological significance and of local significance to the Brunswick community.

Why is it significant?

Brunswick was established in the 19th century and has experienced several population booms that are mirrored across Victoria related to the gold rush, industrialisation, and immigration post WW1 and WW2. The 13 Orient Grove building is of historical significance for its association with Brunswick's early 20th century domestic occupation and development. The site has the potential to reveal new information about the residents of Brunswick who most likely were part of a lower socioeconomic class. The people who lived at 13 Orient Grove may have been a group of workers, employed at one of quarries or brick works in Brunswick or even a family. People from working class backgrounds or lower socioeconomic demographics are often excluded from the dominate historical narrative. Insight into the lives of the residents of the former dwelling has the potential to broaden our understanding of how these people navigated within or even outside their socioeconomic demographic in early 20th century Brunswick.

The site has historical significance in relation to the Victorian thematic framework: 02 Peopling Victoria's places and landscapes, 06 Building towns, cities and the garden state, and 08 Building community life. The site also has scientific significance in relation to the site's archaeological potential.

10. Suggested Protection: Heritage Inventory

11. Threat

Is the place under any threat? If so, what is the threat?

The land 13 Orient Grove, Brunswick is proposed to be compulsorily acquired as part of the Brunswick Level Crossing Removal Project.

The dwelling will be demolished, and a new railway station entry point will be constructed in this location. Works will involve ground disturbance. However, works will not take place until 2028.

12. References / Informants

Please list books or other sources that may provide historical information about this place.

Primary:

1856 Parish of Jika Jika

1891, The Pictorial, The Australasian (Melbourne, Vic: 1864 - 1946), 19 September, p. 39, viewed 03 May 2023,

1904 Melbourne Metropolitan Board of Works, Plan No. 1895, Town of Brunswick

1931 Maldon Prison, Run 13, Frame 2782

1933 Melbourne Metropolitan Board of Works, Plan No 95

1956 Melbourne Outer Suburbs Project, Run 10, Frame 65

1979 Heytesbury North Project, Run 2, Frame 147

Secondary:

Brunswick Community and History Group Inc, 2021, https://brunswickhistory.org.au/.

Context Pty Ltd, 2017, W.T. Rawleigh and Co. Factory and Warehouse (Former), 60 Dawson Street, Brunswick.
Context Pty Ltd 2017, Community Heritage Place (Hermes No. 56243), 273 Victoria Street, Brunswick.
Johnston, C 1990, Keeping Brunswick's Heritage, Context Pty Ltd, vol 1.
Victorian Places, 2015, Brunswick and Brunswick city, https://www.victorianplaces.com.au/brunswick-and-brunswick-city.
Heritage Council of Australia, 2010, Victoria's Framework of Historical Themes

13. Attachments

- Site card supporting documents HG.pdf
- Spatial Extent files-1 HG.zip
- Spatial Extent files-2 HG.zip
- Application form HG.pdf

14. Recording archaeologist's details

First Name:	Haley
Surname:	Geiberras
Business or organisation name:	Andrew Long and Associates
Position title:	
Business or company address:	
Email address:	
Telephone:	

15. Declaration

I state that the information I have given on this form is correct to the best of my knowledge.

Figure 1: Demonstrating the footprint of the domestic dwelling of 13 Orient Grove, in red, oriented north, (Nearmap)

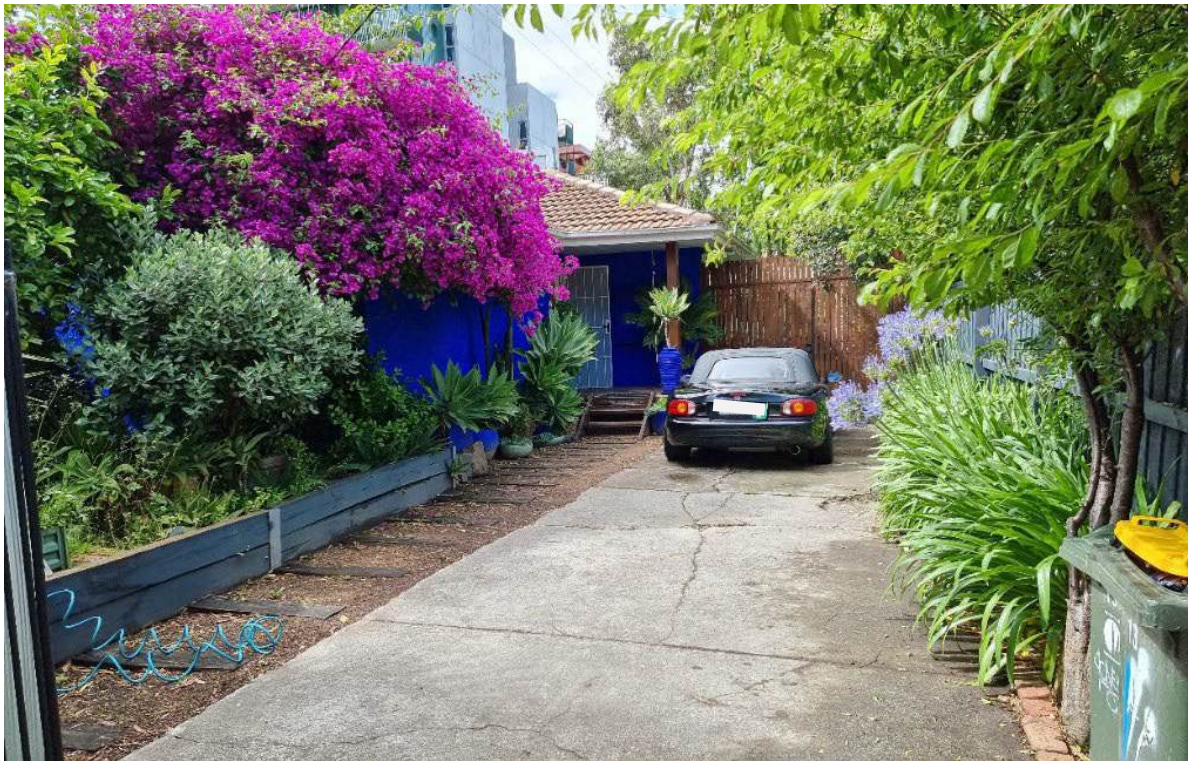


Figure 2: Demonstrating modern facade at 13 Orient Grove, view facing south

Figure 3: Eastern side fence of 13 Orient Grove adjacent to the Upfield railway line corridor, view facing north

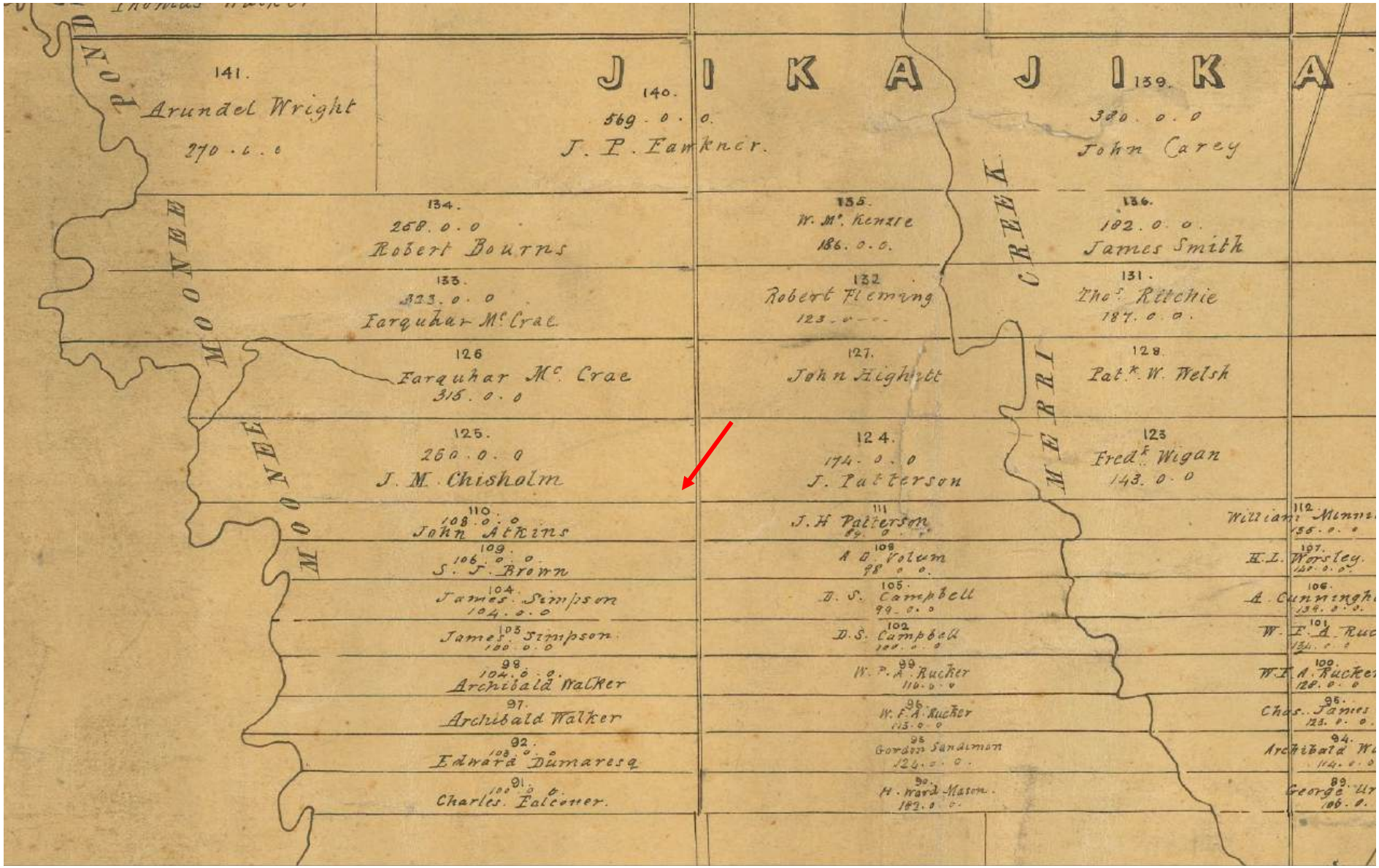


Figure 4: Excerpt from the 1856 parish of Jika Jika map, approximate location of the site indicated in red, oriented north (SLV)

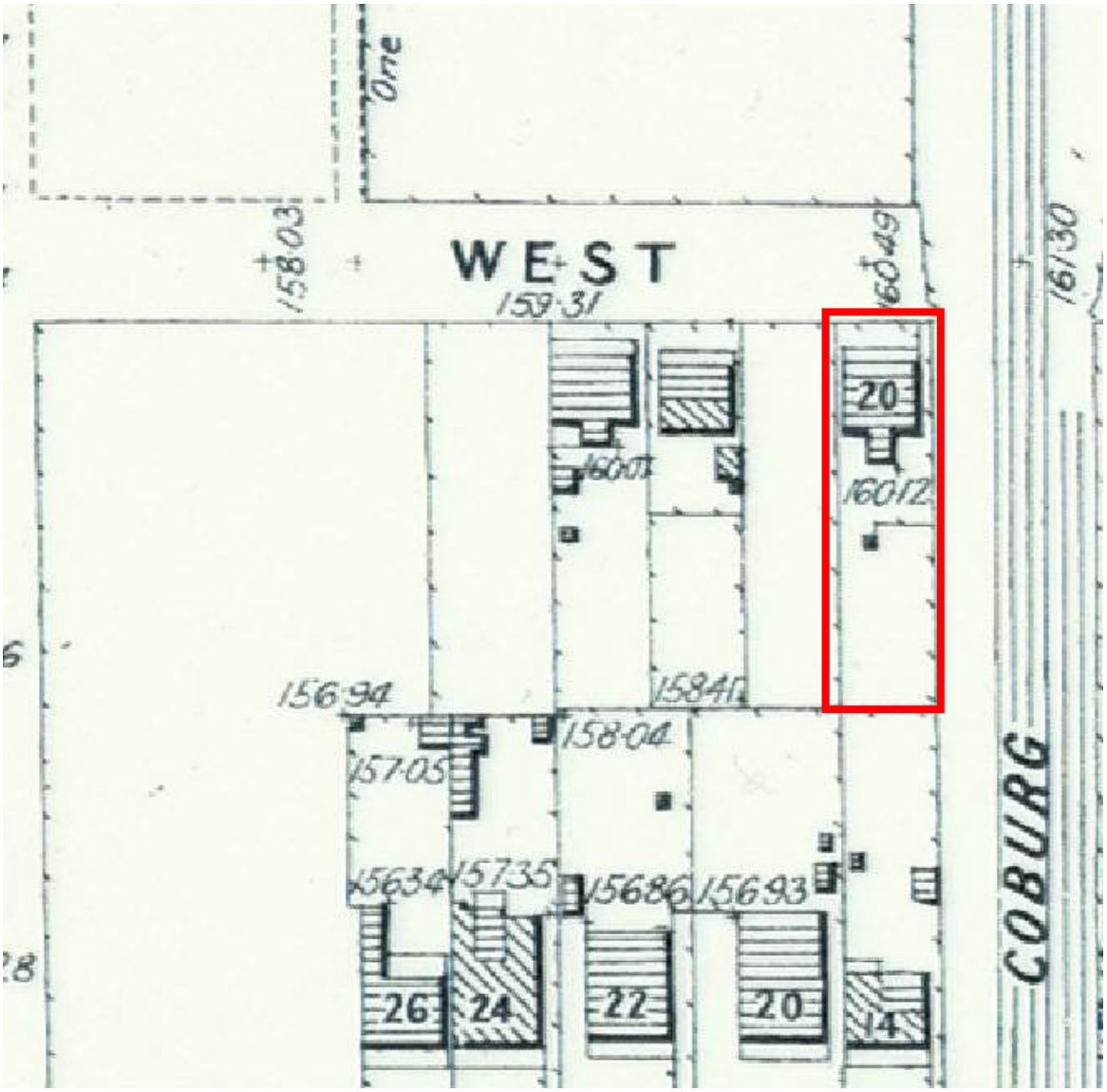


Figure 5: Excerpt from 1906 MMBW Plan No 104 demonstrating the location of 13 Orient Grove, formerly 20 West Street, in red, oriented north (SLV)

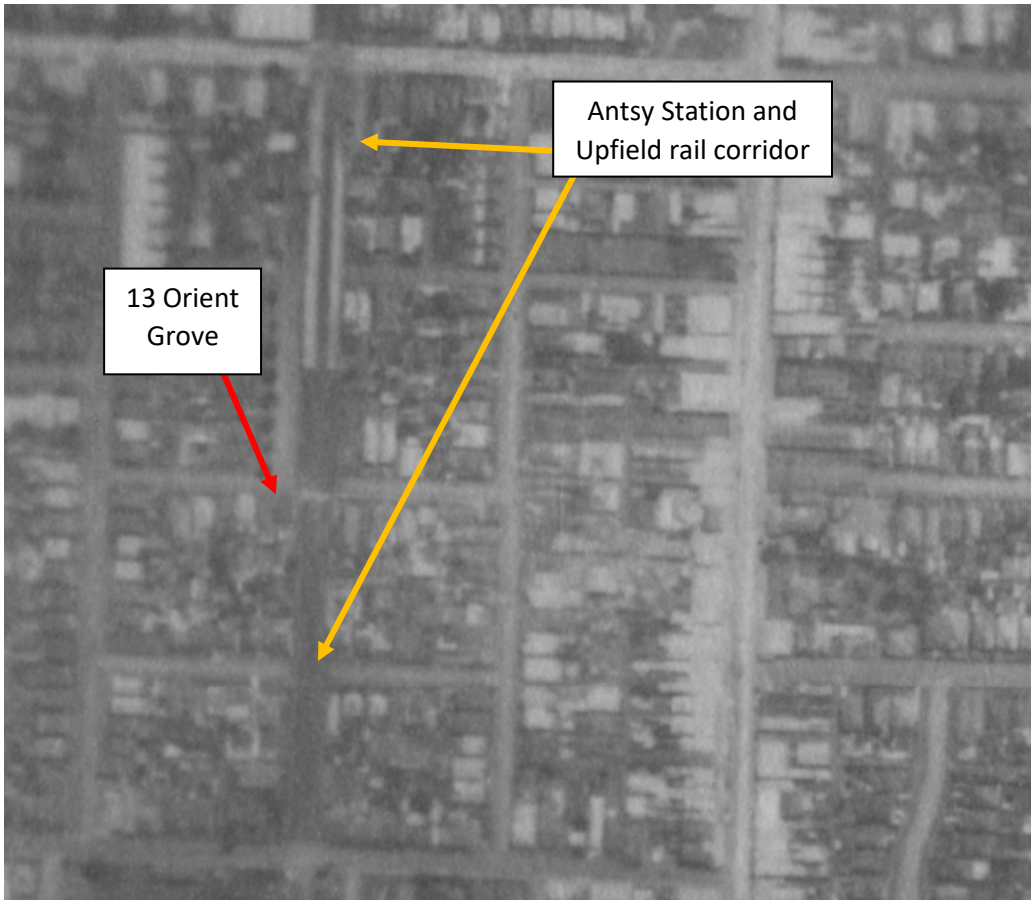


Figure 6: 1931 aerial demonstrating the location of the site, in red, Antsy station and Upfield rail corridor in yellow, oriented north (Landata)

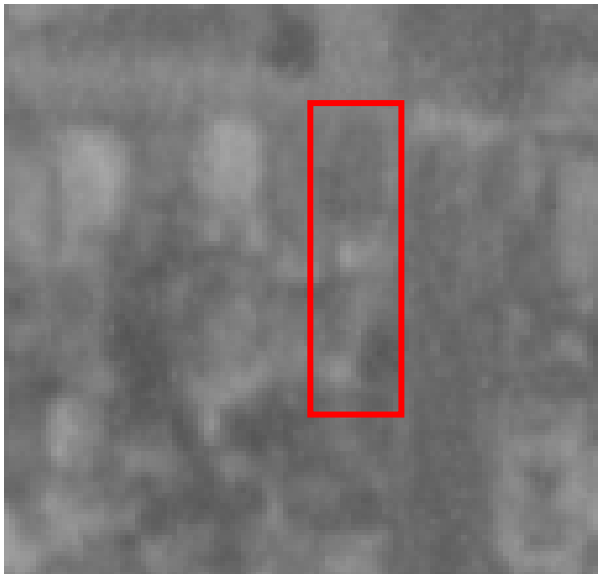
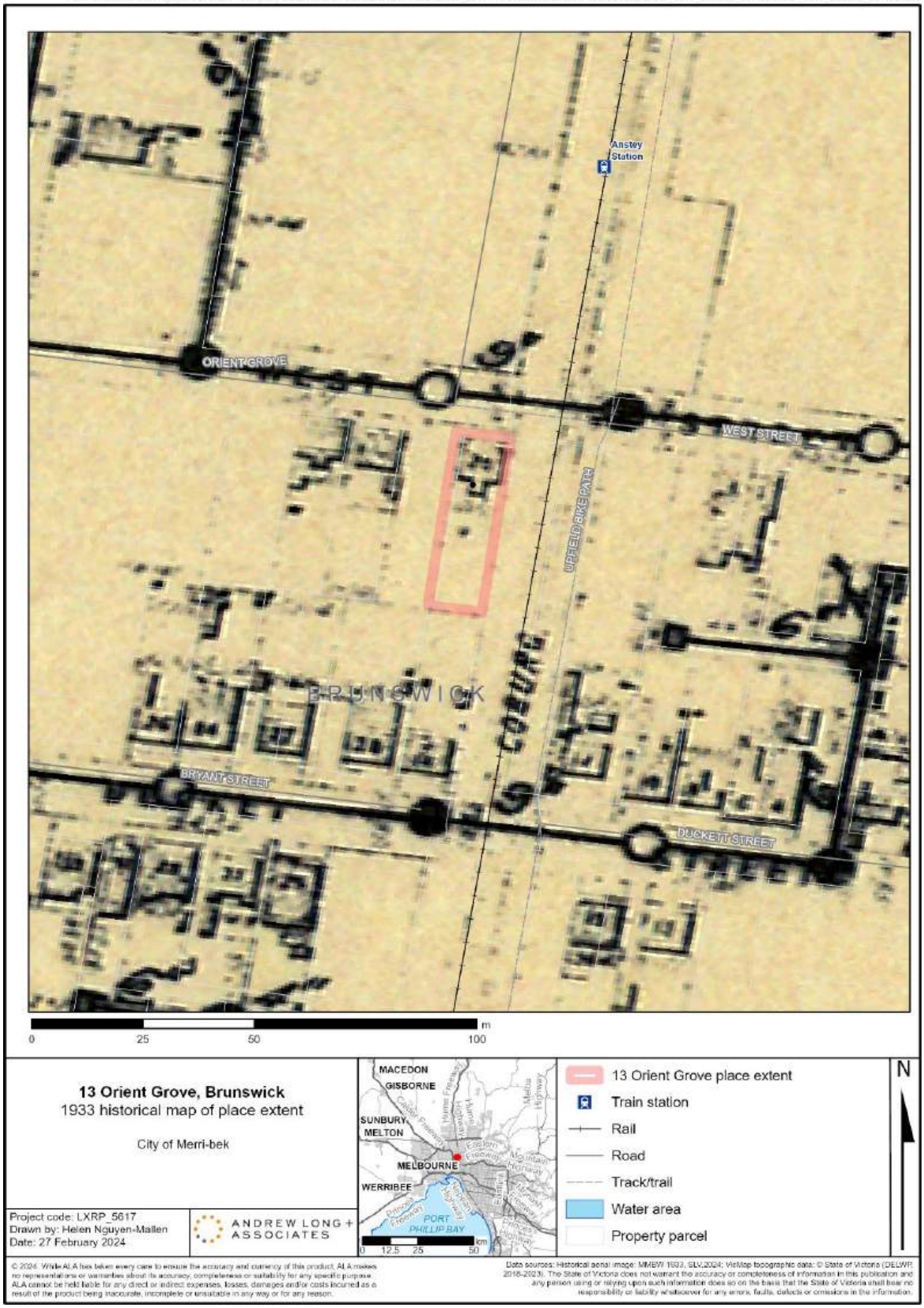


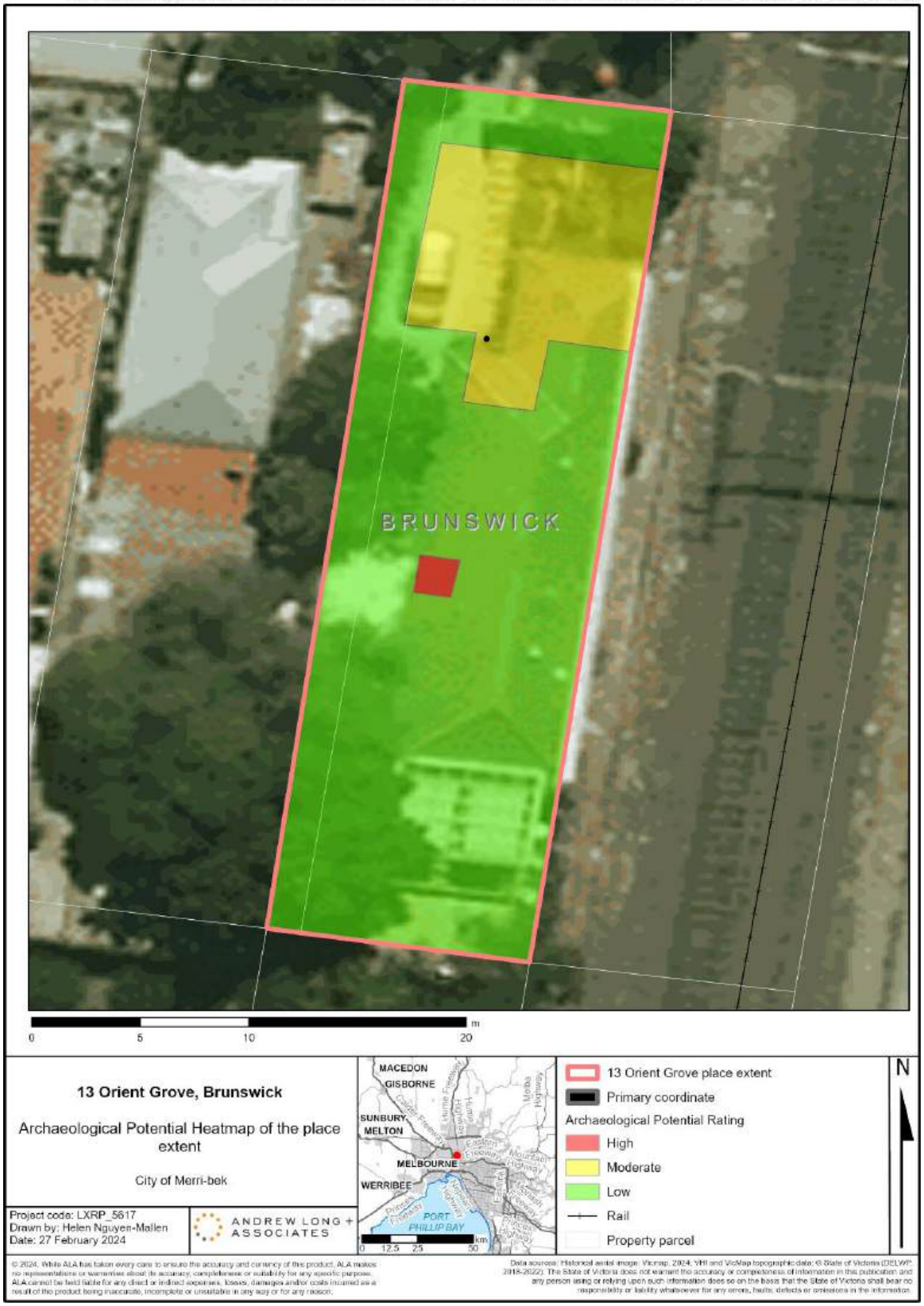
Figure 7: Zoomed in 1931 aerial demonstrating the dwelling towards the front of the property and possibly an outbuilding in the rear yard, in red, oriented north (Landata)



Map 1: Demonstrating 1933 Plan No 104, 13 Orient Grove building indicated in red

Map 2: 1956 demonstrating 13 Orient Grove building with additional outbuildings in the rear yard

Map 3: Demonstrating 1979 aerial image, post demolition of the building at 13 Orient Grove



Map 4: Demonstrating the archaeological potential related to the original dwelling located at 13 Orient Grove

PLACES/SITES IMMEDIATELY ADJACENT TO THE REFERRAL PROJECT AREA

WOMEN'S DRESSING PAVILION

royal park pavilion steps entrance apr07 jmb

royal park pavilion front entrance detail apr07 jmb

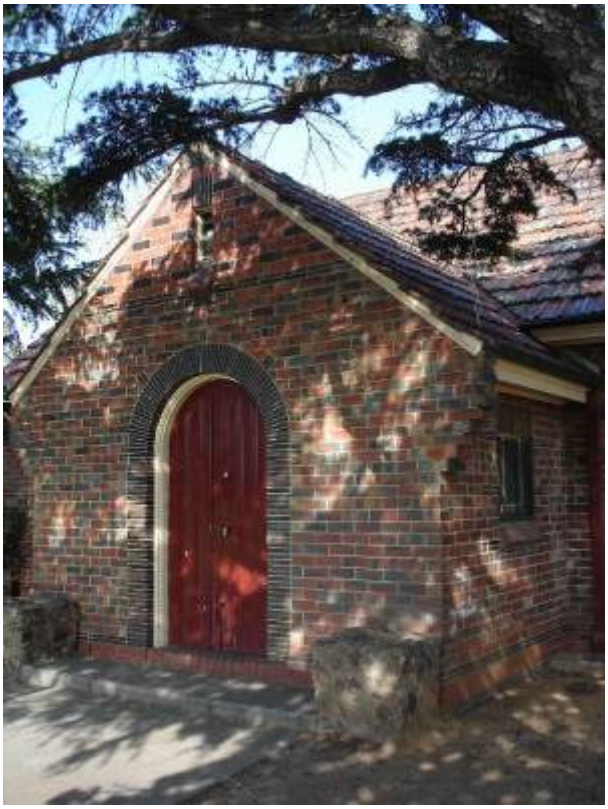
poplar oval pavilion front elevation jun07 jmb

poplar park pavilion view from oval jun07 jmb

royal park toilet block pavilion apr07 jmb

poplar oval toilets apr07 jmb

royal park toilet block apr07 jmb



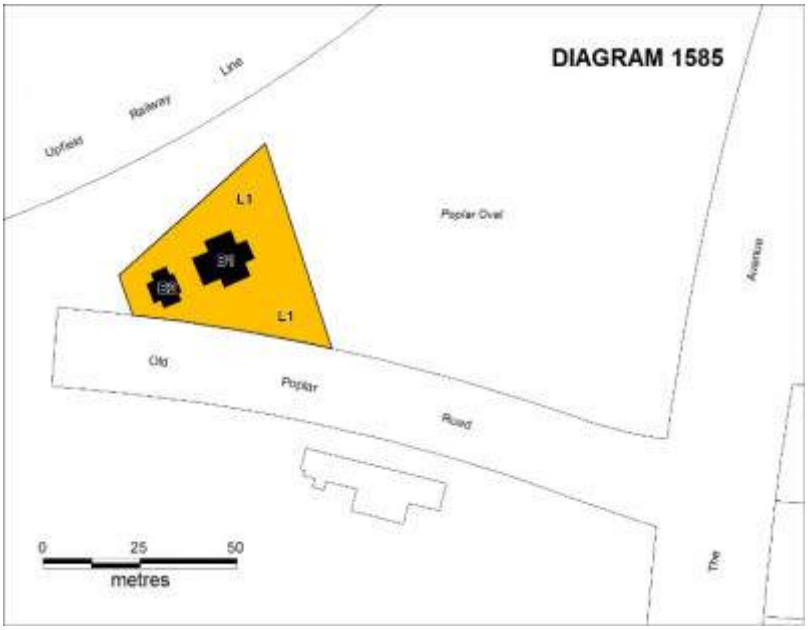
royal park pavilion front entrance apr07 jmb

poplar oval pavilion spectator seats apr07 jmb

poplar oval pavilion interior jun07 jmb

poplar oval pavilion interior with coat hooks jun07 jmb

poplar oval pavilion interior exit jun07 jmb



H1585 womens pavilion plan

Location

OLD POPLAR ROAD PARKVILLE, MELBOURNE CITY

Municipality

MELBOURNE CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H1585

Heritage Overlay Numbers

HO933

VHR Registration

September 13, 2007

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - September 18, 2007

What is significant?

The Women's Dressing Pavilion at Poplar Oval in Royal Park was completed in 1937. The pavilion was part of a general program of sporting infrastructure improvements in Melbourne parks. The Women's Dressing Pavilion at Poplar Oval is significant as one of the first sporting facilities designed in Victoria for the use of women.

Land for Royal Park was set aside as early as the 1840s, but the park itself was not reserved until 1876 within its current boundaries. Although Royal Park was used for grazing throughout the 19th century, by the early twentieth century sport was the most popular activity undertaken in the Park. In 1903 a golf course was created and tennis courts followed in 1904 in the north of the Park. When the Melbourne City Council took over the management of Royal Park in 1934 they launched a program of improving sporting facilities. The McAlister, Ransford and Ryder Ovals in the north of the Park were created at this time. Poplar Oval and the adjacent pavilion were created in 1936/37.

In November 1936 the Melbourne City Council Parks and Gardens committee accepted a tender for £1199 from WA Townsend for the erection and completion of a Women's Dressing Pavilion at Royal Park. At the same time a cinder running track was added to the Oval. The distance across the diameter of the oval was a suitable distance for hurdles and a high jump pit was also created. The facilities were ready for the Australian Women's Championships in December 1937. The championships were also selection trials for the Empire Games to be held in Sydney in February 1938. Three thousand people attended the Championships in Melbourne and many commented on the quality of the facilities made available for women athletes. As a contemporary account noted, before the construction of the pavilion and the athletics oval "women athletes of Melbourne" were using a "dog-coursing track" to train and compete. The Women's athletics association were first formed in Victoria in 1929 followed in 1932 by the Australian Women's Amateur Athletic Union. Australian women had taken part in athletics at the 1928 Olympic Games. Previously women had represented Australia only in swimming. It was not until the 1938 British Empire Games in Sydney that a number of women successfully competed in athletics and many of these had represented their States in Melbourne at Royal Park two months earlier.

The Women's Dressing Pavilion and the adjacent toilet block are modest in size. The designer is unknown, but was probably employed in the City Council's architect's office. The pavilion was constructed of red brick in an English Domestic or Cottage style with a pitched tiled roof. Inside the finishes are simple with wooden ceilings and coat hooks lining the solid brick walls. Off the large main room are toilets and showers and in a separate room, kitchen facilities. The windows are simple louvres. Steps lead down from the pavilion to the Oval and trees have been planted close to the pavilion to provide shade.

How is it significant?

The Women's Dressing Pavilion at Royal Park is of historic significance to the State of Victoria.

Why is significant?

The Women's Dressing Pavilion at Poplar Oval in Royal Park is of historic significance as one of the first purpose built sporting facilities for women in Victoria. The provision of these facilities was instrumental in the development of women's athletics in Australia.

The Women's Dressing Pavilion at Poplar Oval in Royal Park is of historic significance for its association with the recognition in the first half of the twentieth century of women's ability and right to participate in competitive sport.

Permit Exemptions

General Exemptions:
General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don’t harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.
Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or

object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.
Find out more about heritage permit exemptions here.
Specific Exemptions:
General Conditions: 1. All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object. General Conditions: 2. Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such works shall cease and Heritage Victoria shall be notified as soon as possible. General Conditions: 3. If there is a conservation policy and plan endorsed by the Executive Director, all works shall be in accordance with it. Note: The existence of a Conservation Management Plan or a Heritage Action Plan endorsed by the Executive Director, Heritage Victoria provides guidance for the management of the heritage values associated with the site. It may not be necessary to obtain a heritage permit for certain works specified in the management plan. General Conditions: 4. Nothing in this determination prevents the Executive Director from amending or rescinding all or any of the permit exemptions. General Conditions: 5. Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authorities where applicable. Public Safety and Security : the erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety which will not adversely affect significant fabric of the place

Interior
Painting of previously painted surfaces provided that preparation or painting does not remove evidence of the original paint or other decorative scheme.
Installation, removal or replacement of carpets and or flexible floor coverings.
Installation, removal or replacement of curtain track, rods, blinds and other window dressings.
Refurbishment of bathrooms and toilets including removal, installation or replacement of sanitary fixtures and associated piping, mirrors, wall and floor coverings.
Installation, removal or replacement of kitchen benches and fixtures including sinks, stoves, ovens, refrigerators, dishwashers etc and associated plumbing and wiring.
Installation, removal or replacement of ducted, hydronic or concealed radiant type heating provided that the installation does not damage existing skirtings and architraves and provided that the location of the heating unit is concealed from view.
Installation, removal or replacement of electrical and telecommunications wiring provided that all new wiring is fully concealed
Installation, removal or replacement of bulk insulation in roof spaces.
Installation, removal or replacement of smoke detectors.

Installation, removal or replacement of electric clocks, public address systems, detectors, alarms, emergency lights, exit signs, luminaires and the like on plaster surfaces.

Installation of new fire hydrant services including sprinklers,and elements affixed to plaster surfaces.

Construction dates	1936,
Heritage Act Categories	Registered place,
Other Names	POPLAR OVAL DRESSING ROOMS,
Hermes Number	23345
Property Number	

History

Women and Sport in Victoria to World War II

Playing, participating and watching sport has always been (and still is) an important part of defining masculinity. (Cashman : The Paradise of Sport p. 72). It is hardly surprising then, that women have struggled to have their

sporting endeavours taken seriously or indeed be offered the facilities to participate in sport.

Organised sport for women began in the private girls schools of the 19th century, where hockey and some athletic endeavours were encouraged (or tolerated). This followed onto the involvement of women in organised sport at University. Women's participation in others sports flourished even without this support, such as swimming, while tennis and golf were important leisure activities for both sexes.

The boom in women's team sports really began in the 1920s and included rowing and cricket as well as hockey. Teams were formed at schools and university, but also through churches and businesses (eg. Myers or Bryant and May).

In 1931 the Victorian Amateur Sports Council was formed and it was active in lobbying for the interests of sportswomen including the allocation and building of grounds and playing fields (Stell : Half the Race p. 59). In 1934 the Council organised a sporting pageant at the MCG to celebrate Victoria's centenary.

More importantly, they also lobbied for facilities, male administrators and sportsmen jealously guarded facilities and grounds. In 1933 the Exhibition buildings were used for netball. Women were also agitating with the appropriate authorities for ovals and facilities and although this campaign was unsuccessful at Albert Park (Barnard & Keating : People's Backyard p. 129) it was successful with the Melbourne City Council at Royal Park. Even if *the Argus* could report in 1937 after the completion of the Poplar Oval pavilion that "Satisfying the sporting needs of women is a small matter". (The Argus, 17 Sept 1937 p. 10).

The facilities provided at Royal Park were to be used as the selection trials for the British Empire Games held in Sydney in February 1938. It was at these championships that Decima Norman (1909-1938) first came to national prominence and went on to win 5 gold medals at the Games, a record held until 1998 when Susie O'Neill won 6 gold medals in swimming.

Plaque Citation

This dressing pavilion, constructed in 1937 for women athletes, was one of the first purpose built sporting facilities for women in Victoria.

Extent of Registration

1. All of the buildings marked B1 (Pavilion) B2 (Toilets) on Diagram 1585 held by the Executive Director.

2. All of the land marked L1 on Diagram 1585 held by the Executive Director.

FORMER FERRY TERRA COTTA AND ENAMELLED BRICKWORKS OFFICE

FORMER FERRY TERRA COTTA AND ENAMELLED BRICKWORKS OFFICE SOHE 2008

FORMER FERRY TERRA COTTA AND ENAMELLED BRICKWORKS OFFICE SOHE 2008

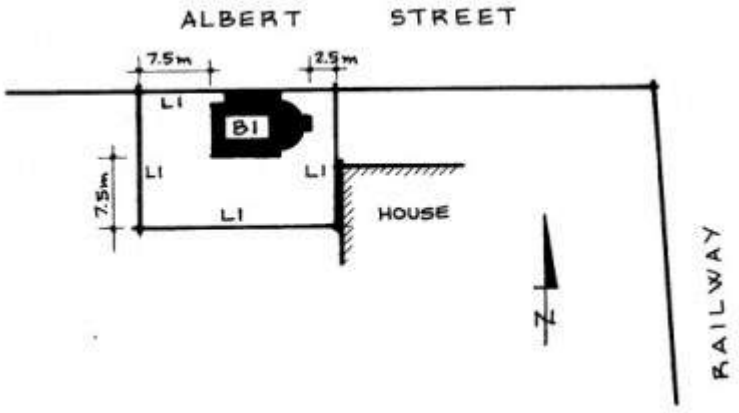
former ferry terra cotta & enamelled brickworks office albert street brunswick aug1996

Former Ferry Terra Cotta & Enamelled Brickworks Office Albert Street Brunswick Kiln 1997

Former Ferry Terra Cotta & enamel brickworks office albert Street brunswick rounded end from the southeast

Former Ferry Terra Cotta & enamel brickworks office albert Street brunswick from the northweat

Former Ferry Terra Cotta & enamel brickworks office albert Street brunswick



former terra cotta brickworks brunswick

Former Ferry Terra Cotta & enamel brickworks office albert Street brunswick west facade with door open

Location

310 ALBERT STREET BRUNSWICK, MORELAND CITY

Municipality

MERRI-BEK CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H1285

Heritage Overlay Numbers

HO5

VHR Registration

January 9, 1997

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - May 12, 1999

The Former Office to Graham R Ferry's Terra Cotta and Enamelled Brickworks was constructed in 1887. Built of red brick, and decorated with an ornate terra cotta turret and finely crafted terra cotta architectural mouldings, this eclectic composition of picturesque architectural elements stood at the works entrance as a built "advertisement" to the brickmaker's and potter's craft.

In 1886 the Yorkshire-born Ferry established his own terra cotta business on land leased from Alfred Cornwell's Brunswick Pottery, his former employer. After surviving the economic crash of the 1890s, he expanded his output to include roofing and ridging tiles. The works closed after ferry retired in 1916. The former City of Brunswick purchased the site in 1928 filling in the claypits and demolishing all buildings other than the pottery office which was used to house the scale for a public weighbridge. The scale, manufactured by the Australasian Scale Company of Sydney, remains inside the building.

The Former Ferry Terra Cotta and Enamelled Brickworks Office is of historic and architectural importance to the state of Victoria.

The Former Ferry Terra Cotta and Enamelled Brickworks Office is historically important as one of few buildings to survive from the 'Little Staffordshire' of brickworks and potteries that predominated in Brunswick for over one hundred years. Brunswick had the largest concentration of clay industry works in Victoria. It has further historical significance for its association with talented terra cotta modeller, Graham R Ferry (1847-1924) who owned and successfully managed the terra cotta & enamelled brickworks in Albert Street, as well as other local clay industry properties.

The Former Ferry Terra Cotta and Enamelled Brickworks Office is architecturally important for its unusual eclectic design which creatively incorporates a range of late nineteenth century terra cotta building products into the fabric both for decoration and as a display of the type of wares produced within the works.

Permit Exemptions

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

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

Construction dates	1887,
Heritage Act Categories	Registered place,
Hermes Number	4406
Property Number	

History

Contextual History:History of Place:
According to The Port Phillip Patriot Almanac and Directory there were about forty brickmakers and a sole potter working in the Melbourne region in 1847. They were mostly gathered around South Yarra, but a few were at Batman's Swamp, Richmond and Collingwood. Brickmaking in Brunswick also dates from these early days, with Thomas Manallack recorded as making bricks on a site just off Sydney Road. Manallack settled in the area formerly known as Phillipstown, near Union Street, and over the next decade he was joined by other brickmakers such as John Glew, William Gray, William Barnes, James and John Stroud, and the Walkerden brothers. An early clay hole was located at the site known today as Temple Park.

Gold discoveries brought prosperity to the new State of Victoria fostering all sorts of building and manufacturing. The clay products industry began to boom, and Brunswick with its excellent clay deposits came to resemble a 'little Staffordshire', with its concentration of brickmakers and potters turning out bricks, pipes, flower and chimney pots, spirit jars, water filters and a wide range of other domestic wares. The suburb thus became accepted as the place for all types of clay products. Alfred Cornwall, a civil engineer from Cambridge, England, set up his firm, Brunswick Pottery in 1861 with four employees and made simple wares. Progress was rapid and within a short space of time the business had expanded and Cornwall was exhibiting oversees. In 1865 he won a medal for his earthenware at the Dublin Exhibition.

The demand for terra cotta building materials accelerated in the 1870s, culminating in the 1880s boom years. With it came the transformation of the clay industry. Newly introduced technology vastly improved the quality and quantity of brick production, and revolutionised the clay industry. Jenkin Collier, David McKenzie Barry and William Owen led the change, forming the Hoffman Patent Brick and Tile Company in 1870, introducing mass-production technology, including steam-powered brick presses and an imported kiln design, known as the Hoffman kiln. In 1886 Hoffmans were employing over 400 men, and turning out 110,000 brick a day, sufficient to build an ordinary 8-roomed house. By 1890 they were employing 800 workers. Bricks couldn't be made fast enough, and orders had to be given three to four months ahead.

The economic crash in 1891 devastated the clay industry, and it was not until 1898 that production began to increase again. The Victorian Year Book 1895-1898 in reviewing these years, observed

Of all the industries seriously affected by the general stagnation in the building trades ... perhaps the most depressed were the brickyards and potteries. Thus the number of bricks fell off from 276 millions in 1889 to 200 in 1891, to 80 in 1892, and to 40 millions - the lowest point, - in 1894. In that year, the output of bricks increased by 24 millions, (in 1899 bricks made show a further increase of over 18 millions - the number being larger than any year since 1891) and the value of pottery by £17,000, whilst the hands employed were more numerous by 140; although the number of brickyards fell off by 22 ... and the value of machinery, and buildings depreciated by £110,000.

Brunswick's brick and pottery industries remained important for much of this century. Except for the former Hoffman works (owned from 1960 to the 1990s by Clifton Bricks), and the former Ferry pottery office, there is very little evidence of any of these industries. The gaping clay holes that once accompanied these structures

have been filled and transformed into parks. Economic necessity now dictates that potteries and brickworks be built on the outskirts or even beyond the metropolitan area.

History of Place:

Graham R. Ferry
Brickmaker and potter, Graham R. Ferry was born in 1847 in Yorkshire, England, and may have trained at the Linthorpe Art Pottery works in nearby Middlesborough. In the early 1880s he arrived in Melbourne and began working with Alfred Cornwell at his large pottery in Phoenix and Albert Streets, Brunswick. Heavy clay products such as bricks, tiles and pipes were Cornwall's principal wares, but following Ferry's arrival advertisements proclaimed the firm's willingness to undertake architectural and ornamental commissions. While there, Ferry demonstrated his apparent talent in terra cotta modelling, and a finely crafted, life size bust of his employer survives today to testify his skills. During 1886, Cornwall leased some of his Albert Street land to Ferry and assisted him in establishing a small terra cotta works on the site.

Ferry's Terra Cotta & Enamelled Brickworks
The following year Ferry purchased three properties from the estate of Edward Harding. The first was on the corner of Albert and Leslie Streets , and the second was a large allotment in Victoria Street. The third, a small block in Albert Street west of the train line was the site where Ferry built the office to his terra cotta works. In that year, 1887, Ferry's Albert Street address was entered in the Sands & McDougall Directory, with his business listed as 'Graham R. Ferry, Terra Cotta & Enamelled Brick Works, Albert Street, joining A. Cornwell's works Brunswick'. Apart from Ferry and Cornwell, there were other similar works concentrated in this part of Albert Street. Roche & Co. brick and tile works were situated on the west side of Ferry, followed a little further along by William Lyne's brickyard, and brickmaker John Stroud whose enterprise had operated since the 1840s.

A small brick and ornamental terra cotta office was constructed in 1887 to stand at the entrance to Ferry's pottery. This eclectic mixture of Romanesque and Victorian picturesque architecture would have featured as a built advertisement to the brickmaker's and potter's craft. Constructed with red brick, it was decorated with ornate terra cotta chimney ventilators, and finely crafted terra cotta banding and string courses. Terra cotta roofing tiles (now replaced by iron), as well as terra cotta floor tiles and vitreous enamel detail inside, would have further promoted Ferry's products. Architectural wares like these were exhibited at the Melbourne Centennial International Exhibition of 1888, and Ferry's 'samples of building stones in terra-cotta' featured amongst the exhibitors. The official catalogue for the following year's Centennial Exhibition included a number of Brunswick pottery firms, notably Hoffman's and Cornwell's, but Ferry stood alone as the sole exhibitor to feature statuettes, as well as building materials. Throughout the 1880s bricks and architectural wares could not be made fast enough to meet the furious demand for metropolitan building supplies. Ferry responded by adding ridging and roofing tiles to the production line.

The economic crash a year later sent many small brickworks and potteries bankrupt, however Ferry survived and even expanded his brickworking site. During 1893 he purchased the brick and tile works of neighbour, James Roche on the corner of Albert and Syme Streets. Four more properties followed in 1894, among them the estate of another brickmaker neighbour, William Lyne. A Board of Works plan from this period indicates that Ferry's brick and pottery works were indeed quite substantial for a smaller-scale clay works. Behind the brick office was a large Hoffman kiln followed by an equally large timber structure which backed onto a huge clay hole. Towards the front of the yard was a wooden building containing two bottle kilns where Ferry's ornamental wares were probably fired. Perhaps more than one firm, for example Cornwell's, was extracting clay from the site, as another Hoffman kiln, more bottle kilns, and buildings were situated further around the rim of the clay hole.

Late in 1895 Ferry was joined by his younger brother, William (1861-1934), who had trained and worked in art pottery design in England. By 1899 William had opened the Victorian Art Pottery works at leased premises in nearby Victoria Street, and he quickly gained a reputation for the craftsmanship evident in his colourful and decorative ornaments, jardinieres, pedestals and vases. His firm closed when he retired in 1912.

Graham Ferry retired in 1916, and with his departure the Terra Cotta Works closed down. He died on 24 November 1924, aged 77. One of his properties, on the corner of Syme and Albert Streets was consequently purchased by the Hoffman Brick Company.

Weighbridge Office
In June 1928 the City of Brunswick purchased the site which included Graham Ferry's pottery office at 310 Albert Street. The claypits were filled, and the kilns and associated buildings were demolished and replaced with an incinerator. The small office was retained and recycled to operate as a weighbridge office. The site (in 1996)

is currently used as a Moreland Council depot, with the office acting as a storage room.
Associated People: Assoc.People GRAHAM R. FERRY

Extent of Registration

NOTICE OF REGISTRATION

As Executive Director for the purpose of the Heritage Act, I give notice under Section 46 that the Victorian Heritage Register is amended by including the Heritage Register Number 1285 in the category described as a Heritage Place:

Former Ferry Terra Cotta 7 Enamelled Brickworks Office, 310 Albert Street, Brunswick, Moreland City Council.

EXTENT:

1. All of the building marked B1 on Diagram 606302 held by the Executive Director of the Heritage Council.

2. All of the land marked L1 on Diagram 606302 held by the Executive Director of the Heritage Council, being part of the land described in Certificate of Title Volume 5523 Folio 110450.

Dated 19 December 1996

RAY TONKIN
Executive Director
[*Victoria Government Gazette* No. G1 9 January 1997 p.49]

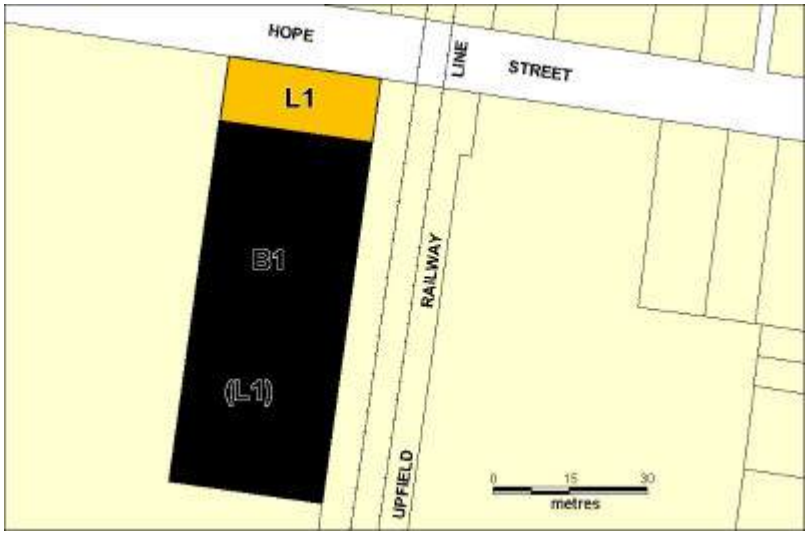
This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

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

FORMER BRUNSWICK GAS & COKE COMPANY RETORT HOUSE

FORMER BRUNSWICK GAS & COKE COMPANY RETORT HOUSE SOHE 2008

FORMER BRUNSWICK GAS & COKE COMPANY RETORT HOUSE SOHE 2008



h02027 former brunswick gas coke company retort house plan

H02027 retort house brunswick nov 2002

H02027 2 retort house brunswick nov 2002

Former Brunswick Gas Works

Former Brunswick Gas Works

Former Brunswick Gas Works

Location

21 HOPE STREET AND 2-10 LUX WAY BRUNSWICK, MORELAND CITY

Municipality

MERRI-BEK CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H2027

Heritage Overlay Numbers

HO94

VHR Registration

April 17, 2003

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - April 29, 2003

What is significant?
The Former Brunswick Gas & Coke Company Retort House was among a full complement of gaswork structures erected on this site by engineer Stephen Hutchison for the Brunswick Gas & Coke Company in 1891. The complex made and distributed gas to the Brunswick Council for street lighting as well as to the local community for domestic consumption. At the time several gasworks operated competitively around Melbourne and plants also existed in some country towns, all with retort houses. These large buildings were central to the gas making process, containing the retorts in which coal was stoked by hand and burned to give off gas which was then purified and stored in a nearby gasometer. Little changed in their technology during the nineteenth century, and Brunswick's huge arch roofed, polychrome brick building was the last built in the metropolis before the era of gas expansion came to an end. The company survived through the 1890s and briefly became the Brunswick Gas Works before closing in 1904. The Lux Foundry purchased the site in 1906 and the retort house served as the company's workshop for making their popular Lux brand stoves and ranges until the late 1950s when the firm was taken over by the Ferrier Company. In the early 1960s the company operated as Craig & Seeley Proprietary Limited and modern offices projecting the company's new image were opened on the site by Premier Bolte in 1963. The retort house was retained in the manufactory complex and the company's Chef brand stoves became an enduring household name. The firm was still employing more than 500 workers when it closed in 2001.

How is it significant?
The Former Brunswick Gas & Coke Company Retort House is of architectural and historical significance to the State of Victoria.

Why is it significant?
The Former Brunswick Gas & Coke Company Retort House is architecturally important as a rare building type. It is the last retort house to remain from several gas-making works built in the nineteenth century around Melbourne. While some remnant buildings survive from Melbourne's once large gas infrastructure, this is the sole retort house known to remain standing. A twentieth century example stands in Bendigo.

The Former Brunswick Gas and Coke Company Retort House is historically important for its association with the gas industry. The site has a long history of association with the industry, first as a gasworks where gas was manufactured, then as a foundry where cast iron stoves were made and more recently as a modern plant for manufacturing gas appliances. The building is representative of the boom period of Melbourne?s once expansive gas industry and the competition that developed between the Metropolitan Gas Company and several suburban companies.

The retort house stands in juxtaposition with the modern Craig & Seeley offices of 1963, the two buildings providing a narrative of our changing use of gas and its associated technologies.

Permit Exemptions

General Exemptions:
General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don’t harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.
Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.
Find out more about heritage permit exemptions here.
Specific Exemptions:
(Classes of works or activities which may be undertaken without a permit under part 4 of the Heritage Act 1995)

General Conditions:

1. All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of

the registered place or object.

2. Should it become apparent during further inspection or the carrying out of alterations that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such alteration shall cease and the Executive Director shall be notified as soon as possible.

3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it.

4. Nothing in this declaration prevents the Executive Director from amending or rescinding all or any of the permit exemptions.

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

Exemptions:

* Repairs and maintenance which replace like with like.

* Works required for making the buildings safe and protecting them against weather and vandalism, including temporary fencing and closing up of openings.

* Removal of fabric which has no impact on the retort house and associated workshop buildings.

Construction dates	1889,
Heritage Act Categories	Registered place,
Other Names	CHEF FACTORY,
Hermes Number	4407
Property Number	

Extent of Registration

1. The building known as the Former Brunswick Gas & Coke Company Retort House shown as B1 on Diagram 2027 held by the Executive Director.

2. The land shown as L1 on Diagram 2027 held by the Executive Director.

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

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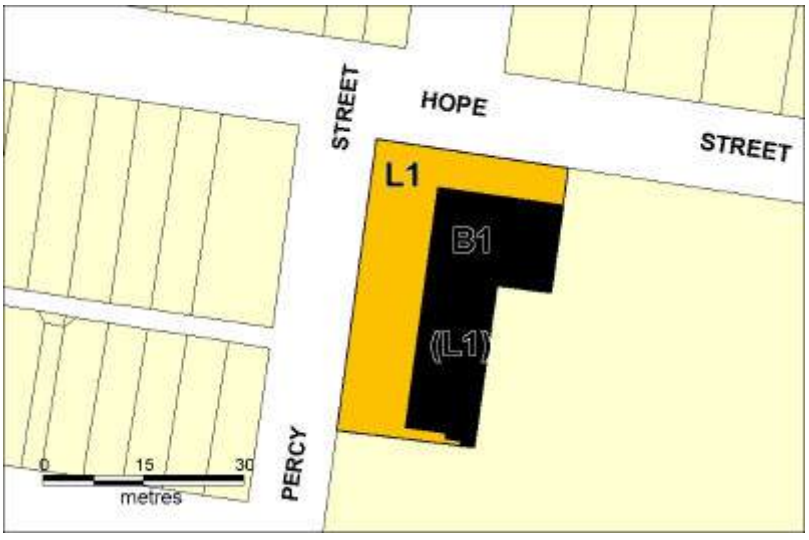
CRAIG & SEELEY OFFICES AND SHOWROOM

CRAIG & SEELEY OFFICES AND SHOWROOM SOHE 2008



H02026 craig seeley plan

H02026 craig and seeley brunswick nov 2002

H02026 2 craig and seeley brunswick nov 2002

H02026 3 craig and seeley brunswick nov 2002

Location

35 HOPE STREET BRUNSWICK, MORELAND CITY

Municipality

MERRI-BEK CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H2026

Heritage Overlay Numbers

HO244

VHR Registration

April 17, 2003

Heritage Listing

Statement of Significance

Last updated on - May 1, 2003

What is significant?
The Craig & Seeley Offices and Showroom were designed in 1962 as the new headquarters for the manufacturer of Chef brand cookers. They were opened by Premier Bolte in July 1963. Designed by Melbourne architect Theodore Berman, the building projected a modern image for a company newly established on a site long associated with the gas industry and stove manufacturing. The offices feature the company's own factory-made porcelain enamel panels on the Hope and Percy Street facades in a striking display of diamond-pointed rustication. Green panels resembling shallow pyramidal forms stud the wall surface in a pattern that wraps around the corner of the building. A large signboard of red enamel panels is incorporated into the architecture replicating the company's logo, a white Chef running with a steaming dish. The volumetric background of green, the complementary colour of red, highlights the sign to eye-catching advantage, projecting the brand image towards the spectator.

The gas industry first occupied this site from 1891 when the Brunswick Gas and Coke Company established a gasworks. From 1906 to the late 1950s it was occupied by the Lux Foundry, which used the surviving retort house as its principal building. Craig & Seeley, who came to the site in the early 1960s, were instrumental in the stove manufacturing industry in the post-war years. Their popular Chef brand appliances endured as a household name until the demise of the company in November 2001.

How is it significant?
The Craig & Seeley Offices and Showroom are of architectural, aesthetic and historical significance to the State of Victoria.

Why is it significant?
The Craig & Seeley Offices and Showroom are architecturally and aesthetically important for their boldness, invention and defiance of convention in their external design. The offices have further importance for illustrating the company's innovative venture into fabricating and promoting their porcelain enamel ware for modern architectural application.

The building is architectural interest as one of the best examples of the commercial work of architect Theodore Berman, one of Melbourne's earliest and most fluent exponents of the overt vocabulary of commercial vernacular or featurist architecture.

The Craig & Seeley Offices and Showroom have historical importance as the former headquarters of Australia's largest cooking appliance manufacturer. The building is associated with the great surge of manufacturing in the post war years and the redevelopment and immigration programmes that sustained this activity.

The offices are of historical interest for their association with the gas industry. The site has a long history of association with the industry, first as a gasworks where gas was manufactured, then as a foundry where cast iron stoves were made and more recently as a modern plant for manufacturing gas appliances. The modern offices stand in juxtaposition with the surviving nineteenth century retort house, the two buildings providing a narrative of our changing use of gas and its associated technologies.

Permit Exemptions

General Exemptions:
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object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.
Find out more about heritage permit exemptions here.
Specific Exemptions:
(Classes of works or activities which may be undertaken without a permit under part 4 of the Heritage Act 1995)

General Conditions:

1. All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.

2. Should it become apparent during further inspection or the carrying out of alterations that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such alteration shall cease and the Executive Director shall be notified as soon as possible.

3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it.

4. Nothing in this declaration prevents the Executive Director from amending or rescinding all or any of the permit exemptions.

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

Exemptions:

* Repairs and maintenance which replace like with like.

* Works required for making the buildings safe and protecting them against weather and vandalism, including temporary fencing and closing up of openings.

* Removal of fabric which has no impact on the Craig & Seeley offices or retort house and associated workshop buildings.

Construction dates	1906, 1962,
Heritage Act Categories	Registered place,
Other Names	LUX FOUNDRY, CHEF FACTORY,
Hermes Number	12609
Property Number	

Extent of Registration

1. The building known as the Craig & Seely Offices and Showroom shown as B1 on Diagram 2026 held by the Executive Director.

2. The land shown as L1 on Diagram 2026 held by the Executive Director .

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

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FORMER MELVILLES GRAIN STORE

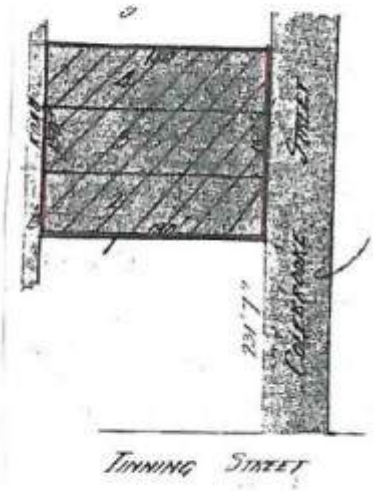
FORMER MELVILLES GRAIN STORE SOHE 2008

FORMER MELVILLES GRAIN STORE SOHE 2008

FORMER MELVILLES GRAIN STORE SOHE 2008

FORMER MELVILLES GRAIN STORE SOHE 2008

EXTENT OF DESIGNATION
(SUMMARY)



H0705 H0705 plan

former melvilles grainstore colebrook street brunswick entry building 2

former melvilles grainstore colebook street brunswick entrance

former melvilles grainstore colebrook street brunswick rear of buildings 3 & 4

former melvilles grainstore colebrook street brunswick side elevation building 2

Location

1-17 COLEBROOK STREET BRUNSWICK, MORELAND CITY

Municipality

MERRI-BEK CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H0705

Heritage Overlay Numbers

HO50

VHR Registration

July 30, 1986

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - June 28, 1999

This substantial complex of three bluestone grainstores was erected between 1888 and 1891 for Donald Melville, a prominent local wool and grain merchant and Member of Parliament. In 1911, they became known as the Moreland Grain and Free Store. The State Electricity Commission acquired them for a briquette depot in 1932 and during the Second World War they were occupied by the American Army and the Commonwealth Customs Department. The grainstores are important on four main counts:

a) they represent a substantial use of bluestone and are a reflection of the 19th century quarrying industry in Brunswick.

B) they are a large and rare expression of 19th century trade in grain corn, seeds, hay, etc prior to bulk supply of grain;

c) they are a substantial example of a grainstore not related to the milling industry;

d) they are important for their association with the Hon D Melville, a prominent politician and grain merchant who conducted his business from these premises for several years.

Permit Exemptions

General Exemptions:
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Find out more about heritage permit exemptions here.
Specific Exemptions:
General Conditions: 1. All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object. General Conditions: 2. Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such works shall cease and the Executive Director shall be notified as soon as possible. Note: All archaeological places have the potential to contain significant sub-surface artefacts and other remains. In most cases it will be necessary to obtain approval from Heritage Victoria before the undertaking any works that have a significant sub-surface component. General Conditions: 3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it. Note: The existence of a Conservation Management Plan or a Heritage Action Plan endorsed by Heritage Victoria provides guidance for the management of the heritage values associated with the site. It may not be necessary to obtain a heritage permit for certain works specified in the management plan. General Conditions: 4. Nothing in this declaration prevents the Executive Director from amending or rescinding all or any of the permit exemptions. General Conditions: 5. Nothing in this declaration exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authorities where applicable. Regular Site Maintenance : The following site maintenance works are permit exempt under section 66 of the Heritage Act 1995, a) regular site maintenance provided the works do not involve the removal or destruction of any significant above-ground features or sub-surface archaeological artefacts or deposits; b) the maintenance of an item to retain its conditions or operation without the removal of or damage to the existing fabric or the introduction of new materials; c) cleaning including the removal of surface deposits, organic growths, or graffiti by the use of low pressure water and natural detergents and mild brushing and scrubbing; d) repairs, conservation and maintenance to plaques, memorials, roads and paths, fences and gates and drainage and irrigation. e) the replacement of existing services such as cabling, plumbing, wiring and fire services that uses existing routes, conduits or voids, and does not involve damage to or the removal of significant fabric. Note: Surface patina which has developed on the fabric may be an important part of the item's significance and if so needs to be preserved during maintenance and cleaning. Note: Any new materials used for repair must not exacerbate the decay of existing fabric due to chemical incompatibility, obscure existing fabric or limit access to existing fabric for future maintenance. Repair must maximise protection and retention of fabric and include the conservation of existing details or elements. Fire Suppression Duties : The following fire suppression duties are permit exempt under section 66 of the Heritage Act 1995, a) Fire suppression and fire fighting duties provided the works do not involve the removal or destruction of any significant above-ground features or sub-surface archaeological artefacts or deposits; b) Fire suppression activities such as fuel reduction burns, and fire control line construction, provided all significant historical and archaeological features are appropriately recognised and protected; Note: Fire management authorities should be aware of the location, extent and significance of historical and archaeological places when developing fire suppression and fire fighting strategies. The importance of places listed in the Heritage Register must be considered when strategies for fire suppression and management are being developed. Weed and Vermin Control : The following weed and vermin control activities are permit exempt under section 66 of the Heritage Act 1995, a) Weed and vermin control activities provided the works do not involve the removal or destruction of any significant above-ground features or sub-surface archaeological artefacts or deposits; Note: Particular care must be taken with weed and vermin control works where such activities may have a detrimental affect on the significant fabric of a place. Such works may include the removal of ivy, moss or lichen from an historic structure or feature, or the removal of burrows from a site that has archaeological values. Landscape Maintenance : The following landscape maintenance works are permit exempt under section 66 of the Heritage Act 1995, a) landscape maintenance works provided the activities do not involve the removal or destruction of any significant above-ground features or sub-surface archaeological artefacts or deposits; b) watering, mowing, top-dressing and fertilising necessary for the continued health of plants, without damage or major alterations to layout, contours, plant species or other significant landscape features; c) pruning to control size, improve shape, flowering or fruiting and the removal of diseased, dead or dangerous material, not exceeding 20% of the crown of the tree within a period of two years;

d) tree surgery by a qualified horticulturalist or tree surgeon necessary for the health of those plants.
Public Safety and Security : The following public safety and security activities are permit exempt under section 66 of the Heritage Act 1995, a) public safety and security activities provided the works do not involve the removal or destruction of any significant above-ground structures or sub-surface archaeological artefacts or deposits; b) the erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety which will not adversely affect significant fabric of the place including archaeological features; c) development including emergency stabilisation necessary to secure safety where a site feature has been irreparably damaged or destabilised and represents a safety risk to its users or the public. Note: Urgent or emergency site works are to be undertaken by an appropriately qualified specialist such as a structural engineer, or other heritage professional. Signage and Site Interpretation : The following Signage and Site Interpretation activities are permit exempt under section 66 of the Heritage Act 1995, a) signage and site interpretation activities provided the works do not involve the removal or destruction of any significant above-ground structures or sub-surface archaeological artefacts or deposits; b) the erection of non-illuminated signage for the purpose of ensuring public safety or to assist in the interpretation of the heritage significance of the place or object and which will not adversely affect significant fabric including landscape or archaeological features of the place or obstruct significant views of and from heritage values or items; c) signage and site interpretation products must be located and be of a suitable size so as not to obscure or damage significant fabric of the place; d) signage and site interpretation products must be able to be later removed without causing damage to the significant fabric of the place; Note: The development of signage and site interpretation products must be consistent in the use of format, text, logos, themes and other display materials. Note: Where possible, the signage and interpretation material should be consistent with other schemes developed on similar or associated sites. It may be necessary to consult with land managers and other stakeholders concerning existing schemes and strategies for signage and site interpretation. Mineral Exploration : The following Mineral Exploration activities are permit exempt under section 66 of the Heritage Act 1995, a) mineral Exploration activities provided the works do not involve the removal or destruction of any significant above-ground features or sub-surface archaeological artefacts or deposits; b) preliminary non-intrusive exploration, including geological mapping, geophysical surveys, and geochemical sampling and access to shafts and adits; c) advanced forms of exploration (drilling), including the location of drill pads and access tracks where this has been the subject of on-site negotiation and agreement with representatives of Heritage Victoria, DSE and Parks Victoria, and where all significant historic site features have been identified and protected as part of an approved work plan.
Minor Works : Note: Any Minor Works that in the opinion of the Executive Director will not adversely affect the heritage significance of the place may be exempt from the permit requirements of the Heritage Act. A person proposing to undertake minor works may submit a proposal to the Executive Director. If the Executive Director is satisfied that the proposed works will not adversely affect the heritage values of the site, the applicant may be exempted from the requirement to obtain a heritage permit. If an applicant is uncertain whether a heritage permit is required, it is recommended that the permits co-ordinator be contacted.

Construction dates	1888,
Heritage Act Categories	Registered place,
Other Names	MELVILLE GRAIN STORE, GRAIN STORE,
Hermes Number	171
Property Number	

History

Associated People: Hon D Melville;

Extent of Registration

AMENDMENT OF REGISTER OF HISTORIC BUILDINGS
Historic Building No. 705 Former Melville's Grain Stores, Colebrook Street, Brunswick to the extent of all of the buildings and all of the land included in Certificates of Title Volume 2165 Folio 965, Volume 3415 Folio 889,

Volume 1951 Folio 633.
[Victoria Government Gazette G38 5 October 1988 p.3030]

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

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

FORMER BRUNSWICK ROAD CABLE TRAM ENGINE HOUSE TRACK PRECINCT

Location

253-263 BRUNSWICK ROAD BRUNSWICK, MORELAND CITY

Municipality

MERRI-BEK CITY

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H7822-2217

Heritage Listing

Victorian Heritage Inventory

Statement of Significance

Last updated on -

The remains in the tram track precinct are highly significant as they display how Melbourne's cable tram system operated.

The Melbourne cable tram network was constructed by the Melbourne Tramways Trustduring 1885-91. It was considered to be the world's largest cable tramway network undersingle ownership.

Archaeological Significance

The precinct in the streets outside the former cable tram engine house buildings haspotential to contain significant 19th century archaeological remains (such as double tramtracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centredunder each track, inspection manholes and cast iron covers, large brick pits for thehorizontal sheaves, and possibly small traces of equipment). They are less likely to be intact for sites where the cable tramway was replaced by an electric tramway because the cable tram infrastructure was unsuitable for electric trams and was generally removed for construction of the electric tracks.

Hermes Number

116169

Property Number

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

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

FORMER BRUNSWICK CABLE TRAM DEPOT PRECINCT

Location

807-823 SYDNEY ROAD BRUNSWICK, MORELAND CITY

Municipality

MERRI-BEK CITY

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H7822-2230

Heritage Overlay Numbers

HO171

Heritage Listing

Victorian Heritage Inventory

Statement of Significance

Last updated on - May 4, 2023

What is significant?
The Former Brunswick Cable Tram Depot Precinct (VHI H7822-2230) has the potential to contain significant 19th century archaeological remains related to the operation of the Melbourne Tramwavs Trust cable tram network by the Melbourne Tramway and Omnibus Company (1885-1916) and the MMTB (1918-1935). It also contains evidence of a 1942 zig-zag air raid slit trench, which appears to have been constructed by the MMTB for protection of staff during World War II.

The significant remains within the Brunswick Tramway Depot may include parallel tram tracks, an associated traverser to move the vehicles between the tracks, the drainage system, a turntable, and inspection and access pits for maintenance and repair of the trams.

The Brunswick Tram Depot Zig-Zag Air Raid Slit Trench was identified in the 1945 aerial imagery of the Brunswick Tram Depot site. It comprises a zig-zag air raid slit trench in what is now the Brunswick Tram Depot

car park. Aerial imagery dating from 1945-1988 suggest that this area was primarily used for stockpiling in 1956, and as an unpaved carpark from 1968 to 1972, with evidence of slabs of concrete having been added in 1988, followed by the levelling of the carpark in 2004 through building up the ground surface to form a level surface prior to the addition of modern asphalt. As such, it is possible that the remains of the base of the zig-zag air raid slit trench are still extant in a subsurface context. Features may include sandbags, timbers, corrugated iron, iron rods, and drainage infrastructure, along with the potential for discarded items dating to the period the trench was in use.

The significant remains found within the former tram entry to the depot, and along Sydney Road, may include tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, and inspection and access manholes having cast iron covers.

How is it significant?
The site is of historical and archaeological significance.
Why is it significant?
The remains within the Brunswick Cable Tram Depot Precinct are highly significant as they have the potential to provide information on how Melbourne's early cable tram system operated, as well as how depot staff responded to the potential threats of World War II. The presence of evidence of early tram infrastructure has the potential to provide information about the technology, construction and operation of the cable tramway.

The zig-zag trench comprises a significant archaeological feature of Melbourne's history during World War II which are not commonly investigated archaeologically. Evidence found has the potential to provide information on the technology, construction, and use of the air raid slit trench in an urban context. This will provide information on how the people of Brunswick responded to the possibility of war during, and after, World War II.

Additionally, as one of the early major thoroughfares in Melbourne and the early construction of cable tramways, Sydney Road is of historical significance. The presence of evidence of early road and tram infrastructure has the potential to provide information about the technology, construction and operation of the cable tramway, and of early road construction.

Archaeological Significance	The tracks and engine houses of the Melbourne cable tram network were constructed by the Melbourne Tramways Trust (MTT) during 1885-91. It was considered to be the world's largest cable tramway network under single ownership. The cable tram car sheds were built by the Melbourne Tramway & Omnibus Company which leased the lines from the MTT between 1885 and 1916 and operated the tram services. The former cable tram sheds have potential to contain evidence of significant 19th century archaeological remains such as parallel tram tracks, and an associated traverser to move the vehicles between the tracks, a turntable, and inspection and access pits for maintenance and repair of the trams. The archaeological remains of the former building site are highly significant as they display how Melbourne's cable tram system operated.
Hermes Number	116181
Property Number	

History

In the 1906, 1908 and 1931 plans, the cable tramway entrance into the tram sheds were situated at the centre of the tram shed facing on Sydney Road. A sketching found on the 1931 plan (Figure 26) shows the rough

positions of the extant Traffic and Revenue office, to the south of the entryway, and the extant depot shed being generally aligned with the track and pit on the north side of the entryway.

This would be situated in the vicinity of the wall between the extant Traffic and Revenue office building and the extant car shed. The tracks connected to the eastern set of Sydney Road cable tram tracks opposite the pavement on the west side of Donald Street, and to the western set of tracks approximately halfway along the building at 824-834 Sydney Road. However, both plans have a slightly different curvature to the tracks leading from the tram shed to the Sydney Road tracks, so the locations of any subsurface infrastructure or tunnels associated with the tram entryway are approximate.

The 1906, the 1908 and the 1931 plans show how the tram shed grew over time since 1906. The tram shed in 1906 comprises a large, irregularly-shaped shed, adjacent office building, toilet block, with a small shed behind the toilet block. Plans dating to 1908 show the tram shed as a square building. This included an L-shaped extension and included the area that would later be the paint shop. The ancillary buildings do not appear to have undergone any changes. The 1931 plan shows the greatest number of changes, with the tram shed having been extended to the boundary of the property in the south, with further extensions to the west, although the paint shop section was not extended. The stores were also added to the north wall of the tram shed. The shed behind the toilet block also appears to have been extended. In all three plans, tracks run from the tram entryway on Sydney Road into the shed. A tram turntable and pit were sited within the building on these tracks. A single pit was noted in the northwest corner of the tram shed on the 1908 plan, with two in this area by 1931. Other features shown on the 1931 pit appear to be drainage pits at regular intervals across the floor of the site, between the tram tracks.

The whole area covered by the tram sheds, the office building, toilet block, and the shed, as shows in 1931 plan, appears to comprise the full extent of the earlier Brunswick cable tram depot as no plans show any structures at the rear of the property. While it is possible that there may have been buildings adjacent to Cameron and Peveril Streets (as visible in aerial imagery), these have not been mapped in the plans and may thus not be permanent structures, but may instead be photographic artefacts (localised islands of distortion) due to the low quality nature of the available 1931 aerial imagery. As such, the possible structures noted in the 1931 aerial imagery do not inform the archaeological potential for the pre-1936 cable tram site, but their potential presence cannot be entirely discounted.

The area to the south (apart from the construction of a bicycle shelter) and west of the Traffic and Revenue office does not appear to have undergone significant works since the construction of the tram shed and Traffic and Revenue office in 1936. The area primarily appears to have been a slightly sloped dirt surface, into which a zig-zag air raid slit trench was excavated during World War II. This was subsequently filled in by 1956. The area, outside of the office compound, has since been used for car parking. In 2006, the area was surfaced with asphalt for carparking, with painted car parking spaces, handicapped carparks, and two gardens at the east end of the carpark. The area appears to have been levelled through the addition of a layer of fill at the east end of this area, rather than the excavation of the land. As such, it is likely that the historical ground surface, and the zig-zag air raid slit trench and the original asphalt tram shed surface, may still be present under the introduced fill.

The areas of archaeological potential within the Brunswick Tram Depot site have been divided into three categories (depicted in Figure 3). These comprise:

· Areas of high archaeological potential:
- The location of the former cable tram tracks along Sydney Road
- The location where the former cable tram tracks entered the non-extant tram sheds
- The location of the non-extant tram sheds to the south and west of the Traffic and Revenue office
- The location of the former World War II zig-zag air raid slit trench

· Areas of low to moderate archaeological potential:
- The location of the former cable tram tracks along Sydney Road
- The location where the former cable tram tracks entered the non-extant tram sheds

- The current footprint of the bicycle shed to the south of the Traffic and Revenue office
- The land between the former shed and the extant workshops along Peveril Street
- Land to the southeast of the extant 1936 tram shed surrounding the zig-zag air raid slit trench

· Areas of little to no archaeological potential:

- The current footprint of the extant tram shed, shopfronts and workshops
- The current footprint of the extant Traffic and Revenue office
- The current footprint of the tram tracks behind, and adjacent to, the tram shed
- The locations of the tanks behind the Traffic and Revenue office.

A full-sized version of the areas of archaeological potential figure can be found in the attached *Brunswick Tram Depot site cards updates* memorandum (see Section 4).

The Brunswick Tram Depot Zig-Zag Air Raid Slit Trench site meets the definition of archaeological site under the Heritage Act, as a site that is likely to contain artefacts, deposits or features 75 or more years old, that would provide information relation to the former use of the site, that requires archaeological methods to reveal such information. While there are no surface features, due to the asphalt of the extant carpark covering the site, there is aerial imagery showing that the slit trench was extant in 1945. Additionally, photographic evidence of the Brunswick Tram Depot from the 1950s shows the outline of the filled-in zig-zag slit trench. The site has subsequently been levelled through the introduction of fill, and archaeological features associated with the slit trench are likely to still be in situ underneath the carpark. This is likely to contribute to an understanding of how Brunswick Tram Depot staff, and possibly the wider Brunswick community, responded to the threat of World War II. As such the Brunswick Tram Depot Zig-Zag Air Raid Slit Trench site meets Threshold A (archaeology).

As there is limited historical information about the Brunswick Tram Depot Zig-Zag Air Raid Slit Trench, archaeological investigation and detailed recording could provide information not available elsewhere, particularly in relation to the construction and use of the slit trench. The limited historical information suggests that Brunswick Tram Depot was one of the open areas around Melbourne utilised in this fashion, although, while it was built for the depot employees, it is currently unknown as to whether the Brunswick community would also have had access to this slit trench in a time of crisis. Archaeological investigation could provide information about other slit trenches and their usage across suburban Melbourne. The site is significant in a local context under the ‘defending Victoria and Australia’ (Theme 7.4) in Victoria’s Framework of Historical Themes (Heritage Council of Victoria 2010 (Heritage Council of Victoria 2010). As such, the Brunswick Tram Depot Zig-Zag Air Raid Slit Trench site meets Threshold B (place history).

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

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

Historical archaeological site card

Regulation 27

Instructions to complete form

Who should complete this form?

A person who discovers a site that should be recorded on the Heritage Inventory. This form must be completed in accordance with Heritage Victoria's *Guidelines for Conducting Historical Archaeological Surveys* available at www.heritage.vic.gov.au.

Enquiries and more information

Web: www.heritage.vic.gov.au
Telephone: (03) 7022 6390
Email: archaeology.admin@delwp.vic.gov.au

Please lodge your form in one of the following ways:

By email to: archaeology.admin@delwp.vic.gov.au (Word is the preferred document format) OR

By post to: The Executive Director, Heritage Victoria, PO Box 500, MELBOURNE VIC 8002

Please note: all sections must be completed. Incomplete forms will be returned to the applicant which may result in delays.

Recommended site extent:

You are required to lodge a recommended site extent with your site card. It is our preference to receive .shp files with associated plan. **See section 5 of Heritage Victoria's Archaeology Survey Guidelines.**

Office use only

Heritage Inventory number and name

H7822-2230 - FORMER BRUNSWICK CABLE TRAM DEPOT PRECINCT

Date received	*Date accepted*	*Hermes Number*
06/04/2023	03/04/2023	116181

HERITAGE VICTORIA HERITAGE VICTORIA HERITAGE VICTORIA

VICTORIA State Government | Environment, Land, Water and Planning

1. Place details

Place name:	Former Brunswick Cable Tram Depot Precinct
Heritage Inventory Number (if any):	H7822-2230
Other or former names:	Former Brunswick Cable Tram Car Shed Former Brunswick Cable Tram Car Shed Track Precinct Brunswick MMTB Tram Depot Brunswick Tram Depot
Municipal Council:	City of Merri-bek
Address:	807-823 Sydney Road, Brunswick
Geographical coordinates (GDA94 or WGS84) expressed in degrees and decimals of a degree:	-37° 45' 26.3844" 144° 57' 45.7524"
Mapsheet name and number (1:100,000 only):	Bacchus Marsh-Melbourne 7722-7822

2. Cadastral location

County:	Bourke
Parish:	Jika Jika
Township:	Brunswick
Section:	-
Allotment:	126
Standard Parcel Identifier (SPI):	1\TP862398

3. Details of site owner or land manager (where known)

Title:	
First Name:	Emily
Surname:	Simatos
Business or organisation name:	Department of Transport and Planning
Position title:	BDUP Project Manager

Address:	525 Collins Street, Melbourne, VIC 3000
Email address:	emily.simatos@transport.vic.gov.au
Telephone:	0475 137 124

4. Details of site occupier (where known)

Title:	
First Name:	Belgin
Surname:	Bayram
Business or organisation name:	Yarra Trams
Position title:	Depot Manager
Address:	807 Sydney Road, Brunswick, VIC 3056
Email address:	belgin.bayram@yarratrams.com.au
Telephone:	03 9610 3342

5. Aboriginal cultural values

Site has known Aboriginal values	~~*Yes~~	*No
Site is recorded on the Victorian Aboriginal Heritage Register	~~*Yes~~	*No

6. Current description of site

Please provide description:	Please refer to the attached *Brunswick Tram Depot site cards updates* memorandum (see Section 3) for full details of the site description. A summary of the finding are included below. **Extant carpark (Figure 44 - Figure 49)** The ground surface visibility was 0%, except in the raised garden beds which are above the level of the asphalt. While there is no surface physical evidence of the **zig-zag air raid slit trench** or the **earlier tram shed**, archaeological evidence may still exist as the foundation for the carpark is unlikely to have caused major ground disturbance, as the carpark appears to have been formed by the addition of fill to form a level surface. **Traffic and Revenue office compound (Figure 50 - Figure 67)** The ground surface visibility was 0% across the Traffic and Revenue office

	compound area. No archaeological features were identified within this section of the Brunswick Tram Depot site. It is possible that **remnants of the earlier tram shed building** may be present underneath the modern asphalt, and possibly under the bicycle and motorbike shelter depending on the level of disturbance required to erect the structure, if the original footings and features of the building were not removed prior to the construction of the current Traffic and Revenue office. Additionally, it is possible that the subsurface **remains of the cable tram network** may be partially extant underneath the footpath and Sydney Road near the tram depot wall opposite Donald Street, where it has not been impacted by the installation of subsurface services or by nearby tree roots. **Tram shed and surrounds (Figure 68 - Figure 85)** The ground surface visibility was 0% around the tram shed and surrounding area. No archaeological features were identified within this section of the Brunswick Tram Depot site. As YT has advised that the tram tracks and fans are reworked every 10-15 years, it is unlikely for any archaeological potential to be identified under the tram formation. However, there is the possibility that archaeological features, such as the **brick wall of the tram pit** and **possible infrastructure** dating from the mid-1930s, and those associated with the **former toilet block and starter's office** near Cameron Street, may still be present in a subsurface context. Additionally, there may be archaeological evidence associated with the **earlier toilet block and shed**, and evidence of their use, situated in the carpark between the workshop and the substation found under the asphalt. (According to YT, the cherry picker is associated with works on the tram shed windows, as the lintels are deteriorating; no excavations are taking place within this area.)
Date recorded:	5 October 2022
On Victorian Heritage Register	*Yes (please advise VHR number) VHI H7822-2230 ~~*No~~
On Heritage Overlay	*Yes (please advise HO number) Merri-bek HO171 ~~*No~~
Associated sites:	Former Brunswick Cable Tram Car Shed (VHI H7822-2230) Former Brunswick Cable Tram Car Shed Track Precinct (VHI H7822-2252) Brunswick MMTB Tram Depot (Merri-bek HO171)

7. Place history

Please provide a brief history of the place (at least 1 to 2 paragraphs):

Please refer to the attached *Brunswick Tram Depot site cards updates* memorandum (see Section 2) for full details of the place history, which includes the three major phases found at the site: the cable tram era (see Section 2.1), the electrification of the tramways (see Section 2.2), and the Melbourne and

Metropolitan Tramways Board (MMTB)'s response to World War II (see Section 2.3).

See Figure 4 to Figure 43 for maps, plans, historical photos, and historical aerial imagery of the site.

8. Analysis of site (interpretation)

Include phases in the development of the site, functions and activities represented, as well as current place use:

There are several areas of archaeological potential within the Brunswick Tram Depot site (Figure 2).

In the 1906, 1908 and 1931 plans, the cable tramway entrance into the tram sheds were situated at the centre of the tram shed facing on Sydney Road. A sketching found on the 1931 plan (Figure 26) shows the rough positions of the extant Traffic and Revenue office, to the south of the entryway, and the extant depot shed being generally aligned with the track and pit on the north side of the entryway.

This would be situated in the vicinity of the wall between the extant Traffic and Revenue office building and the extant car shed. The tracks connected to the eastern set of Sydney Road cable tram tracks opposite the pavement on the west side of Donald Street, and to the western set of tracks approximately halfway along the building at 824-834 Sydney Road. However, both plans have a slightly different curvature to the tracks leading from the tram shed to the Sydney Road tracks, so the locations of any subsurface infrastructure or tunnels associated with the tram entryway are approximate.

The 1906, the 1908 and the 1931 plans show how the tram shed grew over time since 1906. The tram shed in 1906 comprises a large, irregularly-shaped shed, adjacent office building, toilet block, with a small shed behind the toilet block. Plans dating to 1908 show the tram shed as a square building. This included an L-shaped extension and included the area that would later be the paint shop. The ancillary buildings do not appear to have undergone any changes. The 1931 plan shows the greatest number of changes, with the tram shed having been extended to the boundary of the property in the south, with further extensions to the west, although the paint shop section was not extended. The stores were also added to the north wall of the tram shed. The shed behind the toilet block also appears to have been extended. In all three plans, tracks run from the tram entryway on Sydney Road into the shed. A tram turntable and pit were sited within the building on these tracks. A single pit was noted in the northwest corner of the tram shed on the 1908 plan, with two in this area by 1931. Other features shown on the 1931 pit appear to be drainage pits at regular intervals across the floor of the site, between the tram tracks.

The whole area covered by the tram sheds, the office building, toilet block, and the shed, as shows in 1931 plan, appears to comprise the full extent of the earlier Brunswick cable tram depot as no plans show any structures at the rear of the property. While it is possible that there may have been buildings adjacent to Cameron and Peveril Streets (as visible in aerial imagery), these have not been mapped in the plans and may thus not be permanent structures, but may instead be photographic artefacts (localised islands of distortion) due to the low quality nature of the available 1931 aerial imagery. As such, the possible structures noted in the 1931 aerial imagery do not inform the archaeological potential for the pre-1936 cable tram site, but their potential presence cannot be entirely discounted.

The area to the south (apart from the construction of a bicycle shelter) and west of the Traffic and Revenue office does not appear to have undergone significant works since the construction of the tram shed and Traffic and Revenue office in 1936. The area primarily appears to have been a slightly sloped dirt surface, into which a zig-zag air raid slit trench was excavated during World War II. This was

subsequently filled in by 1956. The area, outside of the office compound, has since been used for car parking. In 2006, the area was surfaced with asphalt for carparking, with painted car parking spaces, handicapped carparks, and two gardens at the east end of the carpark. The area appears to have been levelled through the addition of a layer of fill at the east end of this area, rather than the excavation of the land. As such, it is likely that the historical ground surface, and the zig-zag air raid slit trench and the original asphalt tram shed surface, may still be present under the introduced fill.

The areas of archaeological potential within the Brunswick Tram Depot site have been divided into three categories (depicted in Figure 3). These comprise:

- Areas of high archaeological potential:
  - The location of the former cable tram tracks along Sydney Road
  - The location where the former cable tram tracks entered the non-extant tram sheds
  - The location of the non-extant tram sheds to the south and west of the Traffic and Revenue office
  - The location of the former World War II zig-zag air raid slit trench
- Areas of low to moderate archaeological potential:
  - The location of the former cable tram tracks along Sydney Road
  - The location where the former cable tram tracks entered the non-extant tram sheds
  - The current footprint of the bicycle shed to the south of the Traffic and Revenue office
  - The land between the former shed and the extant workshops along Peveril Street
  - Land to the southeast of the extant 1936 tram shed surrounding the zig-zag air raid slit trench
- Areas of little to no archaeological potential:
  - The current footprint of the extant tram shed, shopfronts and workshops
  - The current footprint of the extant Traffic and Revenue office
  - The current footprint of the tram tracks behind, and adjacent to, the tram shed
  - The locations of the tanks behind the Traffic and Revenue office.

A full-sized version of the areas of archaeological potential figure can be found in the attached *Brunswick Tram Depot site cards updates* memorandum (see Section 4).

The Brunswick Tram Depot Zig-Zag Air Raid Slit Trench site meets the definition of archaeological site under the Heritage Act, as a site that is likely to contain artefacts, deposits or features 75 or more years old, that would provide information relation to the former use of the site, that requires archaeological methods to reveal such information. While there are no surface features, due to the asphalt of the extant carpark covering the site, there is aerial imagery showing that the slit trench was extant in 1945. Additionally, photographic evidence of the Brunswick Tram Depot from the 1950s shows the outline of the filled-in zig-zag slit trench. The site has subsequently been levelled through the introduction of fill, and archaeological features associated with the slit trench are likely to still be in situ underneath the carpark. This is likely to contribute to an understanding of how Brunswick Tram Depot staff, and possibly the wider Brunswick community, responded to the threat of World War II. As such the Brunswick Tram Depot Zig-Zag Air Raid Slit Trench site meets Threshold A (archaeology).

As there is limited historical information about the Brunswick Tram Depot Zig-Zag Air Raid Slit Trench, archaeological investigation and detailed recording could provide information not available elsewhere, particularly in relation to the construction and use of the slit trench. The limited historical information suggests that Brunswick Tram Depot was one of the open areas around Melbourne utilised in this fashion, although, while it was built for the depot employees, it is currently unknown as to whether the Brunswick community would also have had access to this slit trench in a time of crisis. Archaeological investigation could provide information about other slit trenches and their usage across suburban Melbourne. The site is significant in a local context under the 'defending Victoria and Australia' (Theme 7.4) in Victoria's Framework of Historical Themes (Heritage Council of Victoria 2010 (Heritage Council of Victoria 2010). As such, the Brunswick Tram Depot Zig-Zag Air Raid Slit Trench site meets Threshold B

(place history).

9. Statement of Significance

Please provide a brief description of why the site is significant (at least 1 to 2 paragraphs):

This significance assessment for Former Brunswick Cable Tram Depot Precinct (VHI H7822-2230) (Figure 3) is based on the wording of the VHI site card for the Former Brunswick Cable Tram Car Shed (VHI H7822-2230) (Lancellotti and Green 2009a), the VHI site card for the Former Brunswick Cable Tram Car Shed Track Precinct (VHI H7822-2252) (Lancellotti and Green 2009b). It has been reformatted to adhere to the Site Statement of Significance (Heritage Victoria 2015). Additions to the original assessment of archaeological significance, based on the results of this assessment, are in **bold**.

What is significant?

The Former Brunswick Cable Tram Depot Precinct (VHI H7822-2230) has the potential to contain significant 19th century archaeological remains **related to the operation of the Melbourne Tramwavs Trust cable tram network by the** Melbourne Tramway and Omnibus Company **(1885-1916) and the MMTB (1918-1935)**. **It also contains evidence of a 1942 zig-zag air raid slit trench, which appears to have been constructed by the MMTB for protection of staff during World War II.**

The significant remains within the Brunswick Tramway Depot may include parallel tram tracks, an associated traverser to move the vehicles between the tracks, **the drainage system,** a turntable, and inspection and access pits for maintenance and repair of the trams.

The Brunswick Tram Depot Zig-Zag Air Raid Slit Trench was identified in the 1945 aerial imagery of the Brunswick Tram Depot site. It comprises a zig-zag air raid slit trench in what is now the Brunswick Tram Depot car park. Aerial imagery dating from 1945-1988 suggest that this area was primarily used for stockpiling in 1956, and as an unpaved carpark from 1968 to 1972, with evidence of slabs of concrete having been added in 1988, followed by the levelling of the carpark in 2004 through building up the ground surface to form a level surface prior to the addition of modern asphalt. As such, it is possible that the remains of the base of the zig-zag air raid slit trench are still extant in a subsurface context. Features may include sandbags, timbers, corrugated iron, iron rods, and drainage infrastructure, along with the potential for discarded items dating to the period the trench was in use.

The significant remains found within the former tram entry to the depot, and along Sydney Road, may include tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, and inspection and access manholes having cast iron covers.

How is it significant?

The Former Brunswick Cable Tram Car Shed is of historical and archaeological significance.

Why is it significant?

The remains **within the Brunswick Cable Tram Depot Precinct** are highly significant as **they have the potential to provide information on** how Melbourne's early cable tram system operated**, as well as how depot staff responded to the potential threats of World War II**. **The presence of evidence of early tram infrastructure has the potential to provide information about the technology, construction and operation of the cable tramway**.

The zig-zag trench comprises a significant archaeological feature of Melbourne's history during World War II which are not commonly investigated archaeologically. Evidence found has the potential to provide information on the technology, construction, and use of the air raid slit trench in

an urban context. This will provide information on how the people of Brunswick responded to the possibility of war during, and after, World War II.

Additionally, as one of the early major thoroughfares in Melbourne and the early construction of cable tramways, Sydney Road is of historical significance. The presence of evidence of early road and tram infrastructure has the potential to provide information about the technology, construction and operation of the cable tramway, and of early road construction.

Statement of significance

The tracks and engine houses of the Melbourne cable tram network were constructed by the Melbourne Tramways Trust (MTT) during 1885-91. It was considered to be the world's largest cable tramway network under single ownership. The cable tram car sheds were built by the Melbourne Tramway and Omnibus Company which leased the lines from the MTT between 1885 and 1916 and operated the tram services.

The former cable tram sheds have potential to contain evidence of significant 19th century archaeological remains such as parallel tram tracks, and an associated traverser to move the vehicles between the tracks, a turntable, and inspection and access pits for maintenance and repair of the trams.

The remains of the buildings or former building sites are highly significant as they display how Melbourne's cable tram system operated.

The Brunswick Tram Depot zig-zag air raid slit trench comprises an archaeological site behind the office building found within the Brunswick Tram Depot. The archaeological site likely contains the remains of a World War II zig-zag air raid slit trench, which was identified on aerial imagery of the depot in 1945. World War II air raid slit trenches were once a common feature found within Melbourne's urban landscape, but are rarely archeologically investigated. Archaeological evidence found within the trench has the potential to provide information on the technology, construction, and use of the air raid slit trench in an urban context in one of Melbourne's inner suburbs. This will provide information on how the people of Brunswick responded to the possibility of war during World War II, as well as identifying how the trench was treated after the conclusion of the war.

The precinct in the streets outside former cable tram sheds has potential to contain significant 19th century archaeological remains (such as tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, and inspection and access manholes having cast iron covers. They are less likely to be intact for sites where the cable tramway was replaced by an electric tramway because the cable tram infrastructure was unsuitable for electric trams and was generally removed for construction of the electric tracks.

The remains in the tram track precinct are highly significant as they display how Melbourne's cable tram system operated.

10. Suggested Protection

- ☑ Heritage Inventory
- ☐ Victorian Heritage Register
- ☐ Heritage Overlay

11. Threat

Is the place under any threat? If so, what is the threat?

The proposed project Brunswick Tram Depot works to take place within the VHI extent of Former Brunswick Cable Tram Depot Precinct (VHI H7822-2230), comprise:

- Works to the Depot Admin Building
  - This package will include a rear extension to the Traffic and Revenue office building, replacing the rear single-storey structure
  - **External works** will impact upon the **Former Brunswick Cable Tram Car Shed (VHI H7822-2230) archaeological site**
  - As **internal works** do not comprise ground disturbing works, they **will not impact upon the Former Brunswick Cable Tram Car Shed (VHI H7822-2230) archaeological site**
- Works to the Tram Stabling Shed and Annex
  - This package will comprise both internal and external works within the footprint of Roads 10 and 11, adjacent to the extant tram shed
  - While **external works** would comprise excavation of foundations for the Annex building, they are **unlikely to impact upon any archaeology associated with the Former Brunswick Cable Tram Car Shed (VHI H7822-2230)**
  - As **internal works** do not comprise ground disturbing works, they **will not impact upon the Former Brunswick Cable Tram Car Shed (VHI H7822-2230) archaeological site**
- Works to the Track, Civil and Overhead
  - This package will comprise ground disturbing works relating to the demolition of the extant car park and the construction of the proposed tram structures associated with Roads 12 to 18
  - Due to the need for excavation of up to 140 mm of ground surface for the installation of the tram infrastructure, along with associated drainage works, the **track, civil and overhead package works will impact upon the Former Brunswick Cable Tram Car Shed (VHI H7822-2230) archaeological site**.

Please refer to the *Predictive Assessment and Heritage Impact Assessment: Brunswick Depot Detailed Design* (Jacobs 2023) for full details of the impact assessment (see Section 9).

12. References / Informants

Please list books or other sources that may provide historical information about this place.

Bagot, R.C. 1858 *Plan shewing subdivision of the Moreland Estate: the property of the late Dr Farquhar McCrae*. Melbourne: Fergusson and Mitchell.

Coburg Historical Society n.d. *Pre 1938 Tramsheds*. Retrieved 19 September 2022 from https://www.picturevictoria.vic.gov.au/site/moreland/miscellaneous/5710.html.

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Knight, G. c.1900 *Cable tram terminus at Moreland Road, Brunswick*. Melbourne: Gabriel Knight.

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Lancellotti, L. and R. Green 2009b *Former Brunswick Cable Tram Car Shed Track Precinct (VHI H7822-2252) site card*, Heritage Victoria, Melbourne.

MMBW 1906 *Plan No. 104 Brunswick*. Retrieved 20 September 2022 from https://digitised-collections.unimelb.edu.au/items/832d3ba1-33d9-5624-a014-c1b42bbc0634.

MMBW 1908 *Melbourne and Metropolitan Board of Works detail plan, 1918, City of Brunswick*. Retrieved 20 September 2022 from https://viewer.slv.vic.gov.au/?entity=IE7319193&mode=browse.

Peadon, B. 1987 *Brunswick Depot (Melbourne) 13-3-1987*. Retrieved 26 September 2022 from http://alcogoodwin.blogspot.com/search/label/Brunswick.

Pratt, C.D. 1950-1960 *Aerial view of Brunswick Victoria*. Melbourne: Charles Daniel Pratt.

Victorian Collections 2019 *Photograph - Black and White Cable tram Brunswick Depot Sydney Road*. Retrieved 19 September 2022 from https://victoriancollections.net.au/items/61fcbe00f2569420e321530f.

13. Attachments

Please attach the following to this form:

☑	A map showing the location of the site. Map must clearly identify recorded area and include any street addresses (eg excerpt from Melway and its reference numbers)
☑	A plan showing all archaeological features, and any built cultural heritage. (The plan must be labelled and scale noted – eg 1:100,000)
☑	Photographs of the site (you may include historical photogaphs, historical plans, and historic maps)
☐	Any other documents or notes produced as a result of the survey.

14. Recording archaeologist's details

Title:	Ms
First Name:	Caroline
Surname:	Seawright
Business or organisation name:	Jacobs
Position title:	Project Archaeologist
Business or company address:	Level 13, 452 Flinders Street, Melbourne, Victoria 3000
Email address:	Caroline.Seawright@jacobs.com
Telephone:	03 8668 3398

15. Statement

I state that the information I have given on this form is correct to the best of my knowledge.

Name:	Caroline Seawright
Signature:	
Date:	31 March 2023

*Delete if not applicable

Map

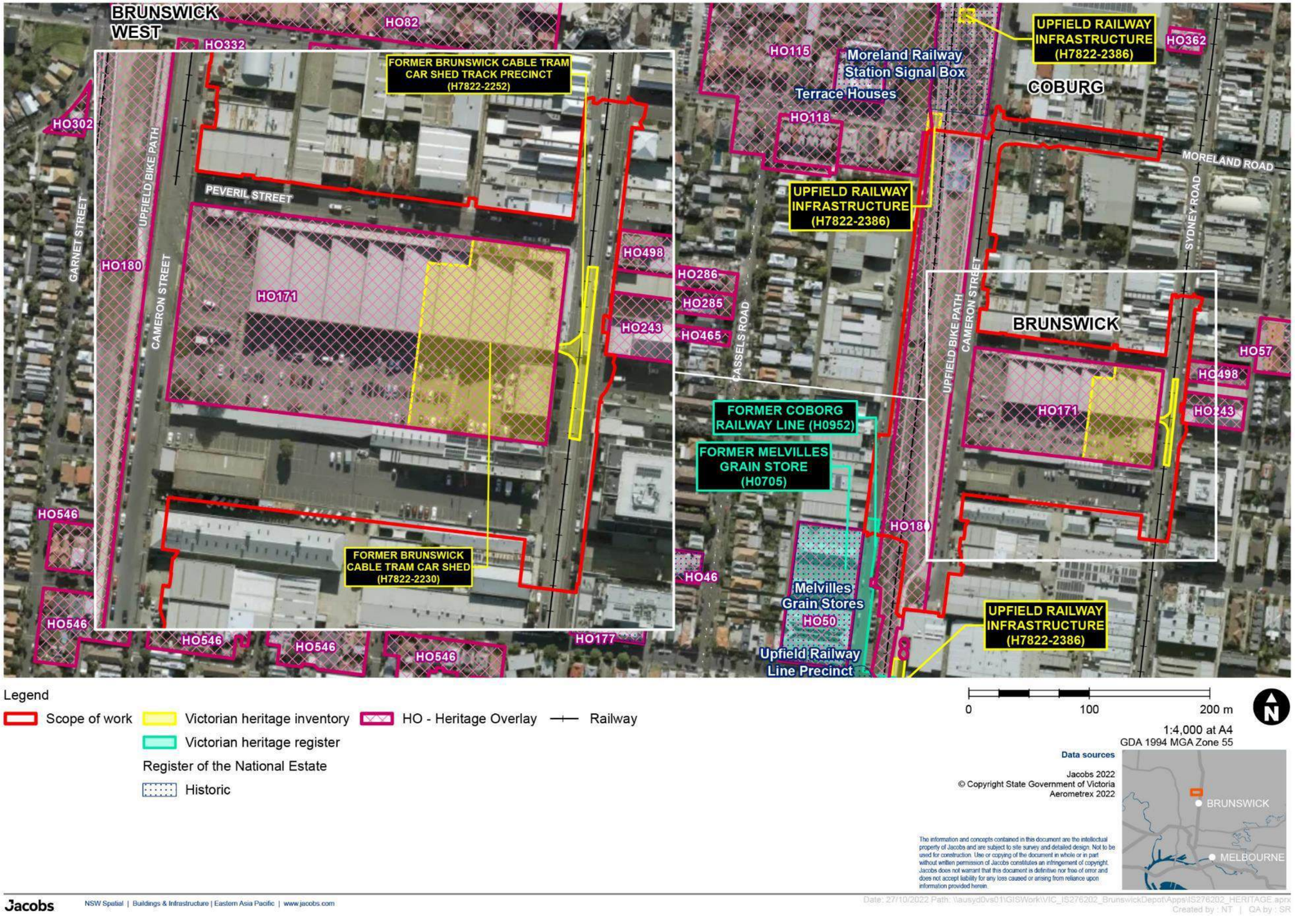

Figure 1. Location of historical heritage places within proximity to the project area

Figure 2. Map of the archaeological areas found at the Brunswick Tram Depot site

Historical archaeological site card

Plan

HERITAGE VICTORIA
HERITAGE VICTORIA
HERITAGE VICTORIA

VICTORIA State Government | Environment, Land, Water and Planning

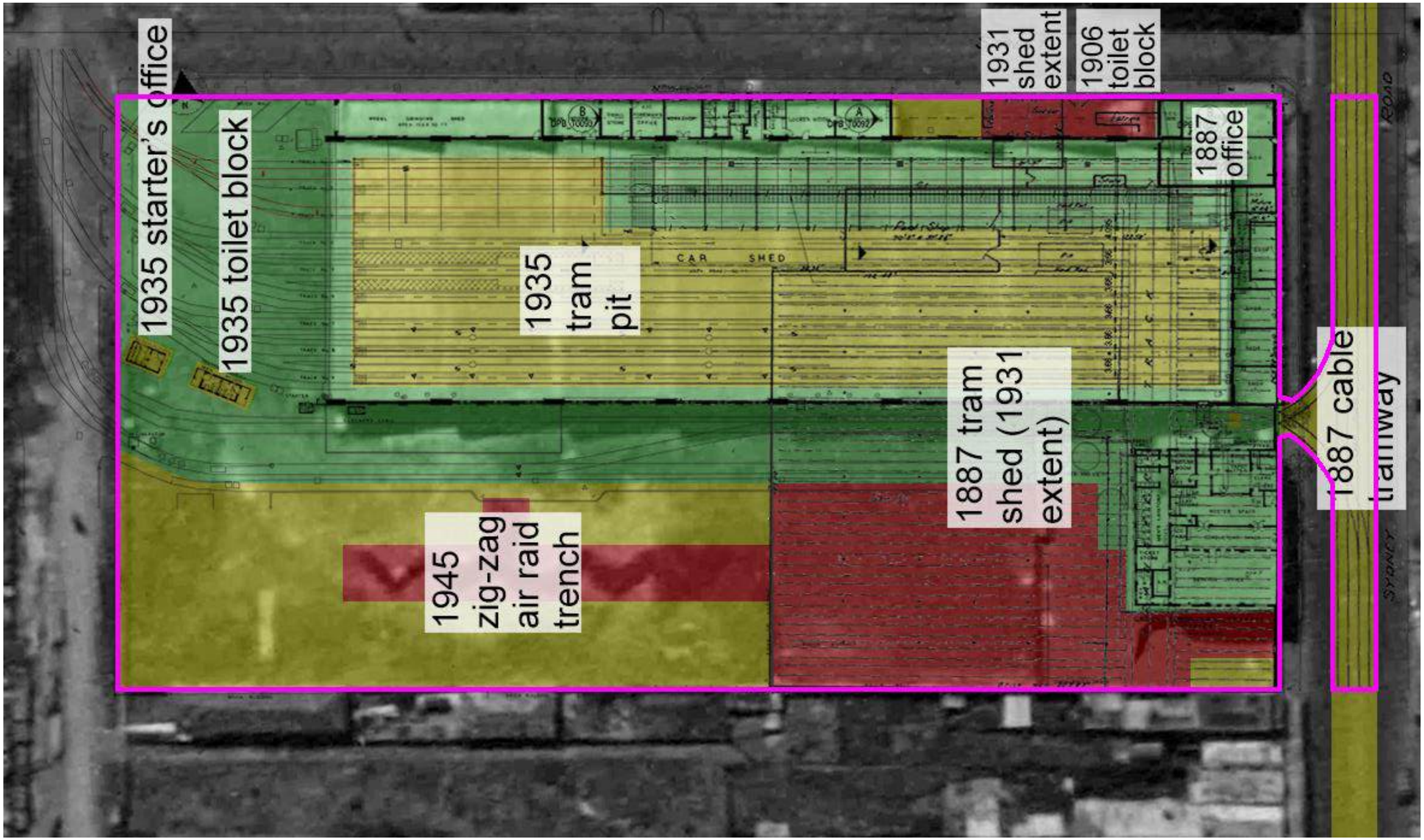

Figure 3. The archaeological potential of the site overlying 1945 aerial imagery, with the proposed VHI boundary of Former Brunswick Cable Tram Depot Precinct (VHI H7822-2230) outlined in magenta (DELWP 1931; 1945; Jacobs 2020)

Images

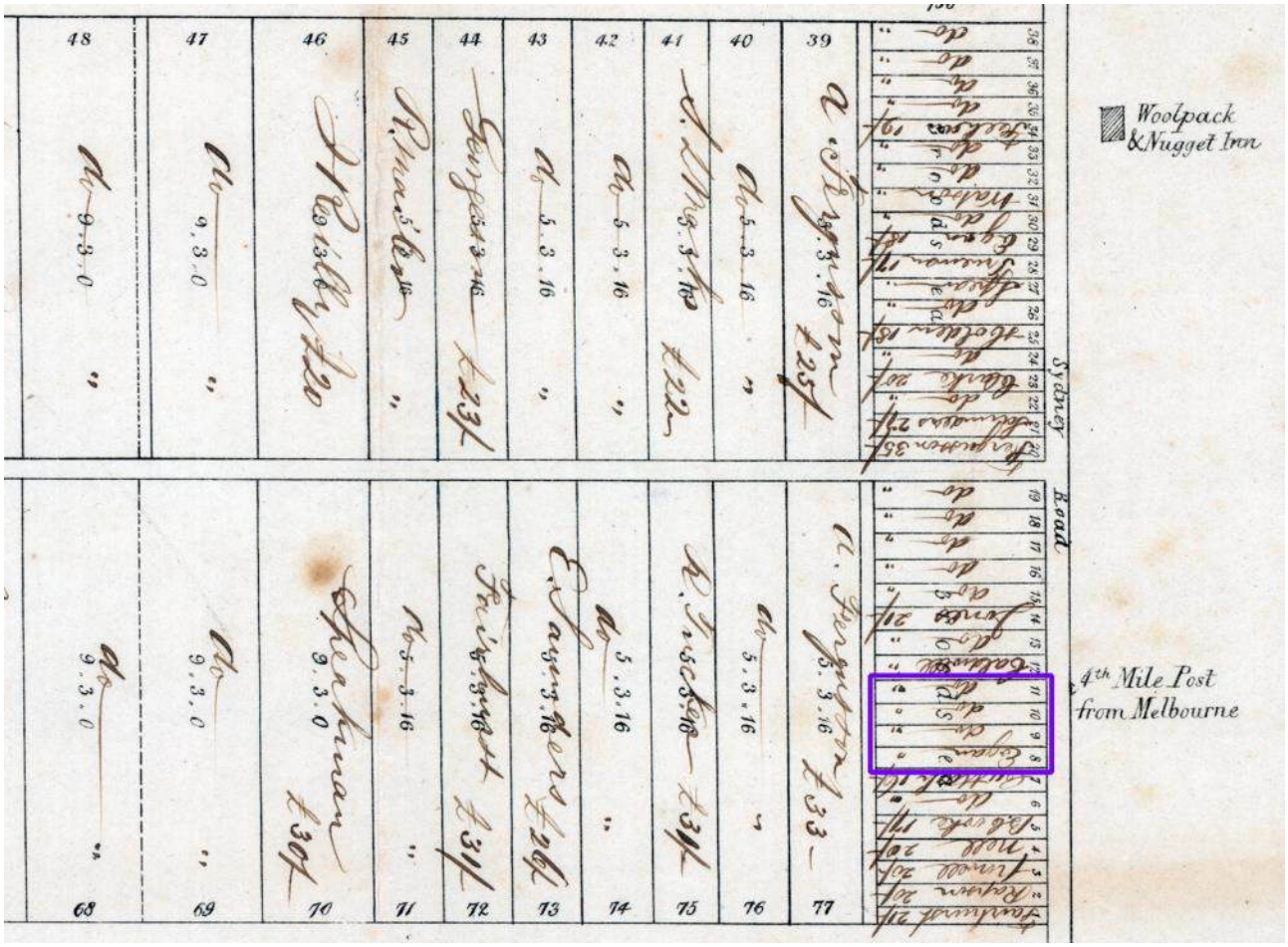

Figure 4. 1858 subdivision mapping of the Moreland Estate showing the approximate location of the Brunswick Tram Depot in purple (Bagot 1858)

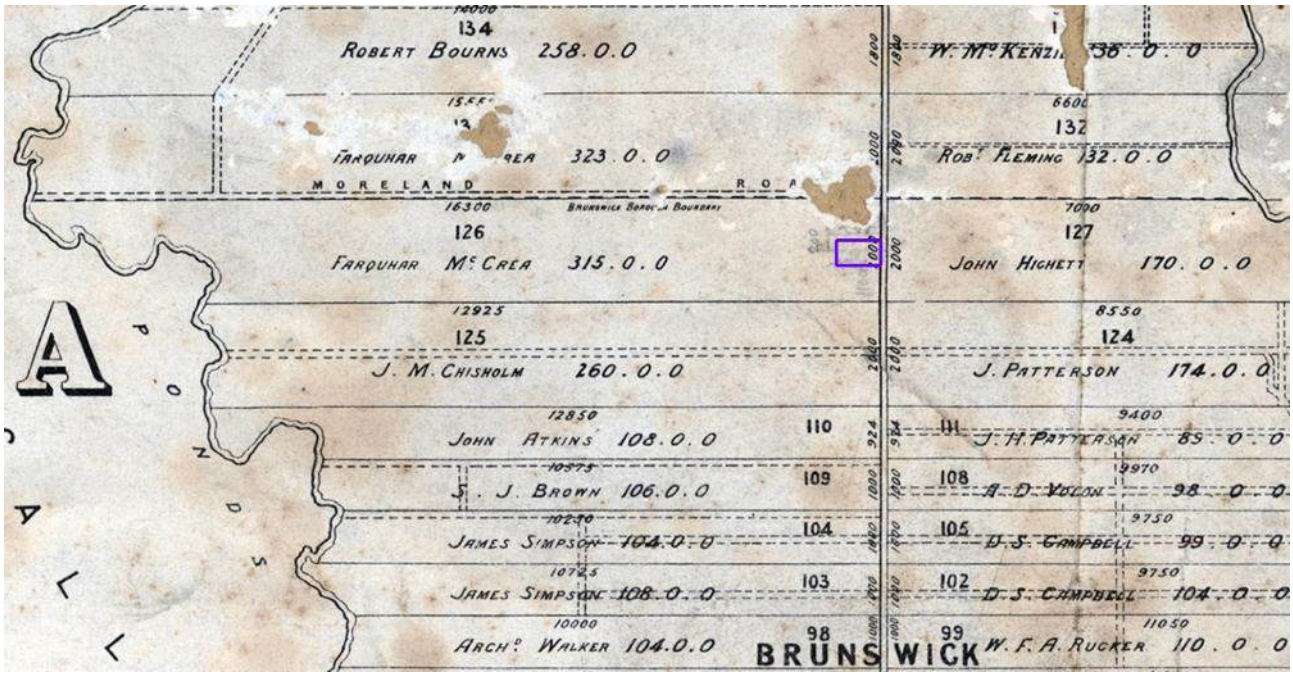

Figure 5. 1879 Parish of Jika Jika mapping showing the approximate location of the Brunswick Tram Depot in purple (Department of Lands and Survey 1879)

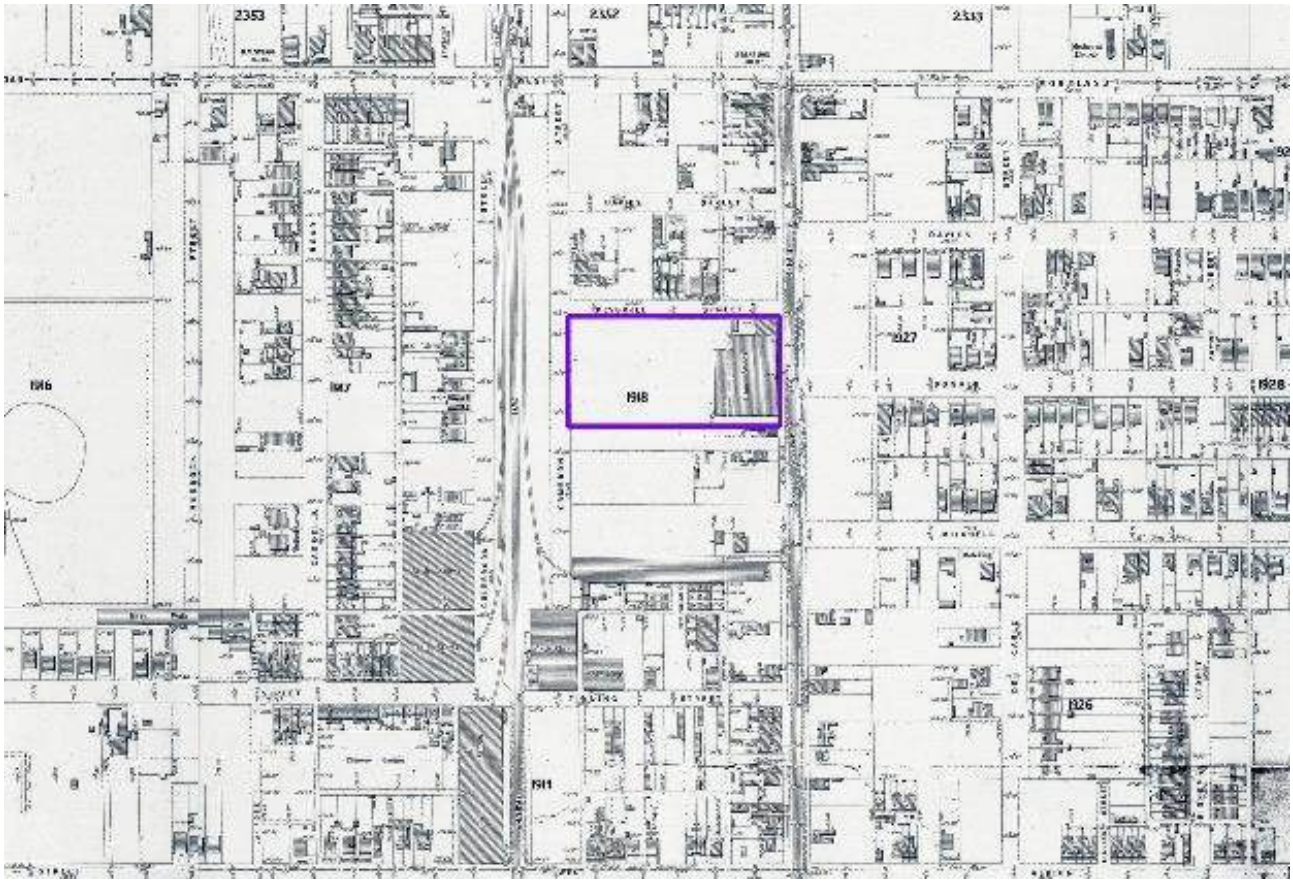

Figure 6. 1906 Melbourne and Metropolitan Board of Works (MMBW) map of Brunswick showing the approximate location of the Brunswick Tram Depot in purple (MMBW 1906)

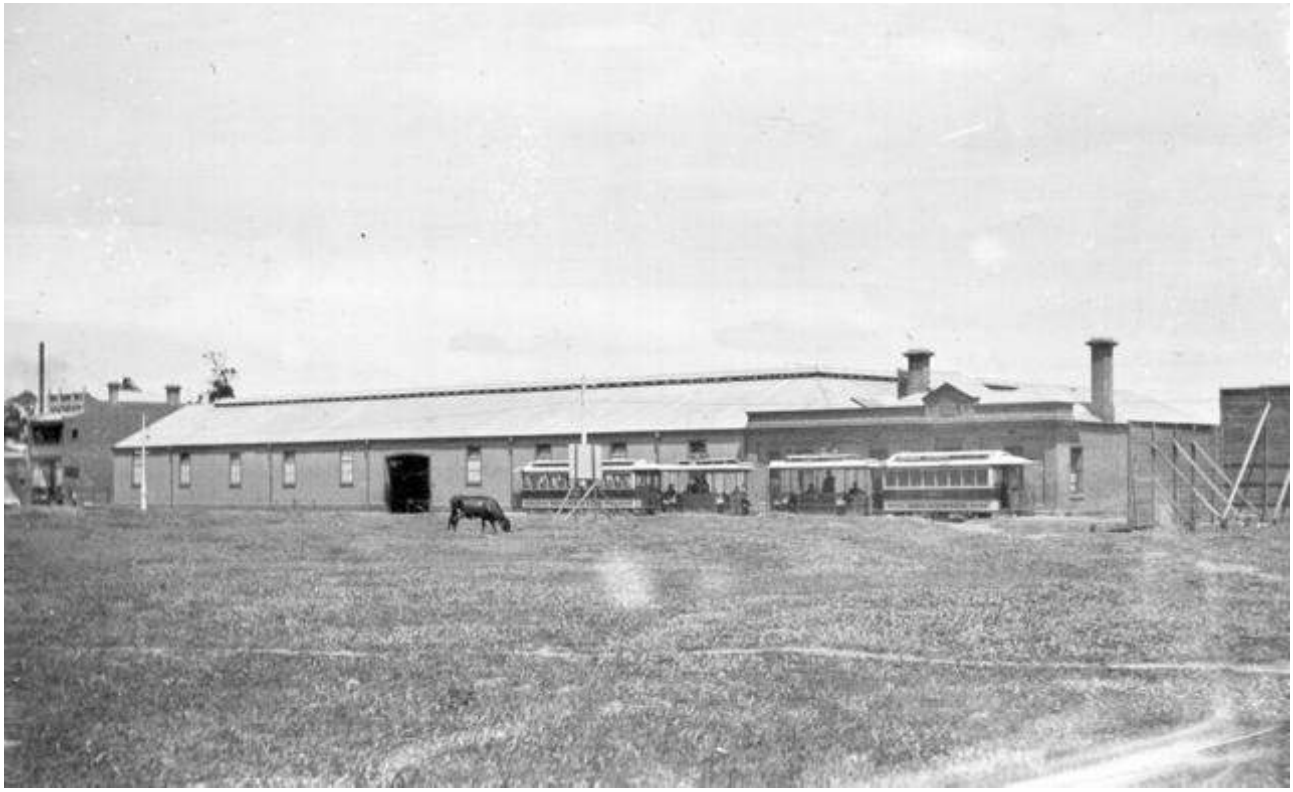

Figure 7. Undated early photograph of the Brunswick tram shed (left) and office building (right), with a tram car out the front, facing southwest across Sydney Road (Coburg Historical Society n.d.)

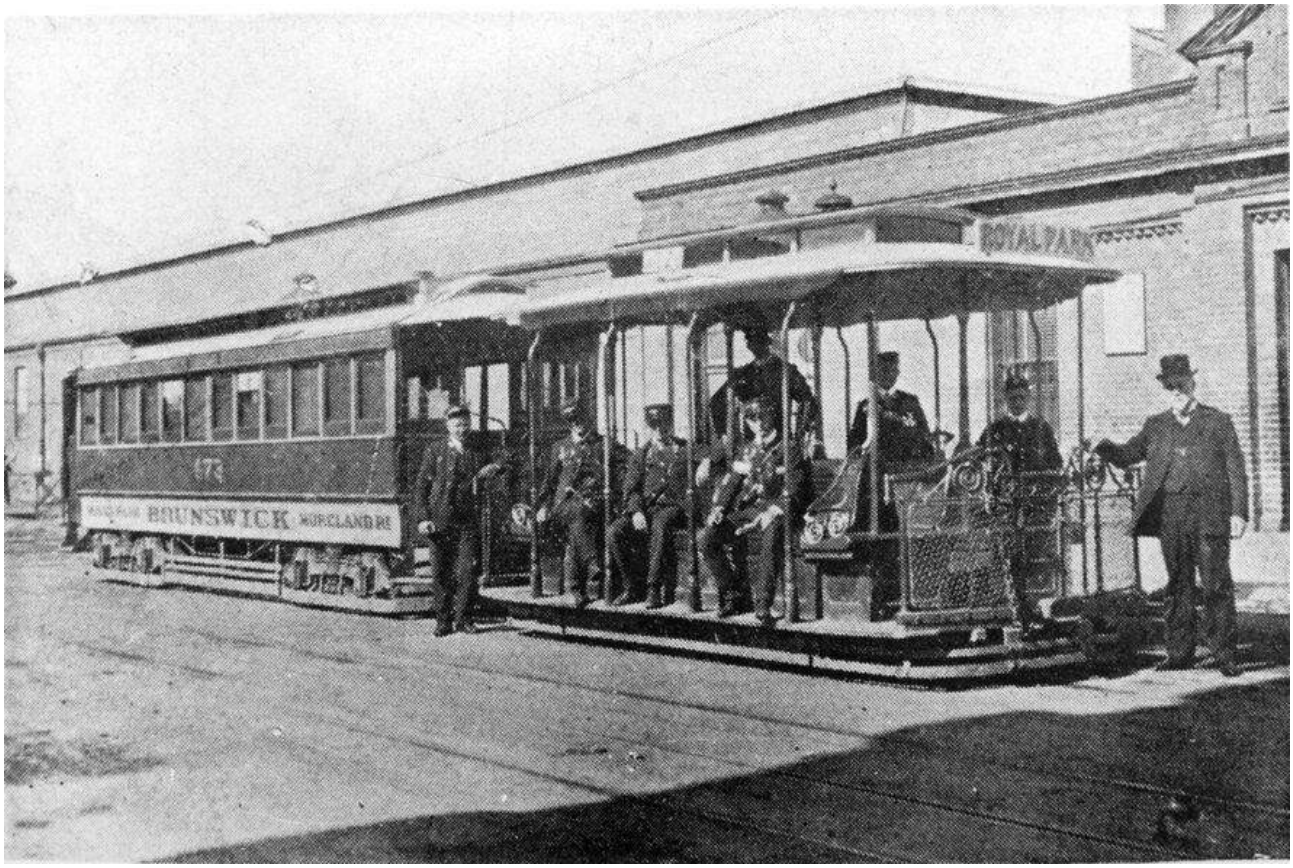

Figure 8. Photograph of a grip car along and bogie trailer (No. 473) outside the Brunswick cable tram shed (left) and office (right), facing southwest on Sydney Road (Victorian Collections 2019)

Figure 9. Photograph along Sydney Road from the Moreland Road terminus, facing southwest, with the tram shed office building visible between two cable trams (Knight c.1900)

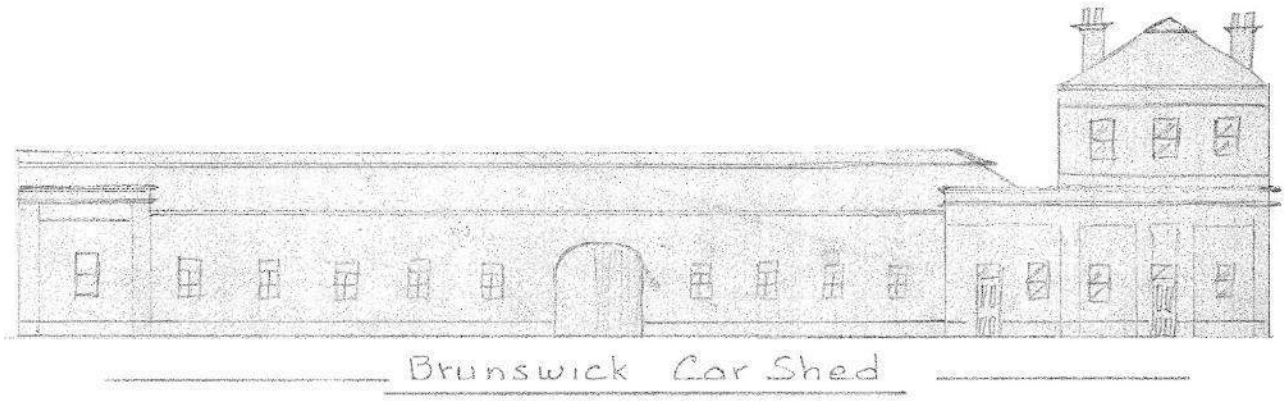

Figure 10. Plan of the Brunswick car shed and office in c.1918. Note that the office then had been remodelled to accomodate two storeys (Source: Melbourne Tram Museum)

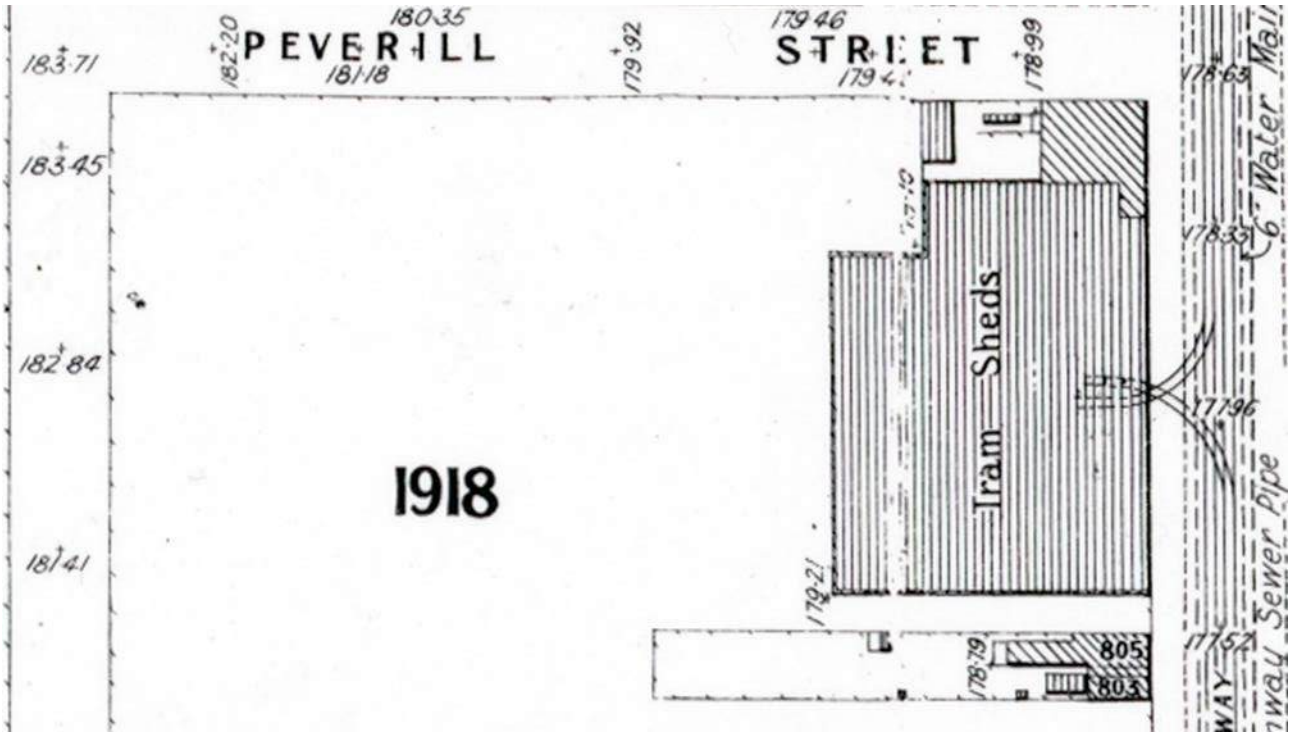

Figure 11. Detail of the Brunswick tram sheds from the 1906 MMBW Plan No. 104 (MMBW 1906)

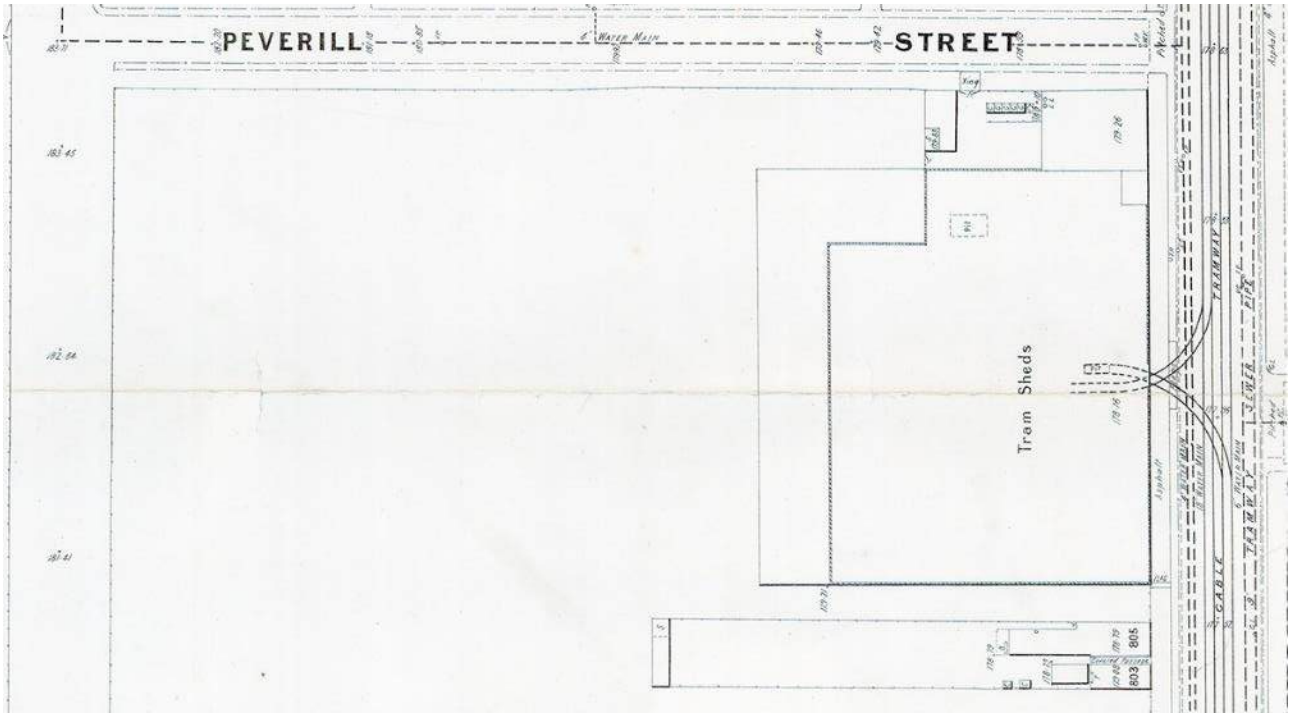

Figure 12. Detail of the Brunswick tram sheds from the 1908 MMBW Plan No. 1918 (MMBW 1908)

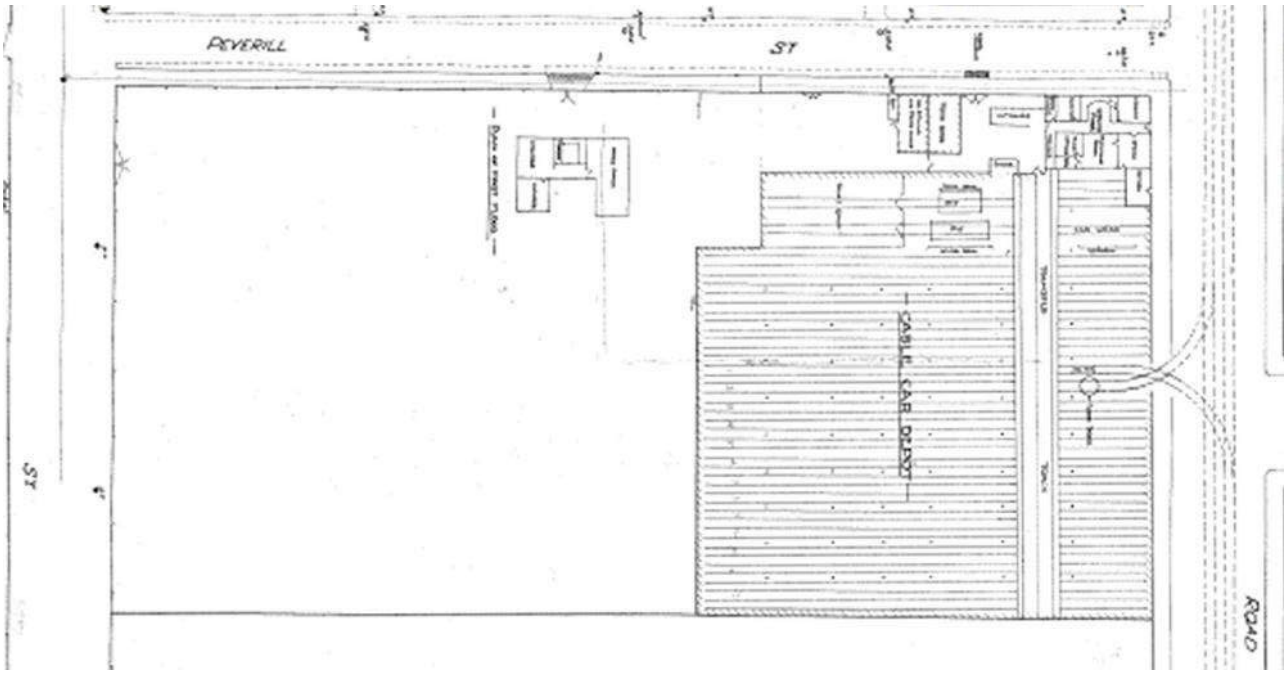

Figure 13. Detail from the 1931 MMTB plan of the Sydney Road cable car depot (Jacobs 2020)

Figure 14. Cable tram being moved from Sydney Road into the Brunswick tram shed (Govett 1933-1939)

Figure 15. Aerial view of Brunswick c.1950-1960, showing the Brunswick Tram Depot (Pratt 1950-1960)

Figure 16. Aerial view of the Brunswick Tram Depot (c.1950-1960), showing the filled in zig zag air raid slit trench (Pratt 1950-1960)

Figure 17. Official MMTB photograph (1936) of the newly constructed depot, prior to the installation of the tramway's overhead powerlines (Jones 2014)

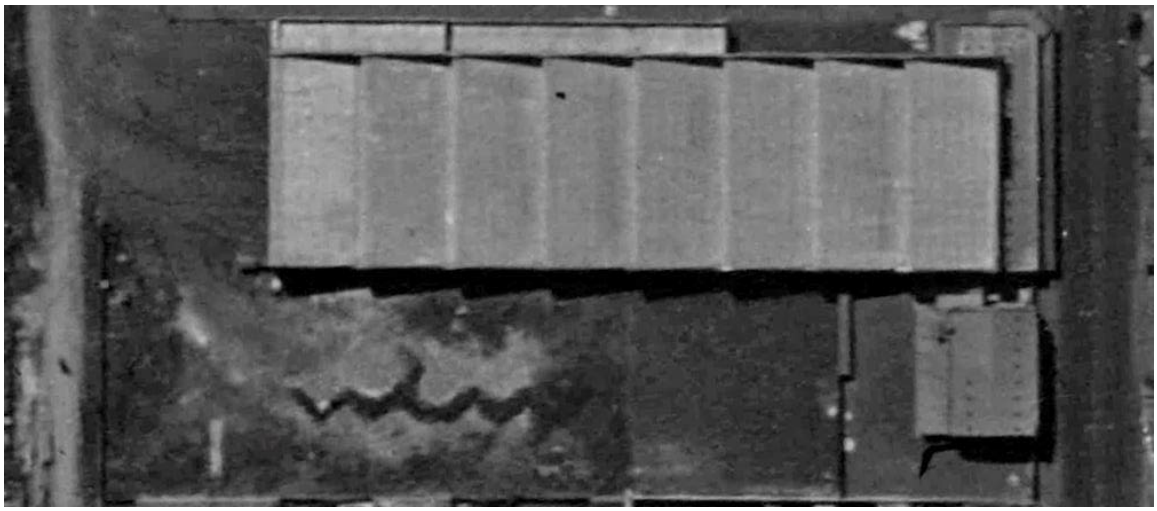

Figure 18. 1945 aerial imagery of the Brunswick Tram Depot site showing the 1936 Brunswick Tram Depot buildings, with the tramway entrance in the west along Cameron Street (DELWP 1945)

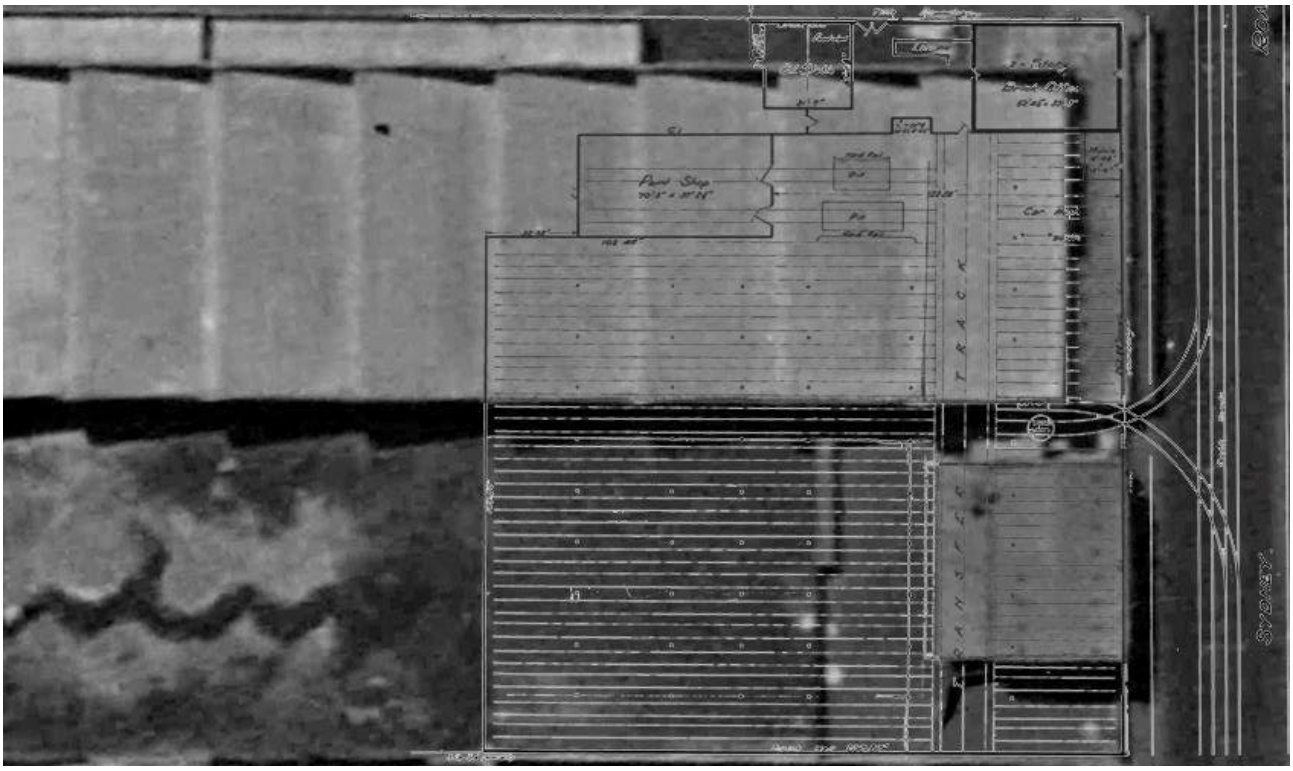

Figure 19. 1945 aerial imagery of the Brunswick Tram Depot site overlaid with the 1931 MMBW plan (DELWP 1945; Jacobs 2020)

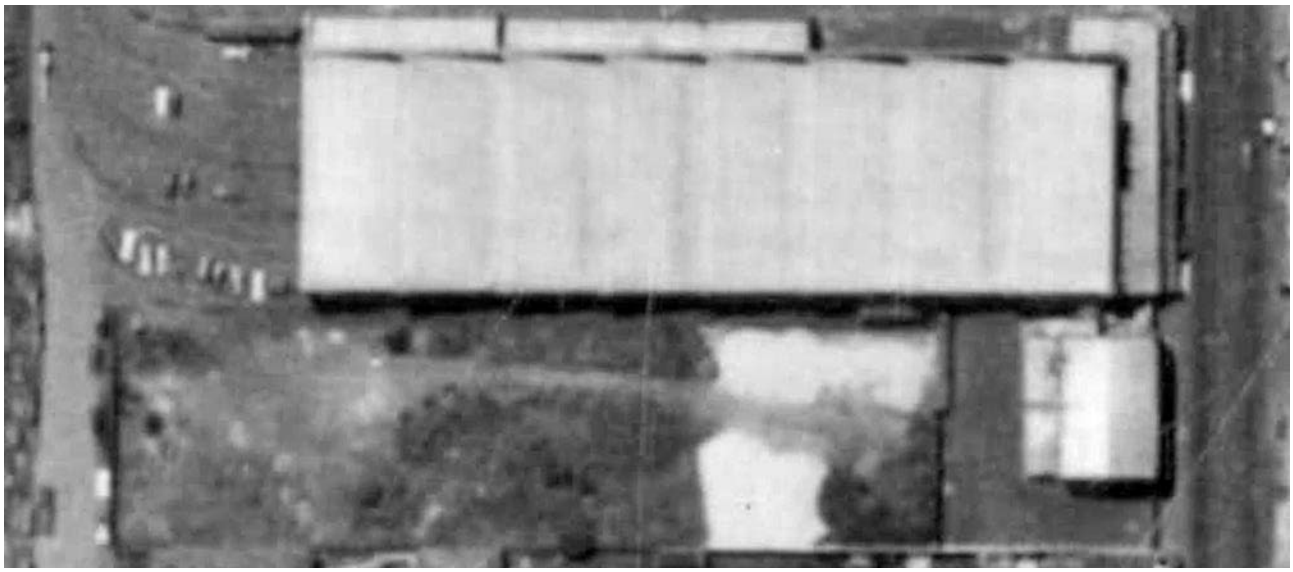

Figure 20. 1956 aerial imagery of the Brunswick Tram Depot site showing the 1936 Brunswick Tram Depot buildings, with a pathway heading westwards behind the Traffic and Revenue building (DELWP 1956)

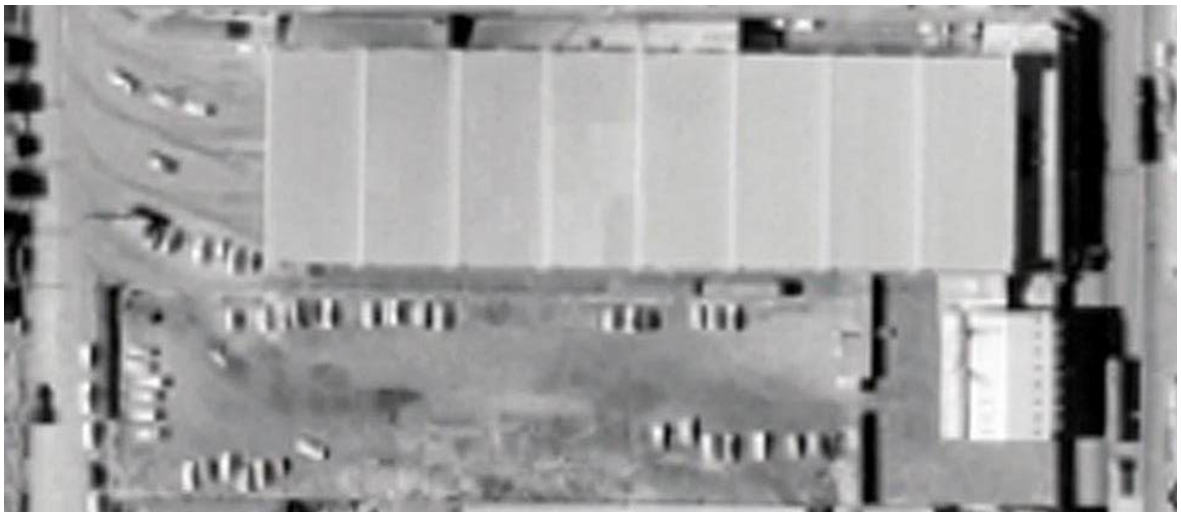

Figure 21. 1968 aerial imagery of the Brunswick Tram Depot site showing the 1936 Brunswick Tram Depot buildings, with a car parking area behind the Traffic and Revenue building (DELWP 1968)

Figure 22. 1988 colour aerial imagery of the Brunswick Tram Depot site showing the 1936 Brunswick Tram Depot buildings (DELWP 1988)

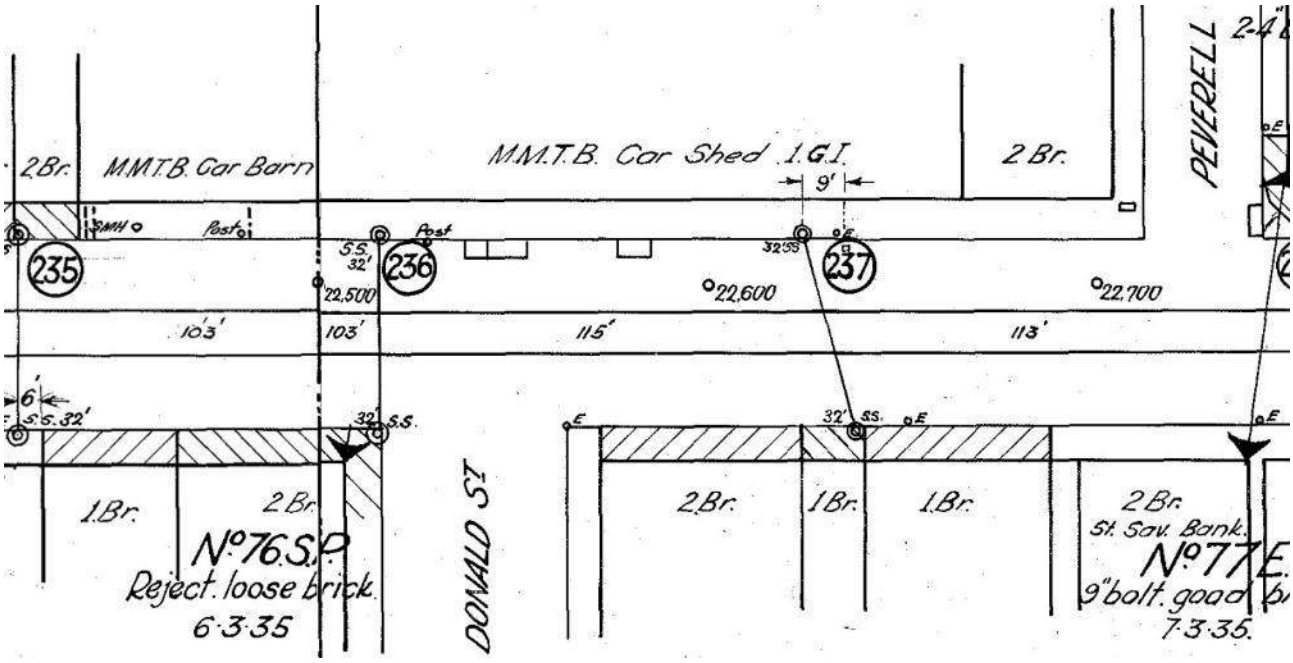

Figure 23. MMTB's 1935 plan of the *Overhead Conversion of Brunswick Route in Sydney Road from Florence Street to Moreland Road*, showing the car shed and adjacent office allotments

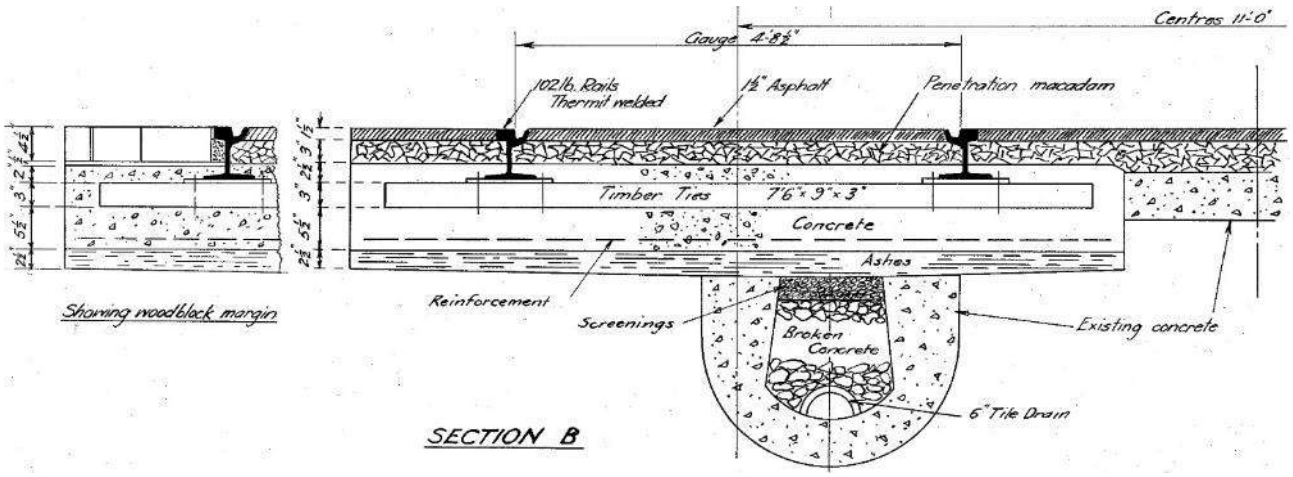

Figure 24. Detail of one of the sections from the MMTB's undated plan of the proposed construction types associated with the tramway conversion along Sydney Road in Brunswick and North Melbourne

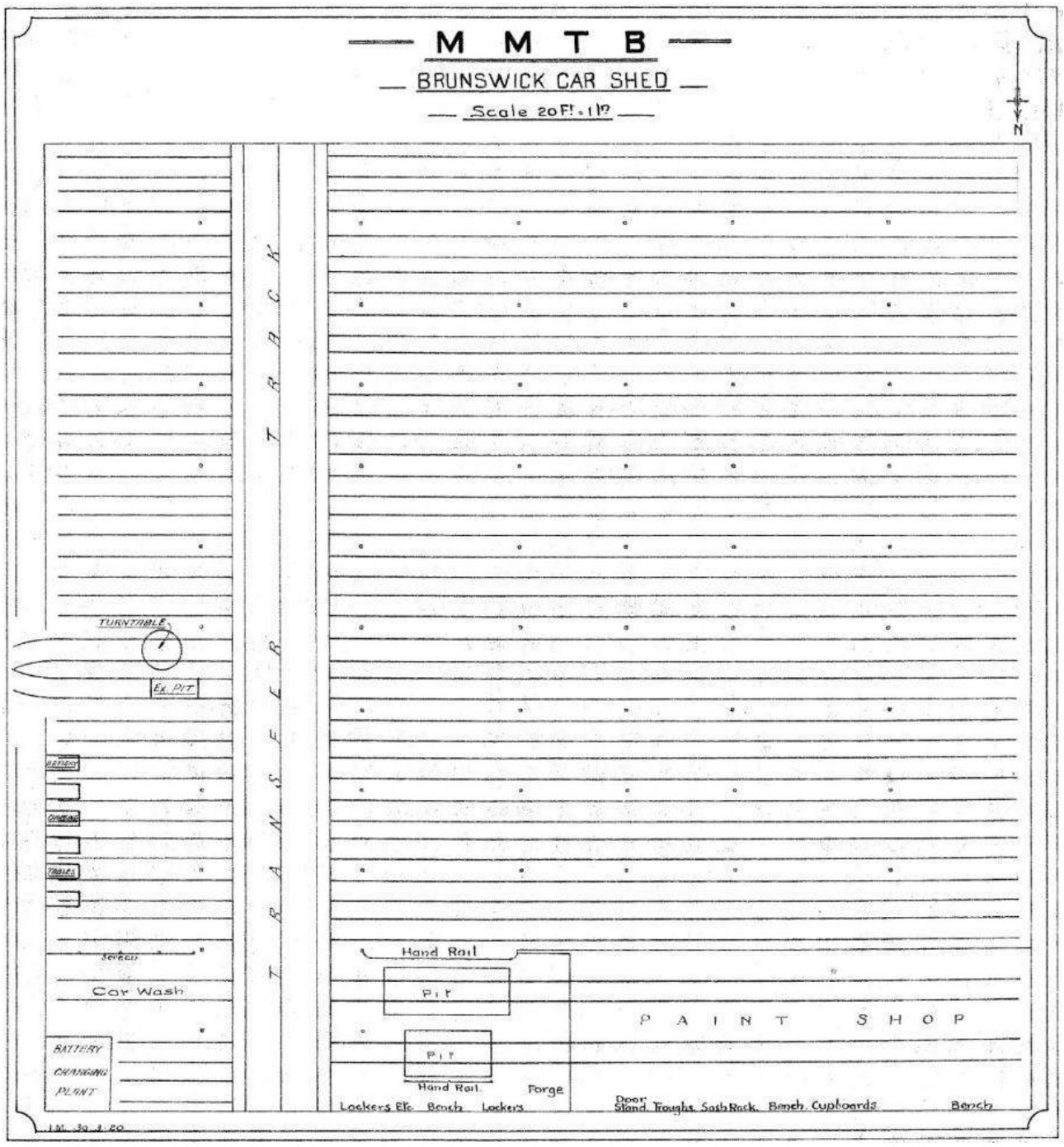

Figure 25. MMTB's 1920 plan of the Brunswick Car Shed (Source: Keith Kings Cable Drawings Collection)

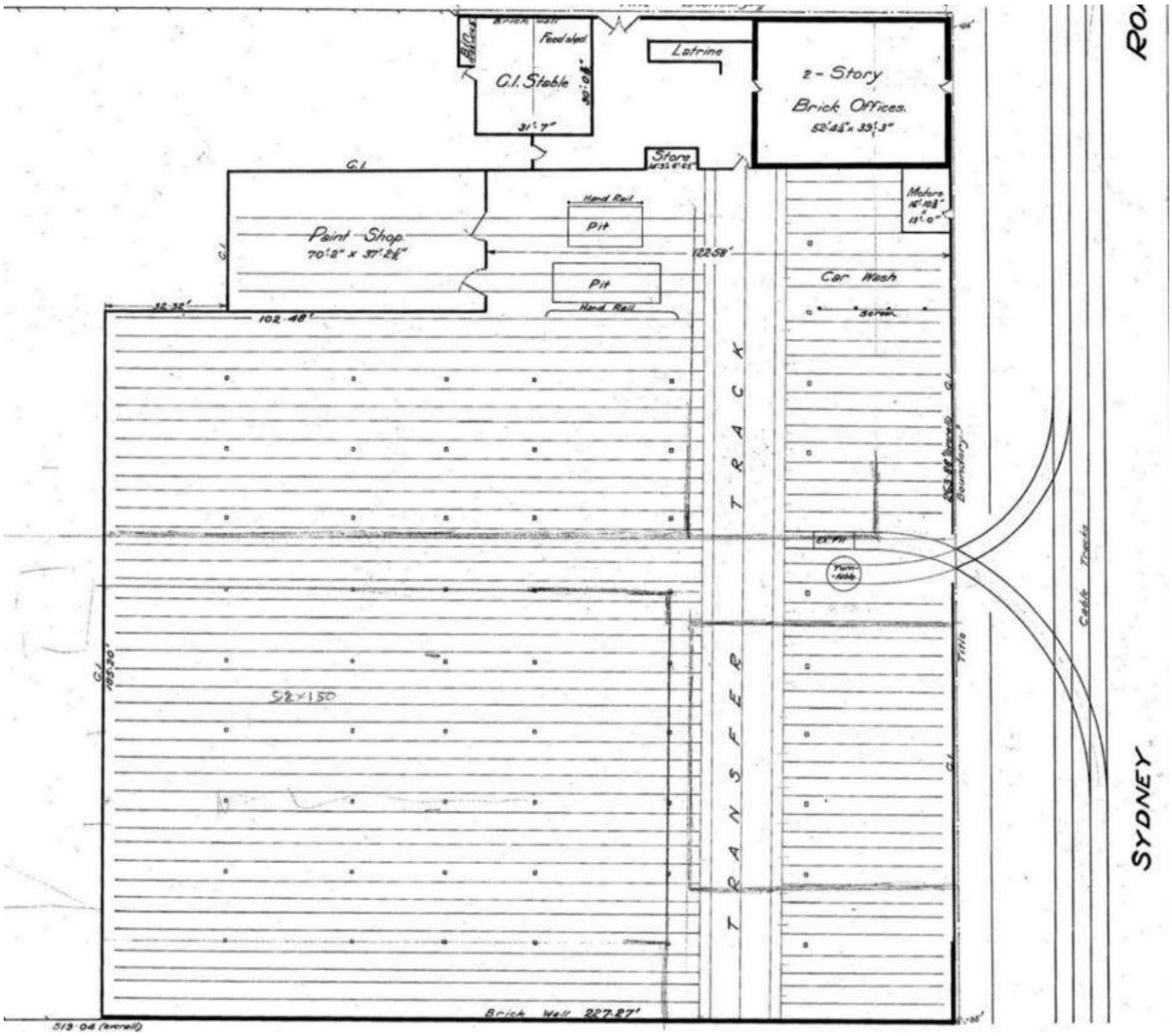

Figure 26. Detail from MMTB's 1931 plan of the Sydney Road Cable Car Depot, showing the car shed and adjacent office allotments (Jacobs 2020)

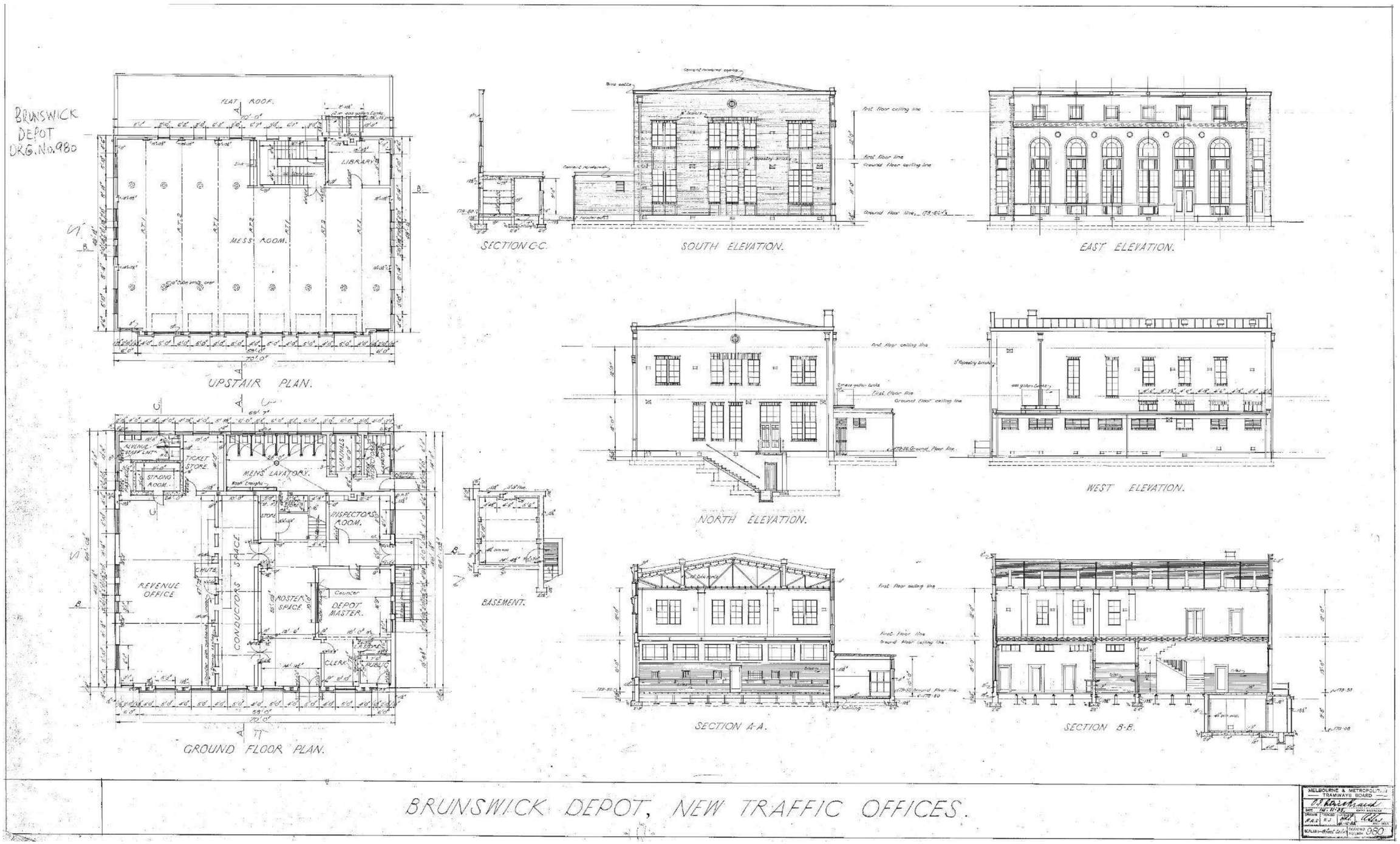

Figure 27. MMTB's 1935 plan of the Traffic and Revenue office building, showing the basement, ground and first floor floorplans, along with building's the north, south, east and west exterior elevations, and two interior sections

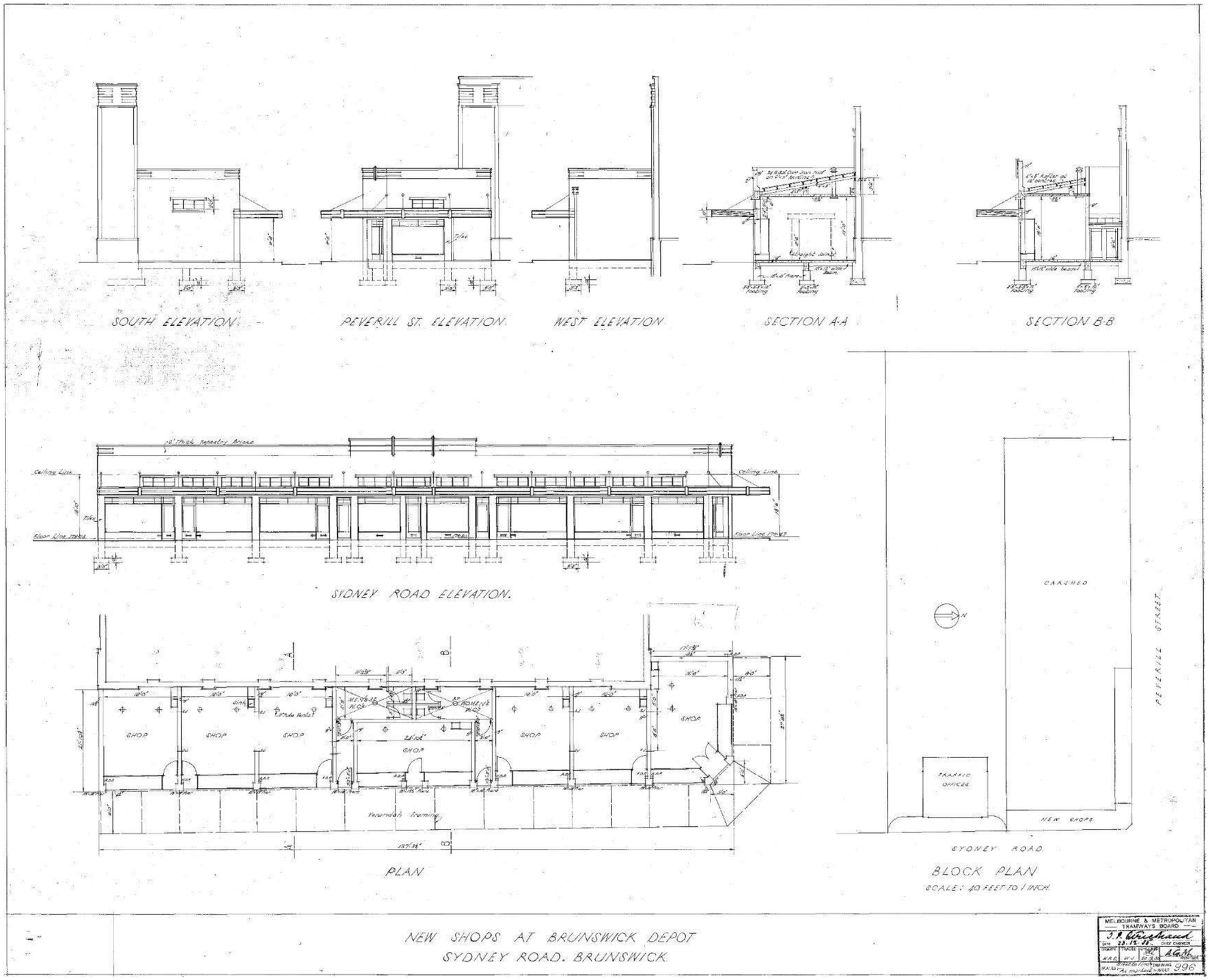

Figure 28. MMTB's 1935 plan of the shopfront building, showing the floorplan, along with the north, south, east and west exterior elevations, and two interior sections

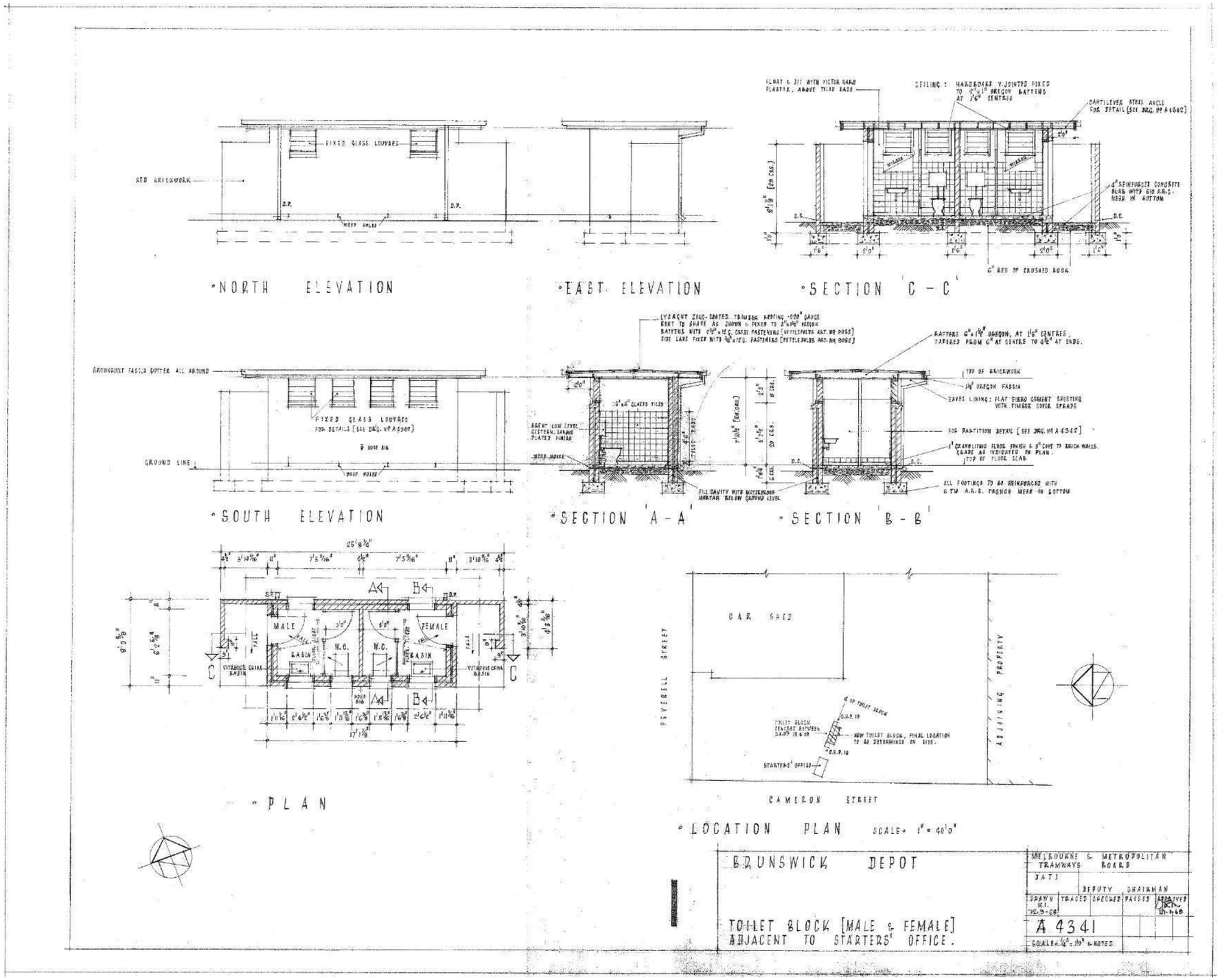

Figure 29. MMTB's 1935 plan of the toilet block, showing the floorplan, along with the north, south and east and exterior elevations, two interior sections, and its location behind the car shed

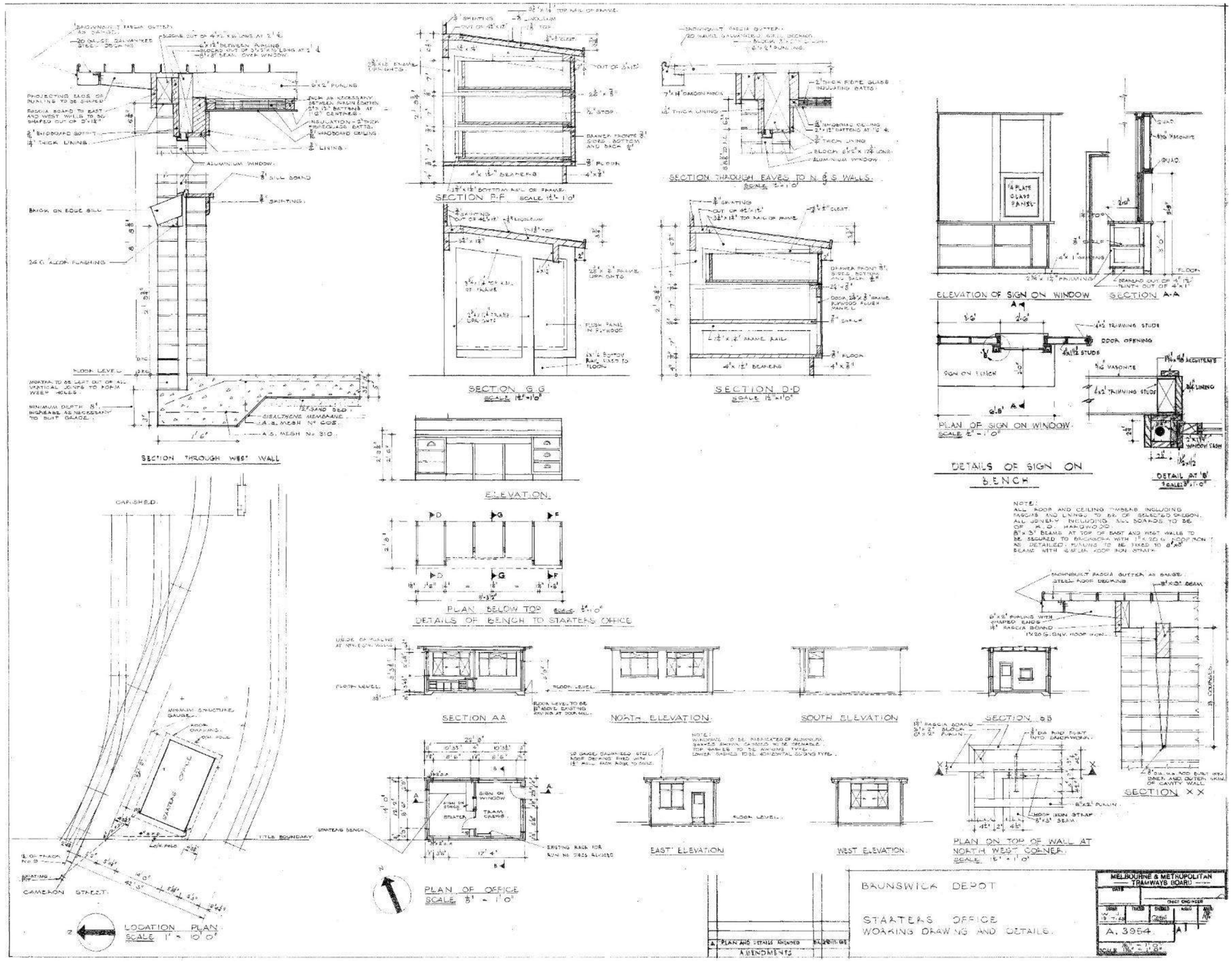

Figure 30. MMTB's 1935 plan of the starter's office, showing the floorplan, along with the north, south and east and exterior elevations, two interior sections, and location near Cameron Street

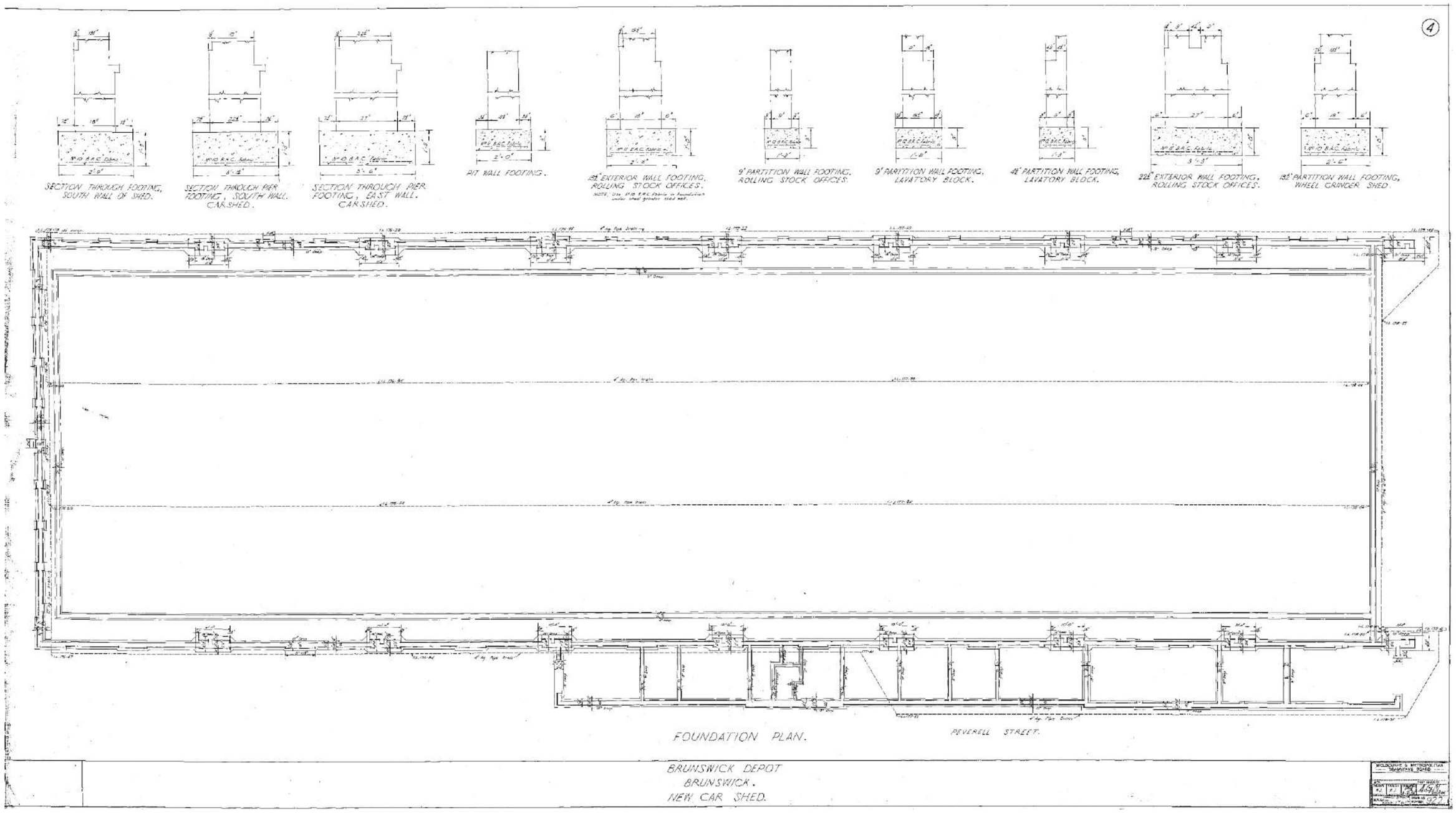

Figure 31. MMTB's 1935 plan of the car shed foundation, showing the floorplan, along with a variety of sections of the wall footings. This plan shows the location of the pit within the tram car shed, along with the workshops along Peveril Street which comprises 14 rooms

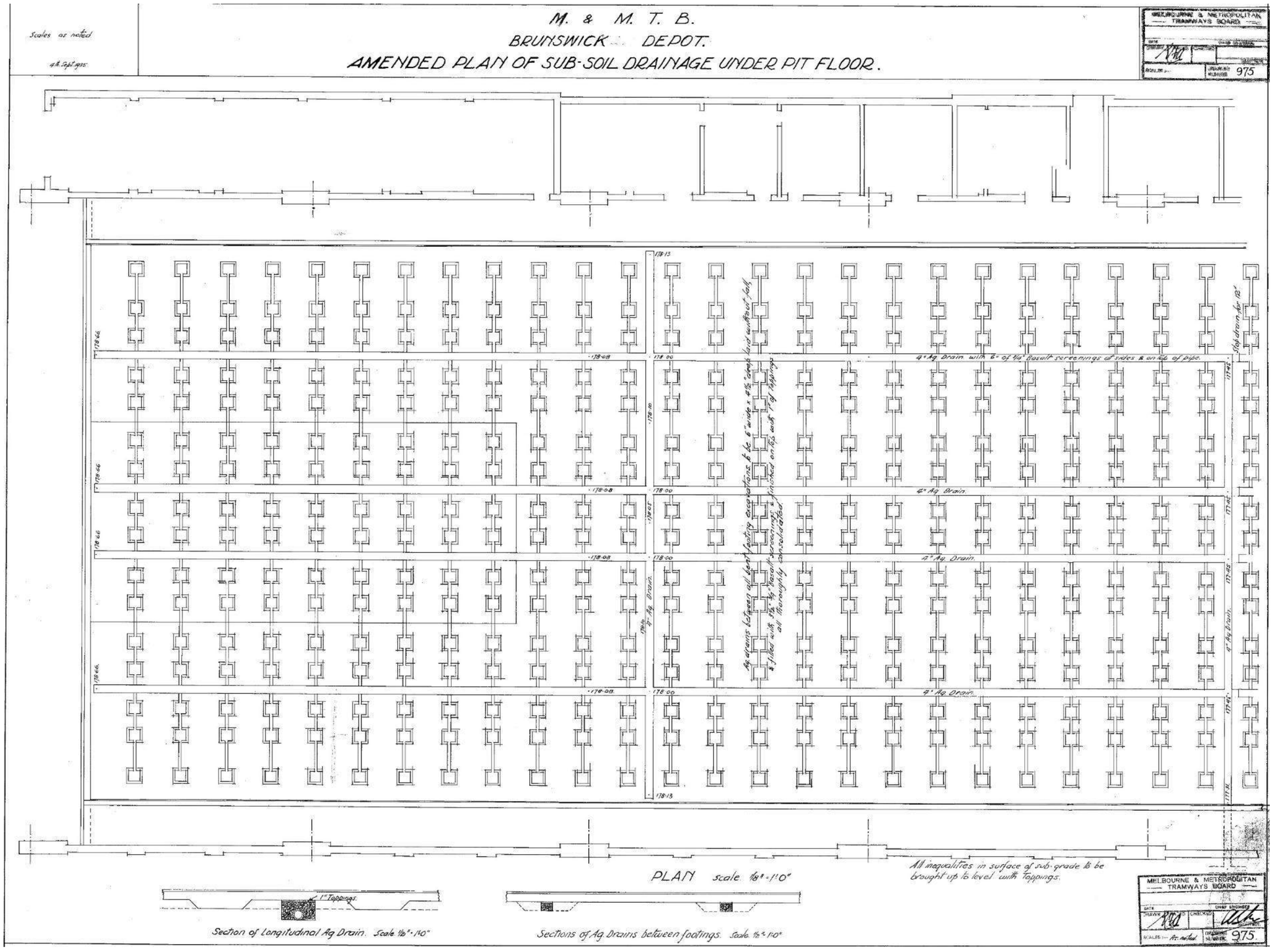

Figure 32. MMTB's 1935 plan of the subsoil drainage underneath the floor pit within the car shed, also showing the walls of the car shed and the workshop rooms

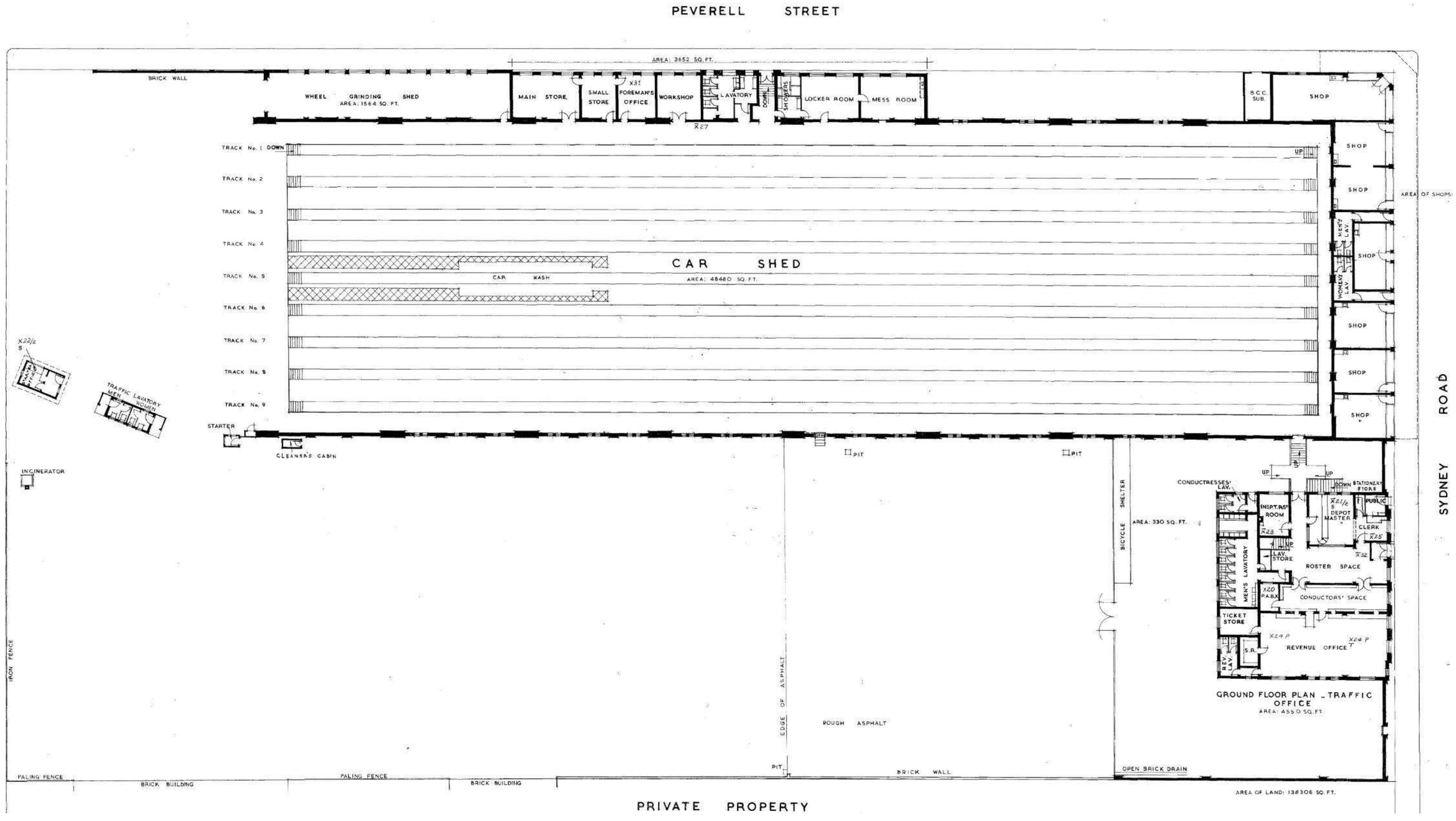

Figure 33. Detail of the MMTB's 1972 plan of the Brunswick depot, showing the Traffic and Revenue office building (with floorplans), the shopfronts (floorplans showing seven shops, plus toilets and adjoining substation on Peveril Street), car shed (with nine tram roads and a tram wash), workshops (floorplans showing nine rooms plus entry stairway), starter's office, and toilet block. The plan also shows the location of an incinerator, cleaner's cabin, pits, bicycle shelter, brick walls, open drains, and an area of 'rough asphalt' behind the Traffic and Revenue office (which coincides with the footprint of the old tram shed)

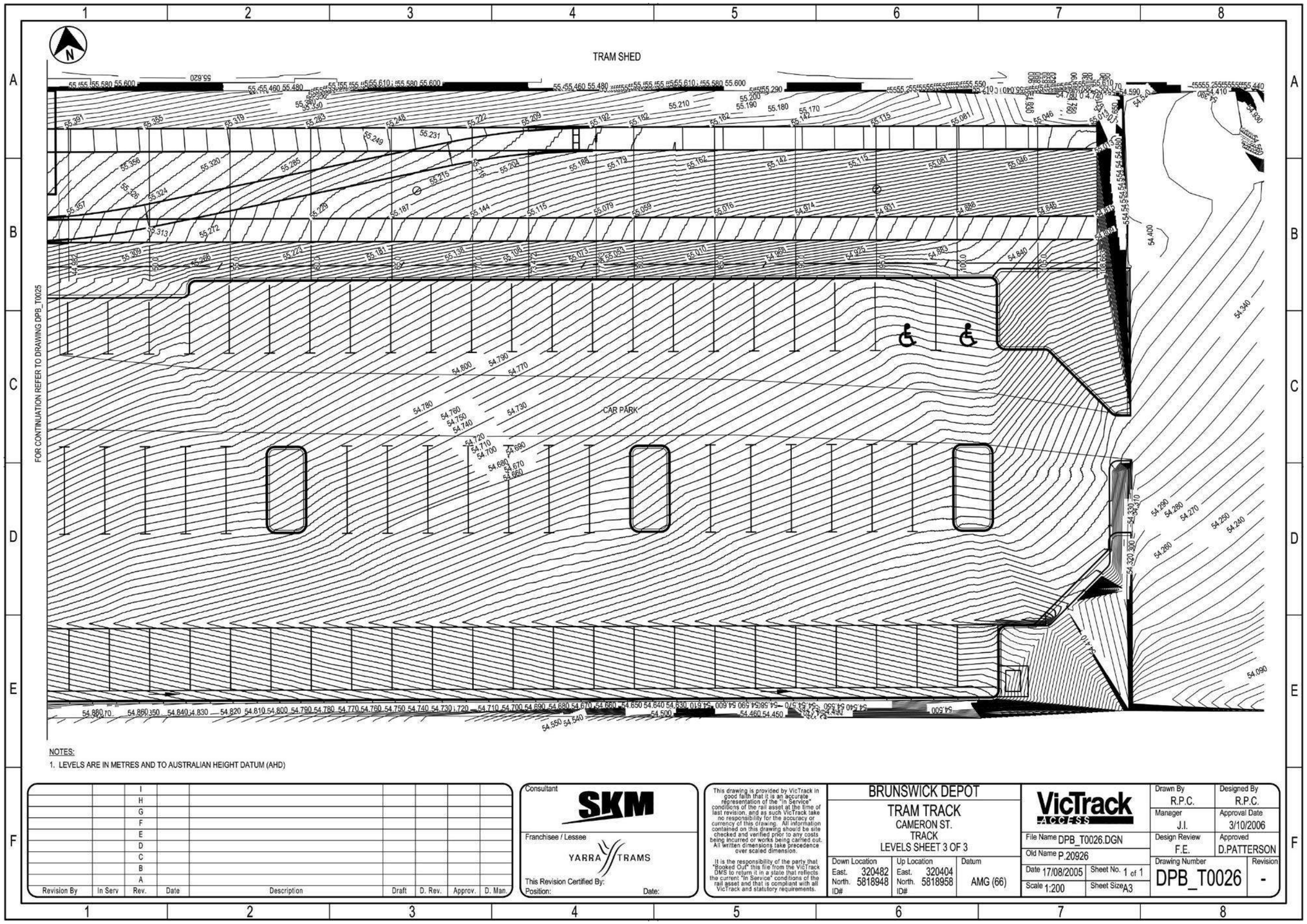

Figure 34. Detail of the 2006 VicTrack technical drawing of the carpark behind the Traffic and Revenue office building, showing the contour levels of the carpark and behind the Traffic and Revenue office

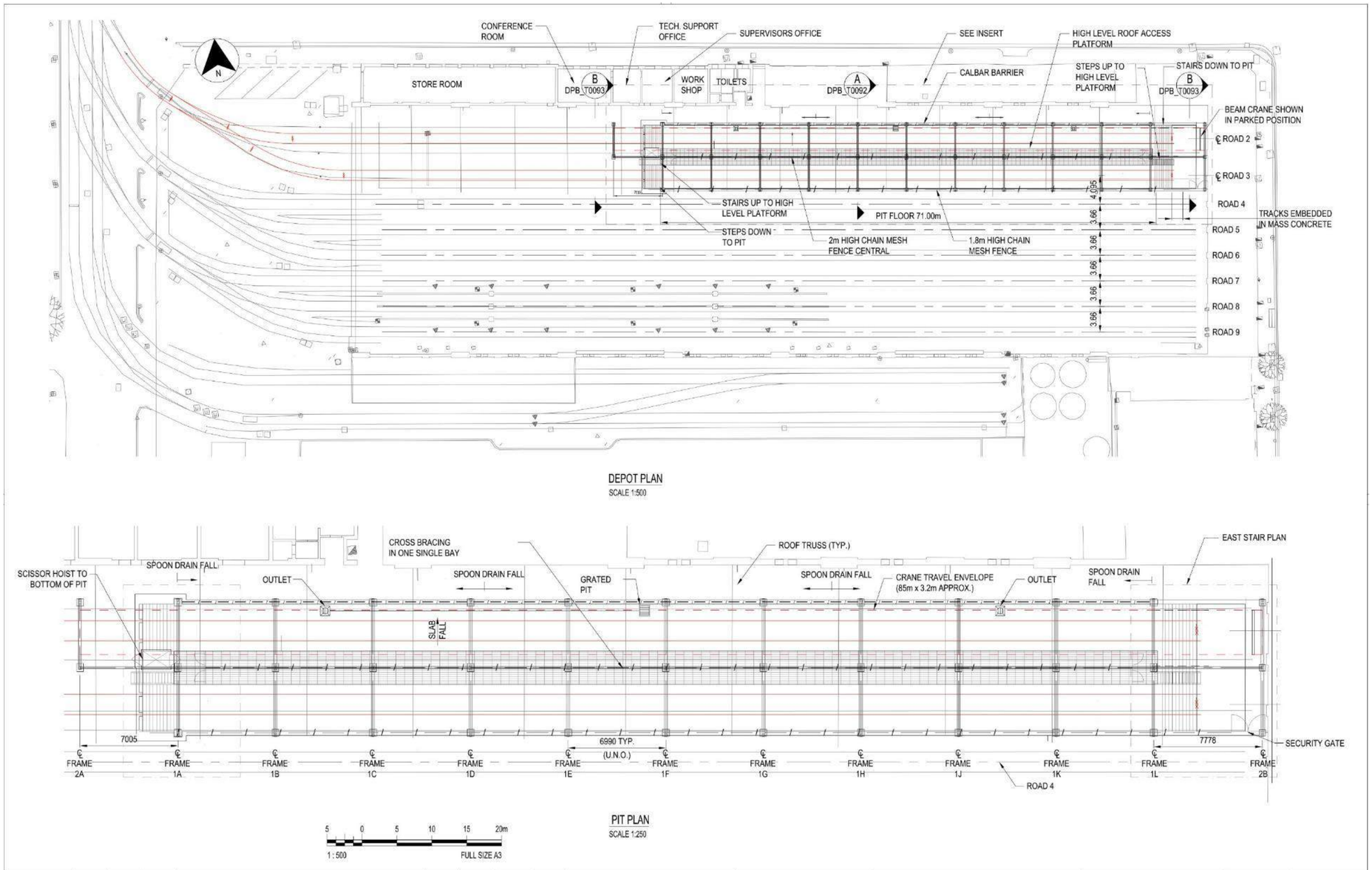

Figure 35. The 2014 VicTrack technical drawing of the car shed, showing details of the raised track along Roads 2 and 3 in relation to the workshop and storefronts

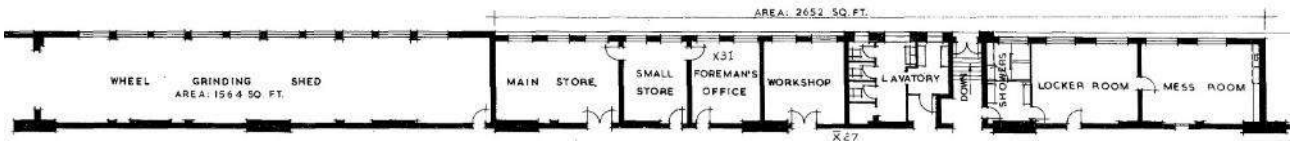

Figure 36. Detail of the workshop buildings from the MMTB's 1972 plan

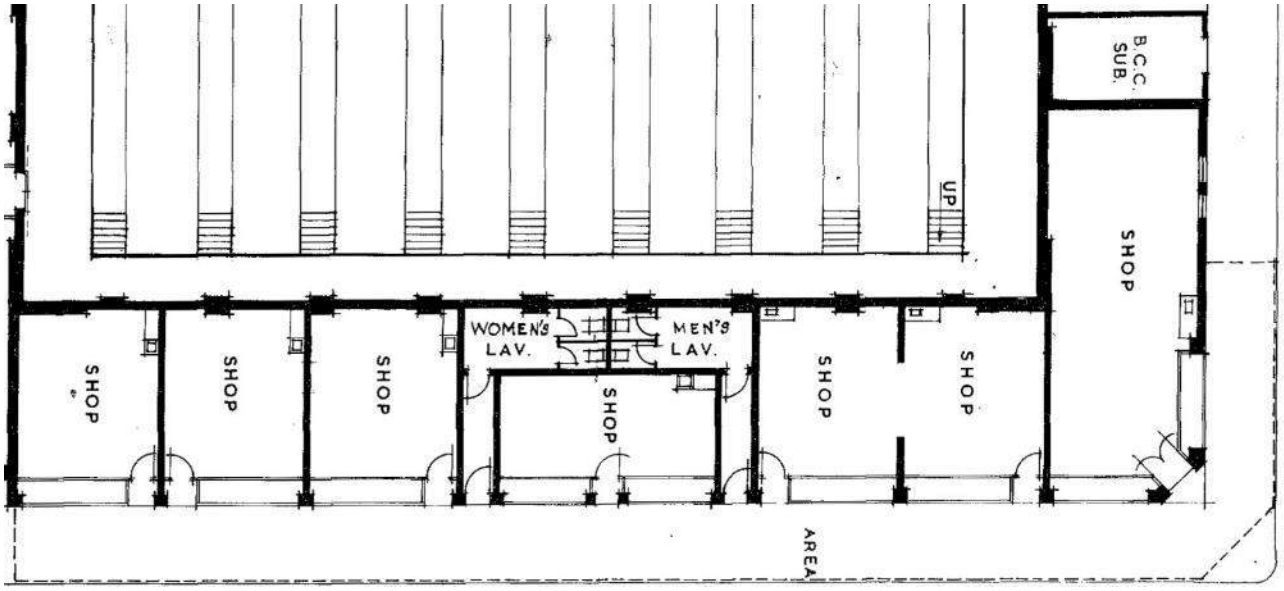

Figure 37. Detail of the shopfronts from the MMTB's 1972 plan

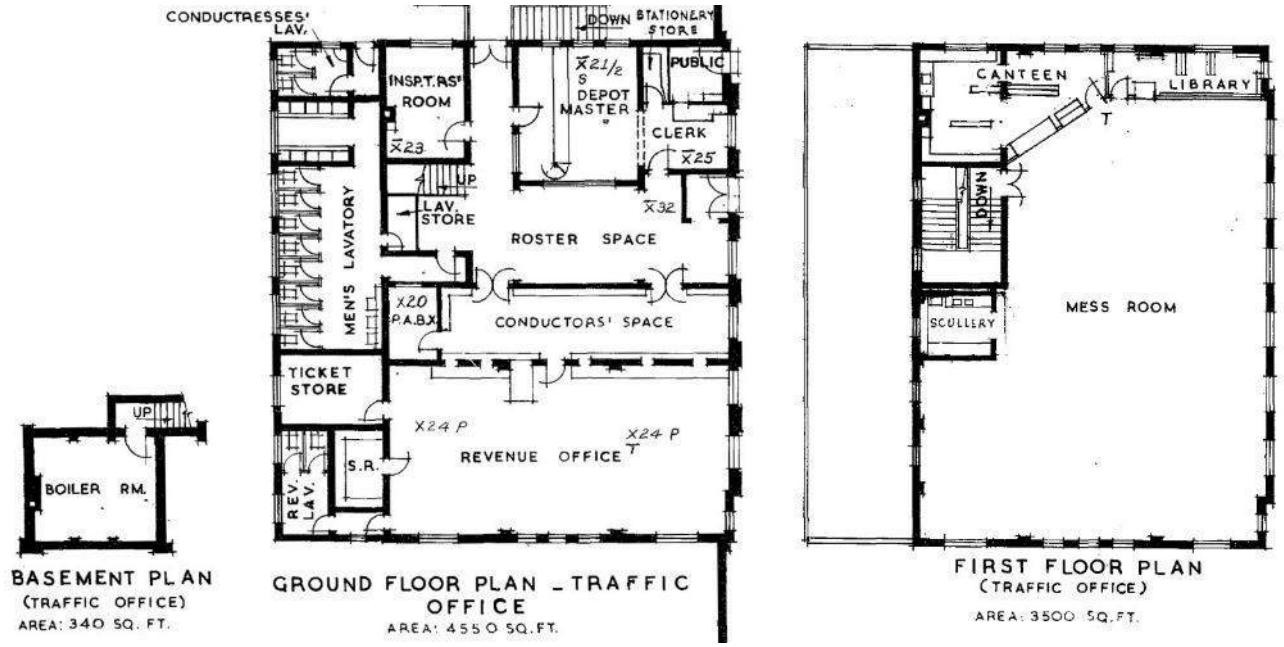

Figure 38. Detail of the basement, ground and first floor floorplans from the MMTB's 1972 plan

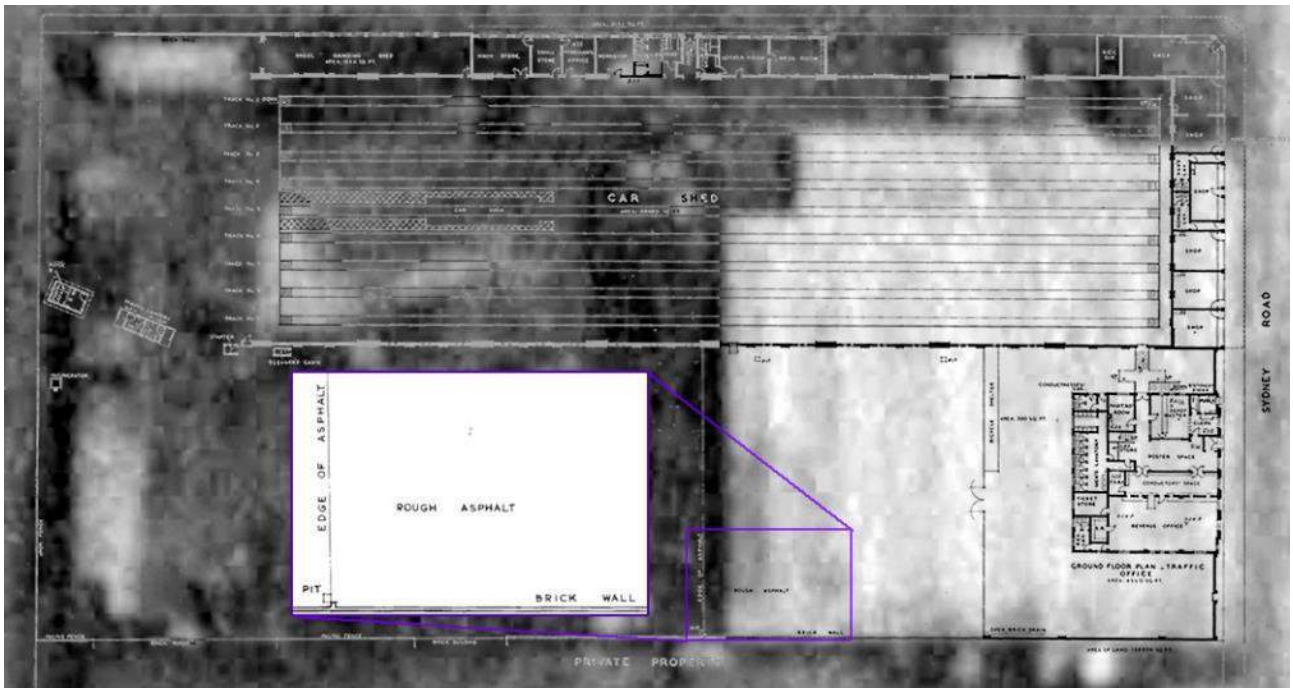

Figure 39. Aerial imagery from 1931 overlaid with the MMTB's 1972 plan

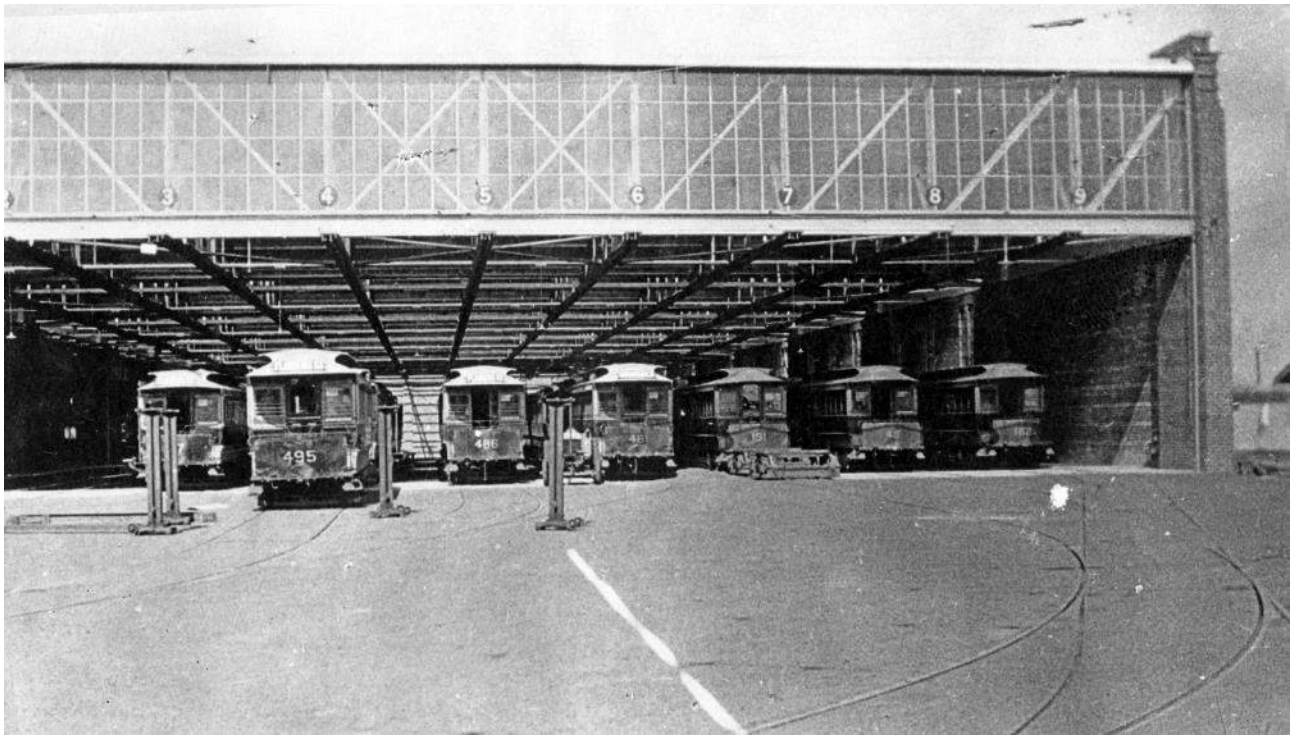

Figure 40. Undated early photo showing the rear of the Brunswick Tram Depot, facing east (Source: Melbourne Tramway Museum)

Figure 41. Trams stabled within the Brunswick Tram Depot, facing east (Dunedoo 1983)

Figure 42. Interior of the Brunswick Tram Depot, facing east (Peadon 1987)

Figure 43. Rear of the Brunswick Tram Depot, facing east (Dunedoo 1989)

Photographs

Figure 44. West-bound lane of the current carpark, showing levelled asphalt surface, facing west

Figure 45. East-bound lane of the current carpark, showing levelled asphalt surface, facing west

Figure 46. Garden areas at the east end of the carpark, contained within raised kerbing, facing southwest

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Figure 48. Garden bed against south wall of the property, facing west

Figure 49. Lane between garden beds, from the carpark down a slight slope to office compound, facing south

Figure 50. View of the Traffic and Revenue office building, facing northeast

Figure 51. View of the Traffic and Revenue office building, facing south

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Figure 53. View of wall between the Traffic and Revenue office building and the tram shed, facing southwest

Figure 54. View of wall between the Traffic and Revenue office building and the adjacent building, facing southwest

Figure 55. View of wall between the Traffic and Revenue office building and the tram shed, facing southwest

Figure 56. View of wall between the Traffic and Revenue office building and the adjacent building, facing southwest

Figure 57. Tanks behind the Traffic and Revenue office building and beside the tram shed, facing north

Figure 58. Carparking and brick wall along south boundary of the property, facing south

Figure 59. Rear of the south section of wall with security doorway along Sydney Road and bicycle shelter, facing east

Figure 60. Tanks adjacent to tram shed and the Traffic and Revenue office, and carparking next to office, facing northeast

Figure 61. Rear of Traffic and Revenue office building, Sydney Road wall, and carparking, facing east

Figure 62. Set of four tanks at the end of Roads 10 and 11 adjacent to the tram shed and carpark garden, facing north

Figure 63. View of the uncovered seating area between the office and tram shed, facing east

Figure 64. Close up of well with metal covering under timber seating, facing west

Figure 65. View down into the brick-lined well, with ladder rungs and piping, and water at the base

Figure 66. View of the roadway in the location of the original cable tram car entryway, facing northeast

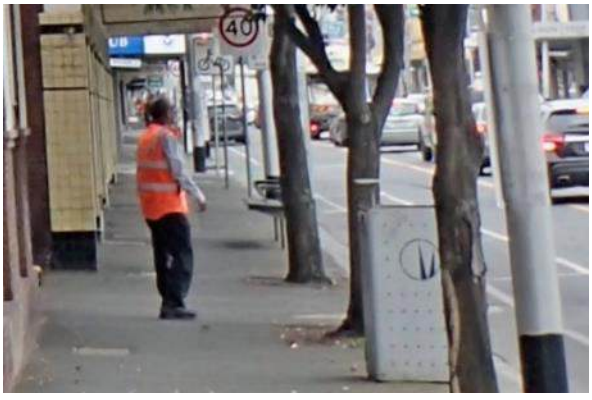

Figure 67. View of the footpath in the location of the original cable tram car entryway, facing north

Figure 68. Roads 10 and 11 adjacent to the south face of the tram shed, facing west

Figure 69. End of Roads 10 and 11 adjacent to the set of four tanks, facing north

Figure 70. Roads 10 and 11 and associated track fan near Cameron Street, facing west

Figure 71. Roads 2 to 9 and associated track fans near Cameron Street, facing north

Figure 72. Location of the former toilet block and starter's shed between Roads 9 and 10, facing west

Figure 73. View across Roads 2 to 9 towards the tram shed, facing northeast

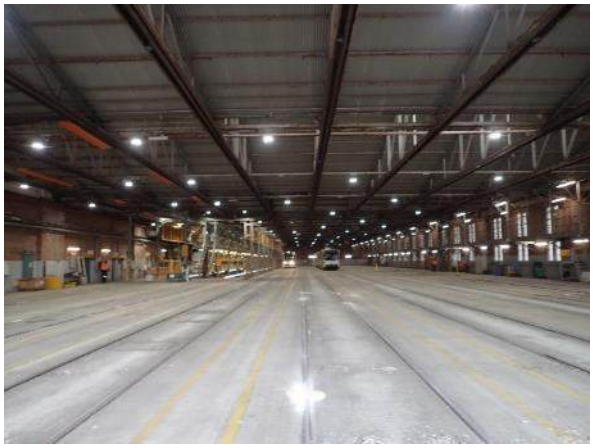

Figure 74. View of Roads 2 to 9 inside the tram shed building, facing east

Figure 75. View of Roads 6 to 9 inside the tram shed building, facing west

Figure 76. Roller door leading into the former wheel grinding workshop, facing southeast

Figure 77. Detail of the workshops attached to the tram shed along Peveril Street, facing south

Figure 78. View of the east end of the workshops attached to the tram shed, facing southwest

Figure 79. View of the substation and shopfront attached to the tram shed (note cherry picker), facing southeast

Figure 80. View of the substation and shopfronts attached to the tram shed, facing northwest

Figure 81. View of the shopfront at the corner of Peveril Street and Sydney Road, facing south

Figure 82. View of the shopfronts attached to the tram shed, facing northwest

Figure 83. View of the moulded tin panels under the shopfront awnings, facing north

Figure 84. View of the shopfronts attached to the tram shed, facing south

Figure 85. View of the south facing of the shopfront attached to the tram shed and adjacent wall, facing north

Other

Brunswick TramDepot site cards updates

Date:	31 March 2023
Project name:	Brunswick Tram Depot Upgrade
Project no:	IS276202
Attention:	Paul Pepdjonovic
Company:	Heritage Victoria
Prepared by:	Caroline Seawright
Copies to:	Erin Williams

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1. Introduction

Department of Transport (DoT) have engaged Jacobs Group (Australia) Pty Ltd (Jacobs) to prepare a historical archaeological assessment for the Brunswick Tram Depot Upgrade (the project).

As part of Transport for Victoria's planning for the tram network, newer, longer, and additional trams are to be directed to Brunswick Tram Depot. There is currently insufficient stabling capacity at the Brunswick Tram Depot to accommodate these changes. The objective of the project is to upgrade the Brunswick Tram Depot to accommodate stabling of cascaded tram fleet including the installation of new/ additional stabling roads and associated works. The overriding aim of this project is to prepare the Brunswick Tram Depot for the cascade of additional trams coinciding with a new tram timetable in 2025.

The following design packages have been identified and developed in co-ordination with DoT, those with applicable work elements are outlined below:

- 1000 Car Park
- 1500 Upfield Paths
- 2000 Depot Admin Building
- 3000 Tram Stabling Shed and Annex
- 4000 Track, Civil and Overhead (incorporating Moreland Terminus)
- 7000 Yard Management System (to be delivered by Yarra Trams (YT))
- 8000 Moreland Substation (to be delivered by YT)
- 9000 Moreland Road Tram Stop.

The proposed project area is located in Brunswick, in an area bounded by Moreland Road in the north, Sydney Road in the east, Colbrook Street in the west, and the southern property boundary of the Brunswick Tram Depot in the south.

A site inspection was undertaken of the Brunswick Tram Depot site and the proposed carpark area. The results of the inspection found that there was no archaeological potential within the proposed 1000 Car Park area, due to the amount of levelling and grading, and other excavation works, which have occurred within that area. However, it is considered likely that archaeology would still be present in a subsurface context within parts of the Brunswick Tram Depot property.

The research related to and the results of an archaeological predictive assessment, and consultation with Heritage Victoria, recommended that the two VHI sites, Former Brunswick Cable Tram Car Shed (VHI H7822-2230) and Former Brunswick Cable Tram Depot Precinct (VHI H7822-2252), be combined and the latter site be D-listed. The new VHI site would cover the entire Brunswick Tram Depot site and extend out onto Sydney Road to incorporate the site extent of VHI H7822-2230, as well as the newly identified Brunswick Tram Depot Zig-Zag Air Raid Trench site.

This memo provides a summary of the history of the site, results of the site inspection, summary of the archaeological predictive model and a summary of these recommended VHI site card updates. Further information can be found in the *Brunswick Tram Depot Upgrade: HistoricalHeritage Impact Assessment* (Jacobs 2020) and the *Predictive Assessment and Heritage Impact Assessment: Brunswick Depot Detailed Design* (Jacobs 2023).

2. History

The history of the Brunswick Tram Depot site has been examined in relation to its functions over time, and its response to societal and technological needs and pressures. As such, there are three major phases found at the site: the cable tram era (Section 2.1), the electrification of the tramways (Section 2.2), and the Melbourne and Metropolitan Tramways Board (MMTB)'s response to World War II (Section 2.3).

2.1 Brunswick cable tramway and tram sheds

On 1 October 1887, a cable tram service opened along Sydney Road in Brunswick, replacing the previous omnibus service, with the engine house being constructed on Brunswick Road and its tram depot being built on Sydney Road near its northern terminus at Moreland Road. This route was established by the Melbourne Tramways Trust, which had been established under the *Melbourne Tramways and Omnibus Company Act* 1883. This route was the sixth route opened under this Act. The cable tram route was, however, leased and operated by another company: the Melbourne Tramway and Omnibus Company Limited. The Melbourne Tramways Trust was eventually dissolved in June 1916. They were replaced by the Melbourne Tramway Board, which operated for two years from c.1916 to 1918, before being taken over by the MMTB, which started operating from 1918 (Johnston 1990, pp. 214-215).

According to *The Age* (17 February 1886, p. 4), the tender for the laying of the Brunswick tramway cable line was won by Messrs. Mitchell and Watson at a cost of £40,858 17 shillings and 2 pence. The new route would run from the Melbourne General Post Office in the CBD along Elizabeth Street, and then along Sydney Road to Moreland Road in the north. The route was a total of 4 miles (~6.44 km) in length. The contractors were expected to have difficulties in dealing with the large amount of traffic along Sydney Road, due to the narrowness of the roadway and the lack of alternative throughfares for traffic in the area; however, a block of land was secured near Moreland Road for the construction of buildings for the protection of any tram cars which were not in use. The route's engine house would be built on a block of land at the rear of the Sarah Sands Hotel at the intersection of Sydney and Brunswick Roads (*The Argus*, 14 July 1886, p. 7). By December 1886, most of the cable tram blocks had been placed along Sydney Road to the north of the Brunswick Town Hall, and the contractors for the construction of the tramway car sheds near Moreland Road were progressing well; however, the laying of the tram cable along Sydney Road had been delayed due to a variety of technical difficulties and other works occurring in the area (*The Argus*, 6 December 1886, p. 4).

According to *The Argus* (19 January 1887, p. 6), the contractors once again were making headway early the following year: Mitchell and Watson with the eight-mile-long cable line, Mr J Sutherland with the engine house, Messrs. Wright and Edwards with the machinery, and Mr Redden (or Radden) with the tramway sheds and offices. The sheds were described as being constructed of corrugated iron, while the offices were of brick. The buildings, which were described as then having a frontage of 205 foot (62.5 m) to Sydney Road and a depth of 105 foot (32 m), were built upon stone foundations; this is confirmed by *The Herald* (26 September

1887, p. 3), which described the frontage of the iron shed and brick office building as being 'upwards of 200 feet [61 m], by a depth of about 100 feet [30 m]', with 30 cars and 30 dummies then present; it was believed that there was room to house an expected 40 cars and 40 dummies (*The Argus*, 27 September 1887, p. 7; *The Herald*, 26 September 1887, p. 3). *The Age* (21 July 1887, p. 7) described the tram shed as, 'a commodious structure and faces the Sydney-road, a little distance from the terminus of the line '. The Brunswick cable tramway was opened on Saturday 1 October 1887 (*The Argus*, 3 October 1887, p. 5).

At tram sheds across Melbourne, the cable trams were typically manually hauled into the sheds. However, at Brunswick (and Richmond), special slotted tracks led into the sheds, enabling the cable grip to be lifted. Horses then hauled the larger and heavier bogie cars into the sheds. The tram cars were serviced, maintained and overhauled on site at the Brunswick tram sheds, due to their sized; this was unique to the Brunswick depot. Tramways entered via the centre of the Sydney Road frontage (Johnston 1990) . Johnston (1990) states that the depot was originally built of timber , although news reports at the time described the tram shed as being of iron. He also notes a building on the corner of Sydney Road and Peveril Street being of brick, which matches newspaper descriptions of the office building.

An early photograph of the site (Figure 2-1) can be identified by the grass-covered empty allotments opposite the depot, placing it at a time before any buildings were constructed on the west side of Sydney Road. This suggests it was taken at some point before 1931.The single-storeyed shed comprises a large, unadorned utilitarian building with what appears to be ten rectangular narrow multi -plain windows, five to either side of a large arched doorway. While the material from which the walls were constructed cannot be clearly identified, it appears to have a bluestone base. The roof looks to be of corrugated iron, with a ventilated ridge, possibly a clerestory feature, running along the top, with a gutter running around it. At least six downpipes were present at even intervals along the building walls. A large square chimney with a small saw-toothed roof behind it, appears to be attached to the shed near its northeast corner. The building appears to be quite deep, as the roof can be seen running westwards from its northeast corner.

The single-storeyed brick office can be seen at the corner of Sydney Road and Peveril Street, immediately adjacent to the tram shed in the north (Figure 2-1). This building comprises a façade with a decorative pointed pediment above the doorway, which is offset to the north of the structure. One rectangular window is situated on the north side of the façade, with two on the south side. Another window can be seen on the north wall, in front of the office building's square chimney, facing Peveril Street.

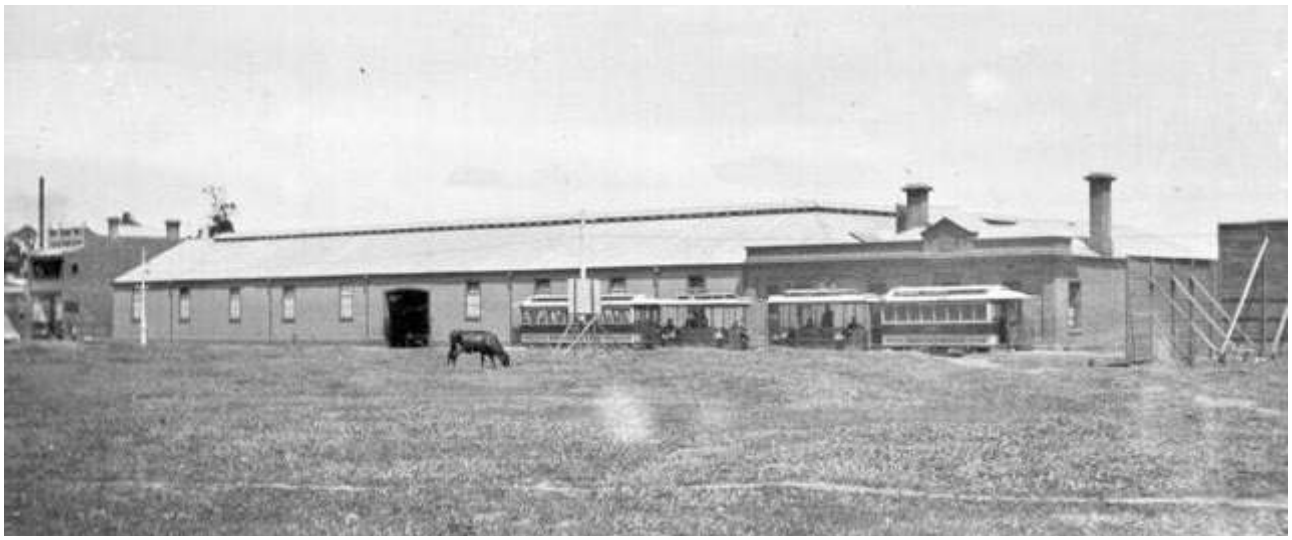


Figure 2-1 Undated early photograph of the Brunswick tram shed (left) and office building (right), with a tram car out the front, facing southwest across Sydney Road (Coburg Historical Society n.d.)

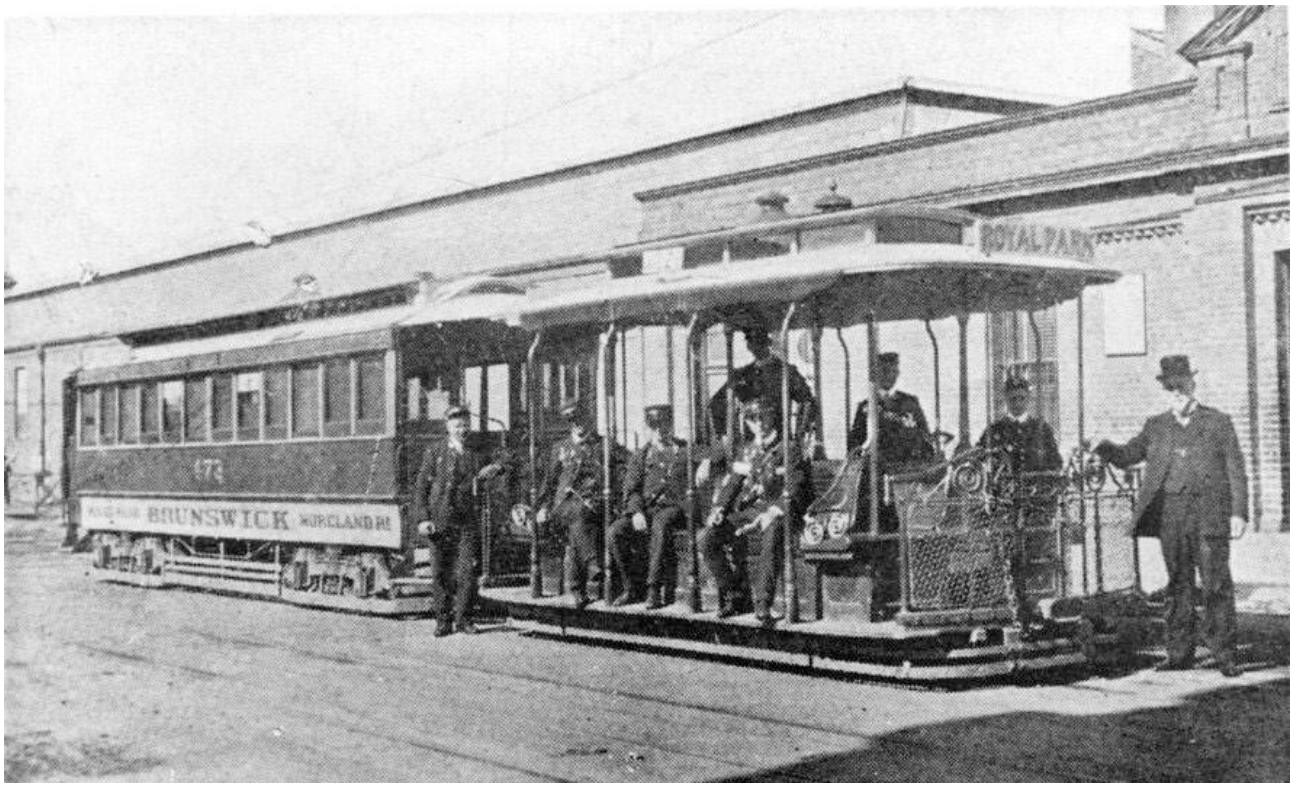


Figure 2-2 Photograph of a grip car along and bogie trailer (No. 473) outside the Brunswick cable tram shed (left) and office (right), facing southwest on Sydney Road (Victorian Collections 2019)

Figure 2-3 Photograph along Sydney Road from the Moreland Road terminus, facing southwest, with the tram shed office building visible between two cable trams (Knight c.1900)

Other photographs of the depot provide some further details of the office building (Figure 2-2, Figure 2-3), which can be seen to have comprised some classical elements. The pointed pediment rises from a brick parapet with a cornice running along the length of the parapet. This parapet would have masked the corrugate iron hipped roof from view from street level. The building does not have any awnings. The pediment comprises an open pediment, with a split horizontal cornice, and some decorative features. However, none of the photos available show the full pediment. The doorway and multi-plain, barred, sash windows are set within large rectangular insets in the wall, the insets being framed by corbelling along the top of the inset with a single decorative brick dentil course immediately below the corbelling.

Information from the Melbourne Tram Museum suggests that the traverser was widened to take bogie cars in around 1898 or 1900. The only depot where the 22 foot (6.7 m) long traverser tables were locked was at Brunswick, where horses were used inside the depot for the movement of bogie cars. The traverser tables at Brunswick were equipped with three pairs of wheels having three rails in the traverser track. Horses were also used to pull the traverser with the bogie car along the traverser track (MacMeikan c.1960).

Other features of the Brunswick Tram Depot site included a paint shop, which was used for repainting and touching up repair work on bogie cars. All body repair work was carried out at the Brunswick Depot, due to transportation difficulties arising with bogie cars. The bogie trucks were transported by truck, and the dummies were run to the workshops from other depots. The Brunswick Depot also had a run-out track with a slot and tunnel for the grip. This allowed the grip for one dummy to be lowered into position while it was suspended over the inspection pit, while another dummy was being equipped outside on the track. This feature was necessary due to the heavy traffic on Brunswick Road, which required approximately a half, to three quarters of a minute service at peak loading (MacMeikan c.1960).

Further modifications were subsequently undertaken at the site. A section of the Brunswick Tram Depot buildings by the MMTB shows that a second storey was added to the office building (Figure 2-4). According to information from the Melbourne Tram Museum, the second storey was added in around 1918.

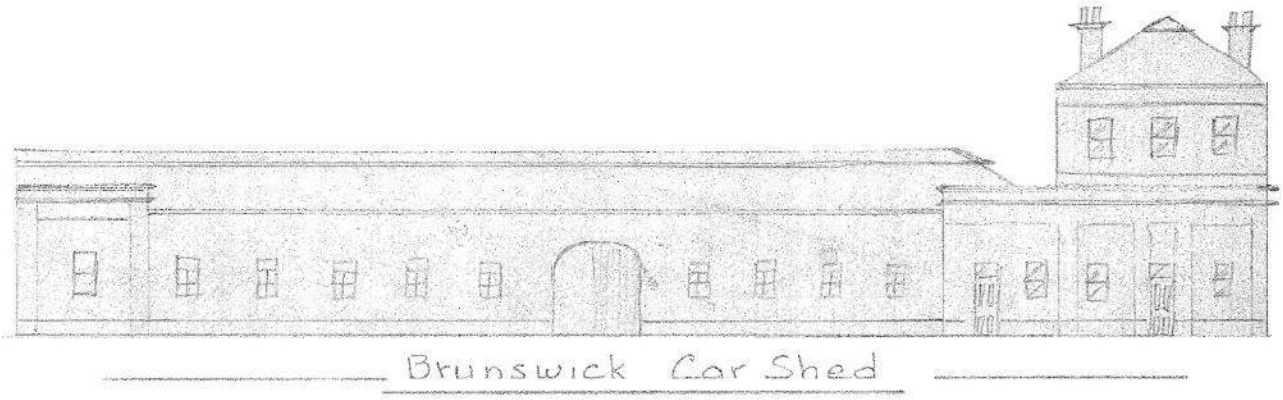


Figure 2-4 Section of the Brunswick car shed and office in c.1918. Note that the office then had been remodelled to accomodate two storeys (Source: Melbourne Tram Museum)

There is little information in the available newspapers discussing the rear of the tramway property. However, the *Labor Call* (8 February 1923, p. 7) paper noted that a Brunswick Tramway Carnival was held 'on the ground behind the tramway sheds in Sydney-road', where large crowds gathered to patronise the various stalls and side shows, and to enjoy the jazz band hired to play there. As such, it appears that a large open area was situated behind the tram sheds and office. *The Argus* (5 February 1923, p. 11) described the carnival, which opened on Friday evening and closed on Saturday night, as being held on 'a spacious area at the rear of the tramway sheds'. Additional newspaper reports indicate that the tramway depot had an outhouse at the rear of the buildings (*The Herald*, 2 July 1923, p. 5; *Northern Star*, 7 July 1923, p. 13).

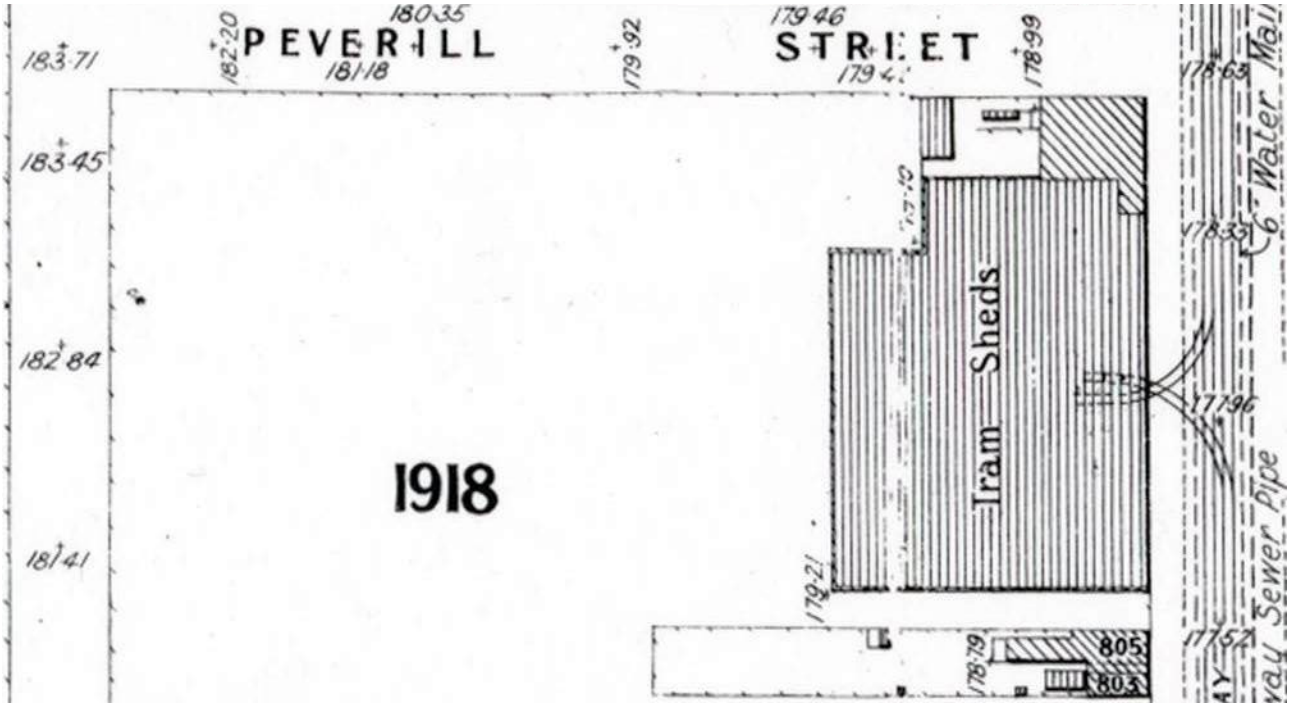


Figure 2-5 Detail of the Brunswick tram sheds from the 1906 MMBW Plan No. 104 (MMBW 1906)

The Melbourne and Metropolitan Board of Works (MMBW) plan dating to 1906 (Figure 2-5) shows that the tram sheds took up the majority of the front of the property along Sydney Road, with a smaller office building at the corner of Sydney Road and Peveril Street. Behind the office was an outhouse consisting of five cubicles, and behind that, a smaller building adjacent to Peveril Street. The 1908 plan by MMBW (Figure 2-6) shows little difference with the buildings adjacent to Peveril Street, but the tram sheds appear to have undergone an L-shaped extension in the rear. The tram sheds were thus shown on the plan as being roughly square. No other changes are visible.

Over time, other changes and upgrades were made to the tram sheds. Additions of an unspecified variety, occurred at the Brunswick Tram Depot in 1910, undertaken so as 'to enable us to care for the extra cars which may be necessary to cope with the increasing traffic of that line' (*The Argus*, 17 August 1910, p. 5). Some years later, plans were announced to install a 20-horsepower motor generator set in the tram sheds in 1917 (*The Brunswick and Coburg Leader*, 2 November 1917, p. 4).

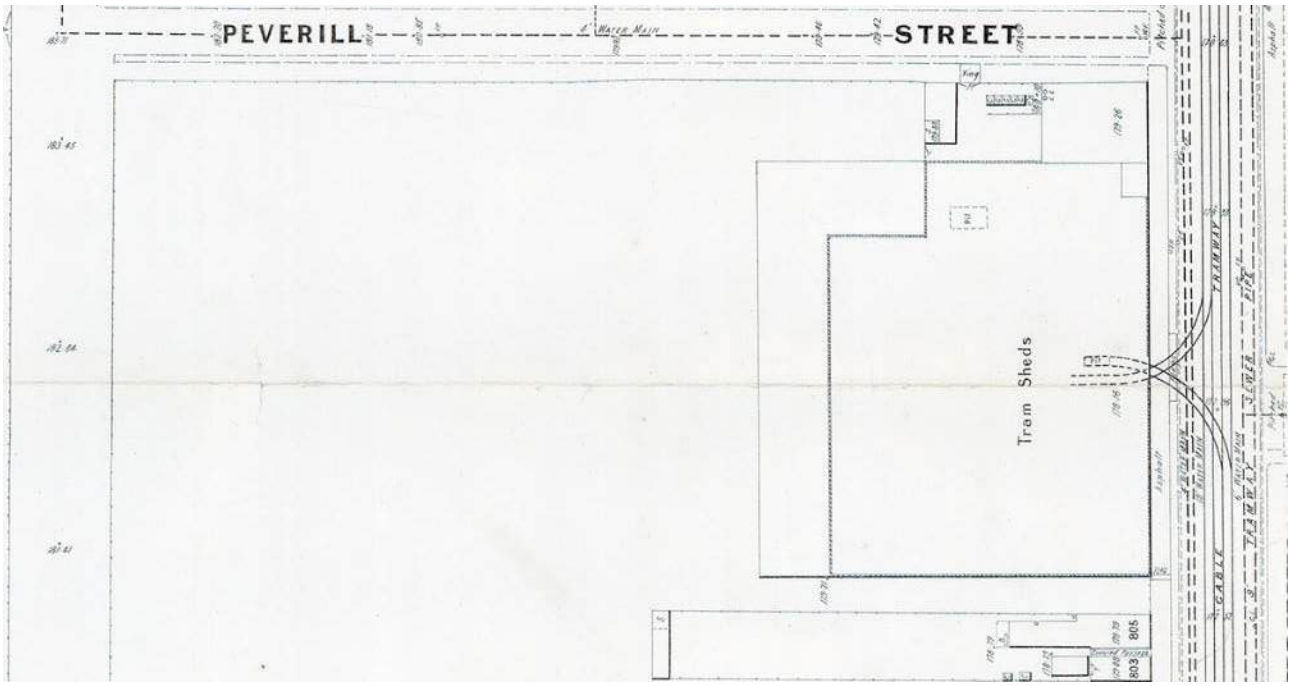


Figure 2-6 Detail of the Brunswick tram sheds from the 1908 MMBW Plan No. 1918 (MMBW 1908)

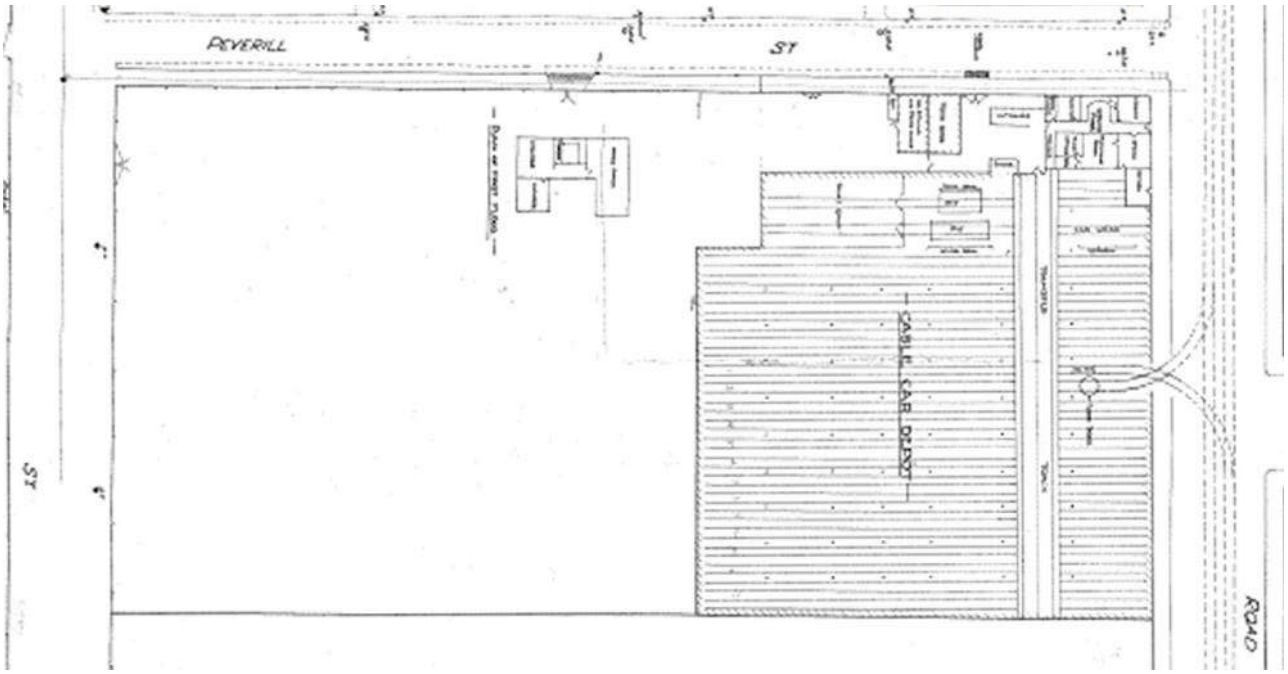


Figure 2-7 Detail from the 1931 MMTB p lan of the Sydney Road cable car depot (Jacobs 2020)

A MMTB plan from 1931 shows tram shed (which is labelled as a cable car depot), as being large in size than that shown in 1908. Additionally, a second building has been constructed immediate ly adjacent to the building at the rear of the corner office building. The floorplan of the office includes a first floor (drawn on the allotment to the rear of the car shed), which is shown to have contained a mess room and lockers. The ground floor of th e office included a toilet, ticket office, safe, receiving room and library. The toilet block was then still extant between the two buildings (Figure 2-7). In the 1930 s, video footage shows that the tram entry into the tram shed was a large, slightly arched doorway, large enough to accommodate the cable trams (Figure 2-8).

Figure 2-8 Cable tram being moved from Sydney Road into the Brunswick tram shed (Govett 1933 -1939)

It is likely that other works were undertaken between the original construction of the tram sheds and offices in 1887 and the eventual demolition of these buildings due to the electric tramway conversion in the 1930s. The conversion of the Brunswick cable car line was announced in June 1934, with the electrification of the line planned to replace the 47-year-old cable tramway at a cost of £500,000, which included 'a large amount for depots in Brunswick' (The Age, 19 June 1934, p. 9). There were protests against the conversion by Sydney Road traders at the Brunswick Town Hall in the same year; the protests were said to be due to the additional width of the roadway, which was required for electrification, causing further congestion along the roadway (The Argus, 14 July 1934, p. 19). However, despite the protests, electrification of the Brunswick tram line went ahead.

2.2 Electrification of the tramway and depot

The MMTB constructed the extant tramway depot buildings in 1936. Tenders were accepted by the Board in 1935, being granted to Mr EH Carr, general rail contractor, for the conversion of both the North Melbourne and Brunswick lines. The contract provided for the removal of the cable tracks, and the laying of new tracks and drains with concrete foundations and asphalt surfaces (*The Argus*, 12 July 1935, p. 11). The conversion works required the hiring of jackhammer operators, ploughers, asphalt mixers, pipe layers, joiners, concrete mixers, gaugers, plate layers, ratchet borers, rail pressers, woodblockers, block tarrers, asphalt shovellers, and other labourers (*The Herald*, 12 June 1935, p. 5). Work finally began on Sydney Road in January 1936, with the 'tearing up' of the old cable tram line on the western (or outward) track, with the eastern (or inward) track to be completed afterwards due to the narrowness of Sydney Road (*The Age*, 24 January 1936, p. 13). The

last cable tram ran along the Brunswick line early on Sunday 12 January 1936 (*The Argus*, 13 January 1936, p. 9; *Shepparton Advertiser*, 16 January 1936, p. 5).

As part of the works, the MMTB arranged for the construction of a new electric tram depot at Brunswick, with contracts begin let for these works in May 1935. Approximately £40,000 would be spent on materials and labour for the new depot, which *The Age* (2 May 1935, p. 12) stated would be built on the site of the then-present cable depot at the corner of Sydney Road and Peveril Street. The new building was to be a replica of the Malvern tram depot, and would be of steel reinforced concrete construction. There were to be nine tracks, with associated pits to allow for the cleaning and inspection of trams from underneath (*The Age*, 2 May 1935, p. 12). Plans for the depot were made by the architect to the MMTB, with the building being 400 feet (122 m) in length by 120 feet (36.5 m) in width, with the entrance to the building on Cameron Street at the rear of the site. The building would have saw tooth roofing and require no interior columns, and include a locker room, mess room, wheel-grinding shop, machine pit, workshop, office, storerooms, and accommodation for equipment. Works were scheduled to begin by the end of May 1935 (*The Age*, 7 May 1935, p. 17). An aerial photograph of the depot dated between 1950 and 1960 (Figure 2-9) confirms that the building has a saw tooth roof, with the tramway entrance into the depot is at the rear, with tracks leading into the depot building from Cameron Street.

Figure 2-9 Aerial view of Brunswick c.1950-1960, showing the Brunswick Tram Depot (Pratt 1950-1960)

The contract for the new depot was awarded to Mr BF Vorwerg of Camberwell for £30,030 (*The Herald*, 16 May 1935, p. 5; *The Argus*, 17 May 1935, p. 11). Vorwerg had previously constructed the tram depot at Camberwell for the Tramway Board in 1928 (*The Argus*, 2 November 1928, p. 12). By December 1935, advertisements placed by the MMTB in the newspapers specified that the 'Leasing Lock-up Shops' about to be constructed on the Sydney Road frontage of the new depot were to be let (*The Argus*, 28 December 1935, p. 2; *The Herald*, 28 December 1935, p. 28). Work on these shops, which were built into the 400-foot (122 m) depot frontage, began on 15 January 1936; the depot itself was expected to be completed shortly thereafter (*The Herald*, 15 January 1936, p. 3).

Alan Gordon Monsborough (also spelled as Monsbrough and Monsbourgh) was the principal architect for the MMTB during its phase of electric tramway system growth during the 1920s and 1930s. His plans ranged from signal boxes through to substations and tram depots. Monsborough primarily used a stripped Greek

Revival style for his buildings, such as the Camberwell tram depot and Preston workshops. His most well-known building, the 1928 Chalet at the Wattle Park trolley park (now golf course), was built in an English domestic style. His last major work, which was finished after his death in 1938, was the headquarters of the MMTB, which was built in a subdued Moderne architectural style (Jones 2014; Vines 2011). The Brunswick Tram Depot was also built in the Moderne style, along with the attached shopfronts (Figure 2-10). The original plans for the site had the trams entering the depot via Sydney Road, but this was dropped in favour of the Cameron Road entry. The depot was opened on 26 April 1936 (Butler 2014).

The Brunswick Tram Depot has undergone changes since it was built. However, its primary features remain. These comprise of a nine-track car shed of an open pit floor construction, with brick walls, and a clear span steel frame truss sawtooth roof. Additionally, single-storey shop frontages are attached in the north along Sydney Road. There is also an attached single-storey brick workshop on Peveril Street. The separate three-storey Traffic and Revenue office building fronts Sydney Road, immediately south of the main depot building, featuring tall arched openings with bronzed metal panels and clerestory roof. Art deco detailing is present on the various stepped frontages of the buildings. Features include raised horizontal brick bands, flagpole fins, and geometric mouldings (Vines 2011, pp. 186-187).

Figure 2-10 Official MMTB photograph (1936) of the newly constructed depot, prior to the installation of the tramway's overhead powerlines (Jones 2014)

2.3 The MMTB's response to World War II

During World War II, air raid slit trenches were excavated in parks and other open spaces across Australian cities. These air raid slit trenches were typically 6 foot (1.8 m) deep and 1 m wide, and were dug in a zig-zag pattern, and often lined with sandbags and sheets of iron (Hall 2017; Rosel 2017). The zig-zag pattern was intended to limit blast damage.

In Melbourne, prominent buildings were sandbagged or partly bricked up, and thousands of volunteer air-raid wardens tried to enforce a blackout. There were a total of approximately 2 km of trenches around the city alone. Trenches in Melbourne have been found in Treasury Gardens outside the State Government offices, and in municipal parks, schools, institutions, and backyards (Rosel 2017). Aerial imagery shows that one of these trenches was excavated at the Brunswick Tramway Depot (Figure 2-11), however no records have been found relating to this trench.

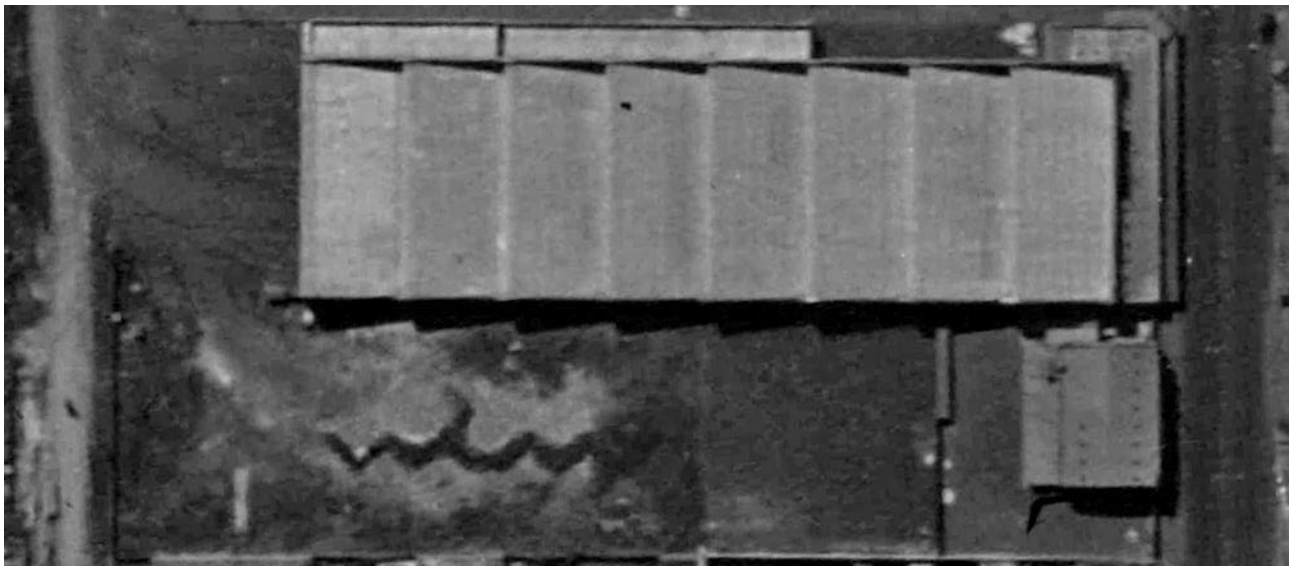


Figure 2-11 1945 aerial imagery of the Brunswick Tram Depot site showing the 1936 Brunswick Tram Depot buildings, with the tramway entrance in the west along Cameron Street (DELWP 1945)

The Age (25 January 1940, p. 11) does show that Brunswick Council planned to write to the State Emergency Council to ask for equipment with which to hold air raid classes, which would be held by the local Air Raid Precautions organisation. However, no air raid trenches had been built by the Brunswick Council, as they regarded this as a State Government decision (*The Age*, 18 December 1941, p. 7). *The Argus* (26 December 1941, p. 3) reported that the State Government held a conference in 1941 with Melbourne's Councils, with the aim being that every Council build trenches in parks, gardens and vacant blocks to protect civilians. Of all the Councils, *The Argus* reported that Brunswick's district warden had said that, while they had several householders wishing to provide backyard air raid trenches, they would need direct lead from the State Government to proceed. In January 1942, Brunswick Council received £2,300 from the Government's Shelters Committee with which to build shelters (*The Age*, 10 January 1942, p. 2). By mid-January 1942, *The Herald* (12 January 1942, p. 5) reported that, in Brunswick, 20 people had been digging trenches over the course of the last a week, some of which had been completed. However, no details of their locations were provided. These works continued on into February (*The Herald*, 20 February 1942, p. 8).

However, the Government also intended that bodies such as the Harbour Trust, Metropolitan Board, State Electricity Commission, and the MMTB provide trenches or shelters for their own employees (*The Age*, 24 January 1942, p. 9). *The Herald* (24 January 1942, p. 5) reported that Air Raid Precautions trenches would be excavated at Melbourne's tram depots for the protection of their staff. The Shelters Committee was reported as overseeing these excavations (*The Argus*, 24 January 1942, p. 2). Interestingly, the MMTB noted that the cable tram tunnels could not be used as air raid shelters, due to their small dimensions (*The Herald*, 8 January 1942, p. 5). Slit trenches were subsequently dug at the Preston Workshops, Carlton substation, Victoria Parade and the Royal Park meal rooms, and within the yards of the Coburg, Brunswick, Essendon, Glenhuntly, Hawthorn and Malvern Tram Depots. Where it was impractical to dig slit trenches, such as the Hanna Street (South Melbourne), Kew, Camberwell and Footscray Tram Depots, other arrangements were made (Jones 2004).

In late 1943, the State Government decided that the air raid trenches should be filled in, due to these trenches being considered a hazard to health and safety (*The Herald*, 9 October 1943, p. 5). Aerial imagery shows that the zig-zag trench at the Brunswick Tram Depot had been filled in by 1945 (Figure 5-4).

These slit trenches were subsequently filled in after the war, including at the Brunswick Tram Depot where the area was subsequently used for carparking (Figure 2-12).

Figure 2-12 Aerial view of the Brunswick Tram Depot (c.1950 -1960), showing the filled in zig zag air raid slit trench (Pratt 1950 -1960)

3. Site description

Caroline Seawright (Project Archaeologist, Jacobs) and Monica Gregg (Graduate Archaeologist, Jacobs) undertook a site inspection of the Brunswick Tram Depot and the proposed 1000 Car Park area, along with Richard Smart (Rail Design Manager, Jacobs) and Jacky Chong (Senior Fire Services Engineer, Jacobs), on 5 October 2022. Adam Docherty (Team Manager, YT) escorted the team during the site inspection.

3.1 Extant carpark

The current carpark, which is situated over the location of a former zig-zag air raid slit trench as identified in the 1945 aerial imagery, comprises a modern asphalt-covered area across much of the southern half of the Brunswick Tram Depot site, adjacent in the west to the Traffic and Revenue office compound. The carpark comprises three rows of carparking spaces with two lanes between them (Figure 3-1, Figure 3-2), with small garden areas at its eastern and western ends. A garden bed runs along the south boundary wall of the property; the wall is primarily brick, with a section of corrugated iron, with varying height along its length. The carpark has a very slight slope downwards towards the southeast, with the single lane into the office compound area having a visibly steeper slope.

Figure 3-1 West-bound lane of the current carpark, showing levelled asphalt surface, facing west

Figure 3-2 East-bound lane of the current carpark, showing levelled asphalt surface, facing west

The ground surface visibility was 0%, except in the raised garden beds which are above the level of the asphalt. While there is no surface physical evidence of the **zig-zag air raid slit trench** or the **earlier tram shed**, archaeological evidence may still exist as the foundation for the carpark is unlikely to have caused major ground disturbance, as the carpark appears to have been formed by the addition of fill to form a level surface.

3.2 Traffic and Revenue office compound

The exterior façades of the Traffic and Revenue office visible from this part of the Brunswick Tram Depot site comprise the south, west and north façades, with the east façade forming the eastern boundary of the compound area. The building is primarily of a decorated red-brown brick building, although the toilet block is of a plain red-brown brick. Both the main office building and the toilet block have matching white rendered parapets above the brickwork at roof level.

The south façade comprises a single façade with windows and doorways, which has been modified to allow for a metal fire escape and air conditioning units. The west façade (Figure 3-3) is the most complicated, with a single storey in the rear attached to the two-storey façade, with a single storey toilet block attached to the rear of the office building. While YT suggested that the toilet block may be a later addition, due to changes in the exterior brickwork and interior walling, the 1935 MMTB plans show that this was actually part of the original design. Alterations include the installation of large air conditioning units on the top of the toilet block. The north façade is similar in design to that of the south façade, although the layout of the windows on the ground floor is different to accommodate a stairwell into the basement and a large doorway into the building underneath a verandah, known as the undercroft. The east façade is the most decorative, comprising the office building between two walls on Sydney Road, which displays decorative elements. The original entryway into the office has been moved, but the original doorstep is still visible.

Figure 3-3 View of the Traffic and Revenue office building, facing northeast

Figure 3-4 View of Traffic and Revenue office building and undercroft, facing southwest

Figure 3-5 View of wall between the Traffic and Revenue office building and the tram shed, facing southwest

Figure 3-6 View of wall between the Traffic and Revenue office building and the adjacent building, facing southwest

Figure 3-7 View of wall between the Traffic and Revenue office building and the tram shed, facing southwest

The Traffic and Revenue office compound comprises the area immediately east of the extant carpark. It is bounded by the tram shed in the north, the southern wall of the property in the south, the small carpark gardens and entryway between them in the west, and the Sydney Road wall and the Traffic and Revenue office in the east. The compound comprises an area covered in modern asphalt, with some extra room for parking. There is a bicycle and motorbike shelter in the southeast corner of the area. There are also two sets of large green-painted tanks within this area; a group of two immediately adjacent to the rear of the Traffic and Revenue office building, and a group of four adjacent the tram shed. The set of four tanks are situated at the end of two sets of tram tracks, Roads 10 and 11.

A small, covered area (the undercroft) is located between the Traffic and Revenue office and the tram depot, with a small, uncovered seating area to the east. The floor of the undercroft is of concrete, and houses lockers, a refrigerator and a barbeque (Figure 3-8), while the floor of the seating area is of flagstones with timber slat-covered seating and large planter boxes (Figure 3-9). The rear of the brick wall between the office building and tram shed is hidden behind a slatted timber fence with a gate. A well (Figure 3-10, Figure 3-11), situated in the uncovered area, is currently used for seating.

Figure 3-8 View of undercroft between the Traffic and Revenue office and tram shed, facing west

Figure 3-9 View of the uncovered seating area between the office and tram shed, facing east

Figure 3-10 Close up of well with metal covering under timber seating, facing west

Figure 3-11 View down into the brick -lined well, with ladder rungs and piping, and water at the base

Figure 3-12 View of the roadway in the location of the original cable tram car entryway, facin g northeast

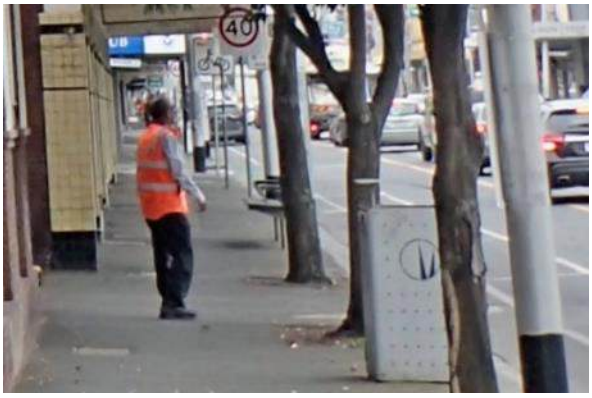


Figure 3-13 View of the footpath in the location of the original cable tram car entryway, facing north

The well had a concrete lip, covered in iron plates (Figure 3-10). The interior of the well (Figure 3-11) was red-brown brick, with rungs forming a ladder in one corner. A pipe can be seen protruding from the well wall near the rungs, and a switch in a plastic box on the wall opposite. YT believed that the well may be connected to the drainage below the office building's basement, but this is presently unconfirmed. The available 1935 MMTB subsoil drainage plans of the tram shed are incomplete, so it may also be possible that this drainage system could have been linked to the well.

The location of the former entryway into the earlier t ram shed was situated in the general location of the brick wall between the Traffic and Revenue office and the shopfront attached to the tram shed. This crossed what is now footpath (Figure 3-12) and roadway (Figure 3-13), to the original cable tram line which ran along Sydney Road. The electric tramline, which was built over thesubsurface cable tram infrastructure, remains a working electric tramway. The footpath is edged with bluestone kerbing and guttering, has evidence of underground services. Street trees being are planted along the footpath, with one in front of the depot wa ll.

The ground surface visibility was 0% across the Traffic and Revenue office compound area. No archaeological features were identified within this section of the Brunswick Tram Depot site. It is possible that **remnants of the earlier tram shed building** may be present underneath the modern asphalt, and possibly under the bicycle and motorbike shelter depending on the level of disturbance required to erect the structure, if the original footings and features of the building were not removed prior to the construc tion of the current Traffic and Revenue office. Additionally, it is possible that the subsurface **remains of the cable tram network** may be

partially extant underneath the footpath and Sydney Road near the tram depot wall opposite Donald Street, where it has not been impacted by the installation of subsurface services or by nearby tree roots.

3.3 Tram shed and surrounds

The area around the tram shed is bounded by the extant carparking in the south, the Traffic and Revenue office compound in the east, Peveril Street in the north, and Cameron Street in the west. It comprises the tram shed, attached workshops, shopfronts, and all tram roads. There are two tram roads, along with a tram car wash area, situated between the tram shed and carparking area (Figure 3-14) – these comprise Roads 10 (adjacent the tram shed) and Roads 11 (adjacent the carpark), which both end at two tram buffer stops just prior to the set of four tanks (Figure 3-15). These tram roads enter the property from Cameron Street, with three islands between the four sets of tram fans, the largest being between Roads 7 to 9 and 10 and 11.

Figure 3-14 Roads 10 and 11 adjacent to the south face of the tram shed, facing west

Figure 3-15 End of Roads 10 and 11 adjacent to the set of four tanks, facing north

Figure 3-16 Roads 10 and 11 and associated track fan near Cameron Street, facing west

Figure 3-17 Roads 2 to 9 and associated track fans near Cameron Street, facing north

The other extant roads, Roads 2 to 9, also enter the Brunswick Tram Depot site from Cameron Street in the west; however, the tram track fans for Roads 2 and 3, 4 to 6, and 7 to 9 (Figure 3-17) are set further north than the fan for Roads 10 and 11 (Figure 3-16). The location of the former toilet block and starter's office, noted in the MMTB 1935 plans and in the MMTB 1972 plan, is situated in between the Roads 7 to 9 and the 10 and 11 fans (Figure 3-18). Only Roads 2 to 9 enter the tram shed (Figure 3-19-Figure 3-21).

Figure 3-18 Location of the former toilet block and starter's shed between Roads 9 and 10, facing west

Figure 3-19 View across Roads 2 to 9 towards the tram shed, facing northeast

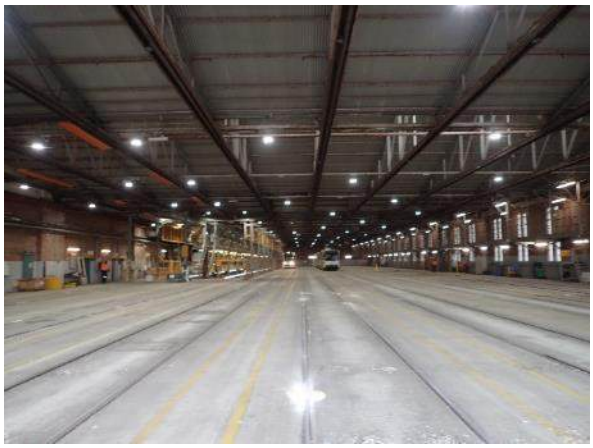


Figure 3-20 View of Roads 2 to 9 inside the tram shed building, facing east

Figure 3-21 View of Roads 6 to 9 inside the tram shed building, facing west

Inside the depot, the former tram pit area is covered in a layer of modern concrete (Figure 3-20, Figure 3-21). According to YT, the old pit was packed with a layer of fill, and no excavations or removal of the older infrastructure (such as the girders on which the old tracks sat) took place, before the area was covered in concrete. There is an obvious line between the new concrete (which was installed across the majority of the site prior to 2011 with newer concrete along Roads 2 and 3 in 2015) and the original concrete found along the edges of the former tram pit area. A raised rail section is situated at the end of Roads 2 and 3.

The workshops, which are attached to the tram shed along Peveril Street, form much of the east side of the building. The entryway to the workshop formerly comprised Road 1, but this tram track is no longer in use. The visible area at the wheel grinding workshop entry, which is situated adjacent to a sand silo, is covered in asphalt and is used for parking. Tracks are still visible in the former wheel grinding workshop, although they have been filled in and partially covered in concrete so the room can be used as a storeroom (Figure 3-22).

Other rooms within the workshop comprise offices, workshops, toilets, a locker room and showers, a kitchen and mess, and a doorway down a short flight of concrete stairs to Peveril Street. The rooms primarily comprise white-painted brickwork, excepting the corridor to the doorway which is bare brick, with flooring appropriate to the use of each room (eg. concrete in the workshop, tiling in the toilets/showers, vinyl for the mess). However, the majority of the tram shed is covered in concrete.

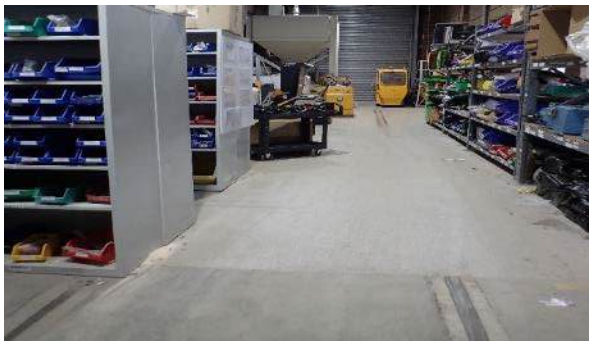


Figure 3-22 View of Roads1, which has been filled in, inside the former wheel grinding workshop, facing west

The south face of the depot building displays decorative brickwork and downpipe features, and has a sawtooth roof with semi-transparent polycarbonate sheeting windows. Its west facing comprises a large entryway for the trams, through which Roads 2 to 9 run, with a sign for each road numbered on the semi-transparent polycarbonate sheeting of the sawtooth roofing above; this also comprises the entry, which features a large roller door, to the former wheel grinding workshop (Figure 3-23). The north facing along Peveril Street comprises the workshop area, which is of red-brown brick with decorative brick features, which sits against the taller tram shed building (Figure 3-23 to Figure 3-25); the tram shed windows and decorative elements (Figure 3-25, Figure 3-26) are also visible between the workshop building and the substation/ shopfronts near Sydney Road (Figure 3-26 to Figure 3-28).

Figure 3-23 Roller door leading into the former wheel grinding workshop, facing southeast

Figure 3-24 Detail of the workshops attached to the tram shed along Peveril Street, facing south

Figure 3-25 View of the east end of the workshops attached to the tram shed, facing southwest

Figure 3-26 View of the substation and shopfront attached to the tram shed (note cherry picker), facing southeast

Figure 3-27 View of the substation and shopfronts attached to the tram shed, facing northwest

Figure 3-28 View of the shopfront at the corner of Peveril Street and Sydney Road, facing south

The ground surface visibility was 0% around the tram shed and surrounding area. No archaeological features were identified within this section of the Brunswick Tram Depot site. As YT has advised that the tram tracks and fans are reworked every 10-15 years, it is unlikely for any archaeological potential to be identified under the tram formation. However, there is the possibility that archaeological features, such as the **brick wall of the tram pit** and **possible infrastructure** dating from the mid -1930s, and those associated with the **former toilet block and starter's office** near Cameron Street, may still be present in a subsurface context. Additionally, there may be archaeological evidence associated with the **earlier toilet block and shed** , and evidence of their use, situated in the carpark between the workshop and the substation found under the asphalt. (According to YT, the cherry picker is associated with works on the tram shed windows, as the lintels are deteriorating; no excavations are taking place within this area)

4. Predictive assessment

Based on the historical documents and previous heritage assessments of the Brunswick Tram Depot and cable tram network, the Former Brunswick Cable Tram Car Shed (VHI H7822-2230) site has potential to contain significant nineteenth century and early twentieth century archaeological remains such as part of the remains of the original tram shed, toilet block, and shed. The Former Cable Tram Car Shed site may contain remnants of parallel tram tracks, and an associated traverser to move the vehicles between the tracks, a turntable, various inspection and access pits for maintenance and repair of the trams, and drainage systems. It is unlikely that the remains of the earlier office building would still be extant, as the northeast corner of the extant tram shed, shopfront at the corner of Peveril Street and Sydney Road, and adjacent substation, were built on the footprint of this building. Additionally, there may be some evidence associated with the 1936 tram pit within the extant tram depot, as according to YT, the tram pit and associated infrastructure, along with the subsurface drainage system, were simply covered in fill before being concreted over. However, plans and aerial imagery show that, in 1931, the footprint of the earlier tram shed extended further to the west than the current VHI boundary. This suggests that there may be archaeological material found outside this area.

Outside of the Former Brunswick Cable Tram Car Shed (VHI H7822-2230), aerial imagery from 1945 indicates that a zig-zag air raid slit trench was present in what is now the Brunswick Tram Depot car park. The zig-zag trench are a feature of Melbourne's history during World War II which are not commonly investigated archaeologically. From the summary of an excavation completed at the Royal Victorian Institute for the Blind on St Kilda Road in Melbourne, and from information gathered about air raid slit trenches in Sydney, archaeological evidence may include information on the construction of the trench itself (sandbags, timbers,

corrugated iron, iron rods, and drainage infrastructure), along with discarded items dating to the period the trench was in use, as well as fill from the time the trench was backfilled.

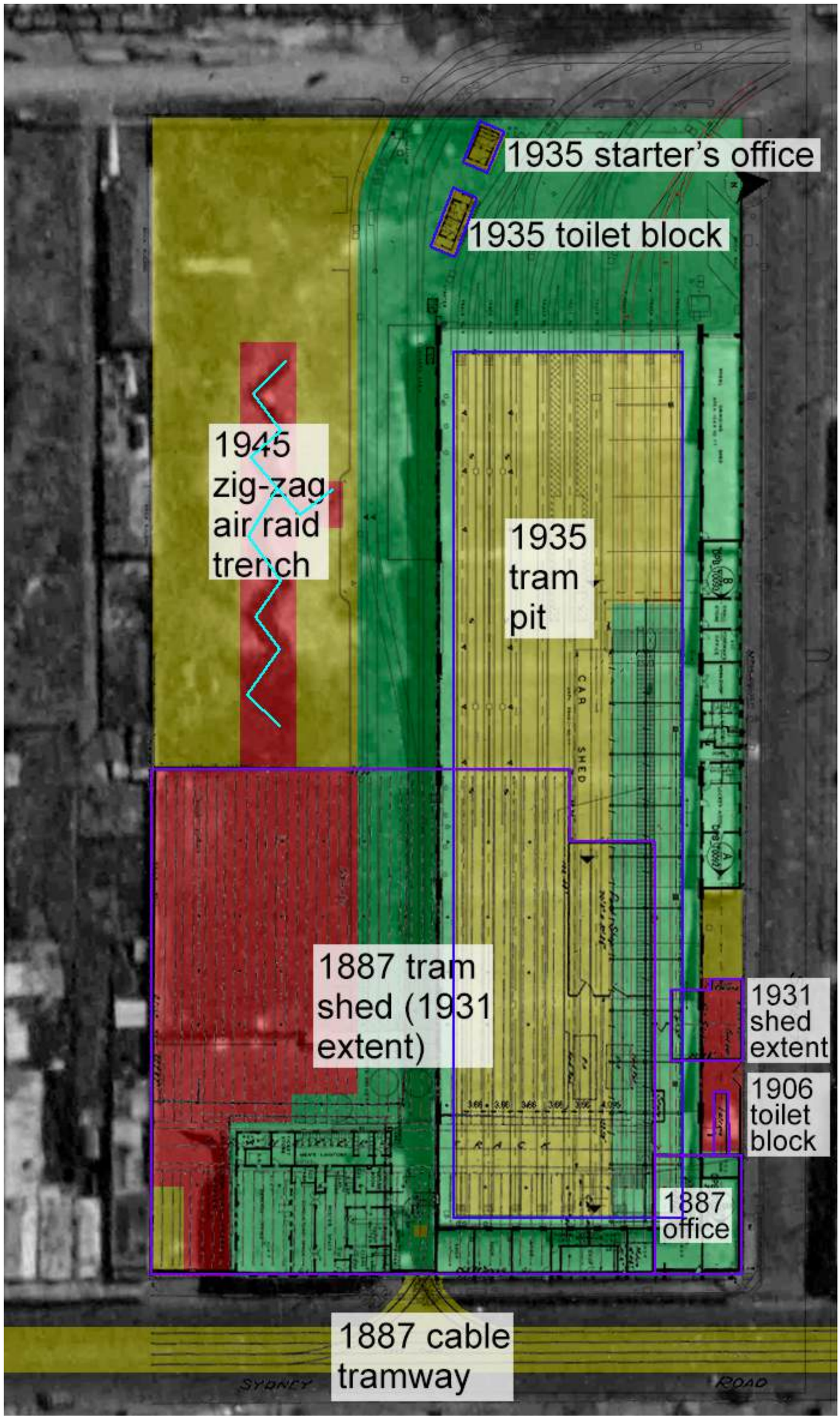
Additionally, the Former Brunswick Cable Tram Car Shed Track Precinct (H7822-2252) also has the potential to contain significant nineteenth century archaeological evidence, such as double tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, and inspection manholes and cast-iron covers. However, they are unlikely to be intact, due to the conversion of the cable tram system into the current electric tram system. Physical evidence may also extend out of the current VHI site extent, as the exact location of the cable car exit from the earlier tram shed shown in the plans does not align with the current VHI boundary. Historical plans suggest that the exit of the earlier tram shed was further south than that shown in the VHI boundary.

Considering the history of the site subsequent to the removal of the cable trams, the physical inspection of the site, and the extant electric tram system, it is unlikely that the actual cable tram tracks or wooden block paving would remain. The most likely remains at the Former Brunswick Cable Tram Car Shed Track Precinct site, and along Sydney Road, are the cable tunnels. However, these are likely to have been impacted by the installation of underground services, although the extent to which they are impact is currently unknown.

Outside of the Former Brunswick Cable Tram Car Shed Track Precinct (H7822-2252), there is the potential for cable tram structures still to be present in the Sydney Road road reserve, particularly the original tunnels which were located beneath the original tracks, which, according to the tramway conversion plans along Sydney Road, appear to have been infilled when the cable tram was replaced with electrification in the late mid-1930s. There is also the potential for evidence of early road treatments to be present along Sydney Road, as one of Melbourne's early throughfares.

The areas of archaeological potential within the Brunswick Tram Depot site have been divided into three categories (depicted in Figure 4-1). These comprise:

- Areas of high archaeological potential:
  - The location of the former cable tram tracks along Sydney Road
  - The location where the former cable tram tracks entered the non-extant tram sheds
  - The location of the non-extant tram sheds to the south and west of the Traffic and Revenue office
  - The location of the former World War II zig-zag air raid slit trench
- Areas of low to moderate archaeological potential:
  - The location of the former cable tram tracks along Sydney Road
  - The location where the former cable tram tracks entered the non-extant tram sheds
  - The current footprint of the bicycle shed to the south of the Traffic and Revenue office
  - The land between the former shed and the extant workshops along Peveril Street
  - Land to the southeast of the extant 1936 tram shed surrounding the zig-zag air raid slit trench
- Areas of little to no archaeological potential:
  - The current footprint of the extant tram shed, shopfronts and workshops
  - The current footprint of the extant Traffic and Revenue office
  - The current footprint of the tram tracks behind, and adjacent to, the tram shed
  - The locations of the tanks behind the Traffic and Revenue office.


1935 starter's office
1935 toilet block
1945 zig-zag air raid trench
1935 tram pit
1887 tram shed (1931 extent)
1931 shed extent
1906 toilet block
1887 office
1887 cable tramway
SYDNEY
ROAD

5. Recommendations

5.1 Updating the VHI boundary

Currently, both the Former Brunswick Cable Tram Car Shed (VHI H7822-2230) and the Former Brunswick Cable Tram Car Shed Track Precinct (H7822-2252) comprise two different aspects of the Brunswick Tram Depot site. The Former Brunswick Cable Tram Car Shed (VHI H7822-2230) comprises an approximately 4,446 m^2 area at the east end of the Brunswick Tram Depot site, from the northern boundary of the site adjacent to Peveril Street in the north, to the wall at the site's southern boundary. Historical plans show that the VHI boundaries encompass the 1906 tram shed extent, but not the cable tram entryway tracks and tunnels (Figure 5-1). However, it does not encompass the western end of the cable tram depot in 1920 (Figure 5-2) or 1931 (Figure 5-3), or the cable tram entryway tracks and tunnels. This is confirmed when overlaying the VHI boundary over the 1931 aerial imagery of the tram depot (Figure 5-1 to Figure 5-3).

Additionally, the 1931 aerial imagery (Figure 5-1 to Figure 5-3) also shows that there was activity being undertaken in the rear yard of the cable depot site, with what may have been several buildings along the boundary of the yard, as well as activity that appears to be excavation and stockpiling near the centre of the yard. However, the imagery is too low resolution to be able to clearly identify the exact nature of these activities. This suggests that there may be archaeological evidence relating to the pre-1935 use of the Brunswick Tram Depot found across the entire site.

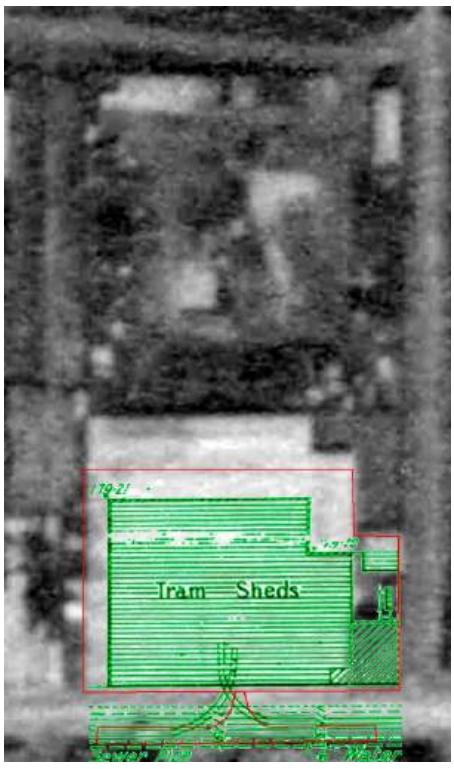


Figure 5-1 1931 aerial imagery with the 1906 MMBW plan, and VHI boundary in red (DELWP 1931; MMBW 1906)

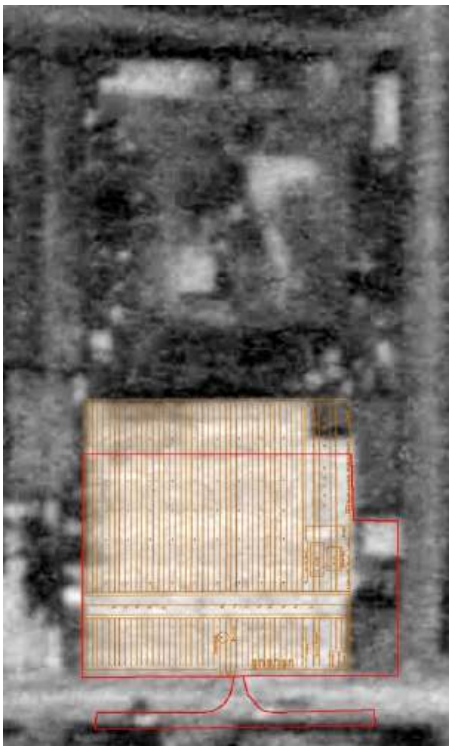


Figure 5-2 1931 aerial imagery with the 1920 MMTB plan, and VHI boundary in red (DELWP 1931; Keith Kings Cable Drawings Collection)

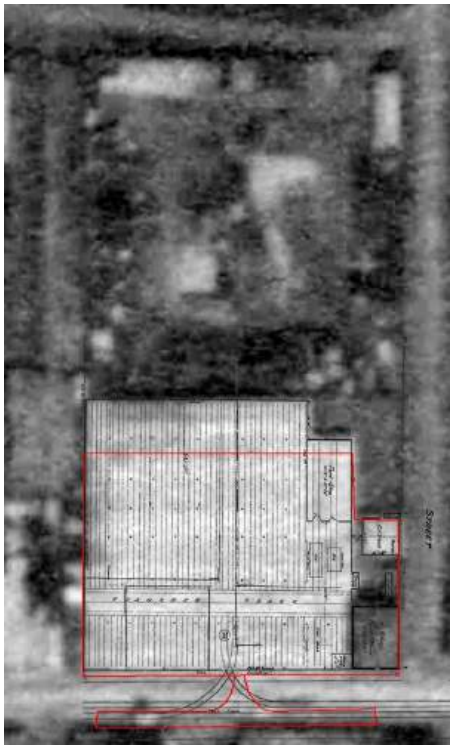


Figure 5-3 1931 aerial imagery with the 1931 MMTB plan, and VHI boundary in red (DELWP 1931; Jacobs 2020)

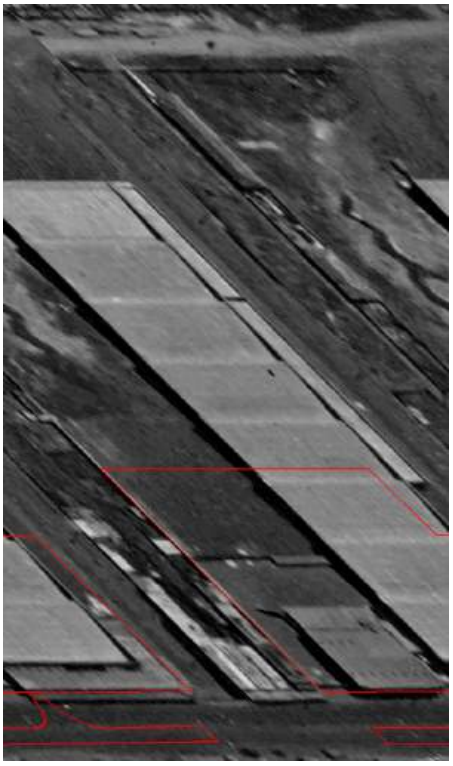


Figure 5-4 1945 aerial imagery showing the zig-zag trench, and VHI boundary in red (DELWP 1945)

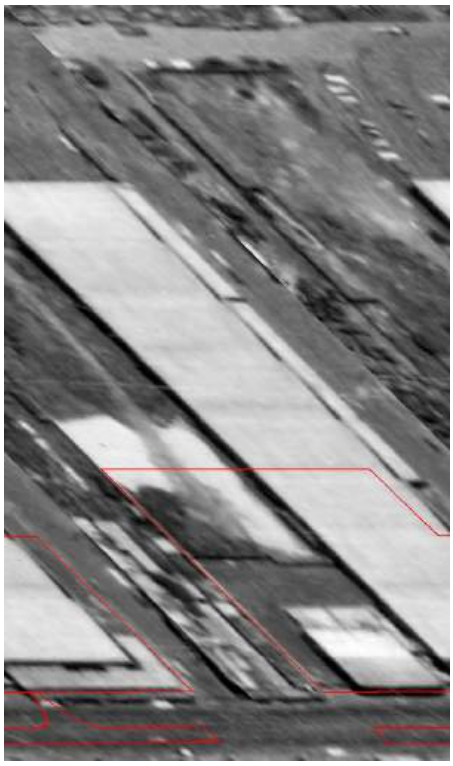


Figure 5-5 1956 aerial imagery showing stockpiling activity, and VHI boundary in red (DELWP 1945)

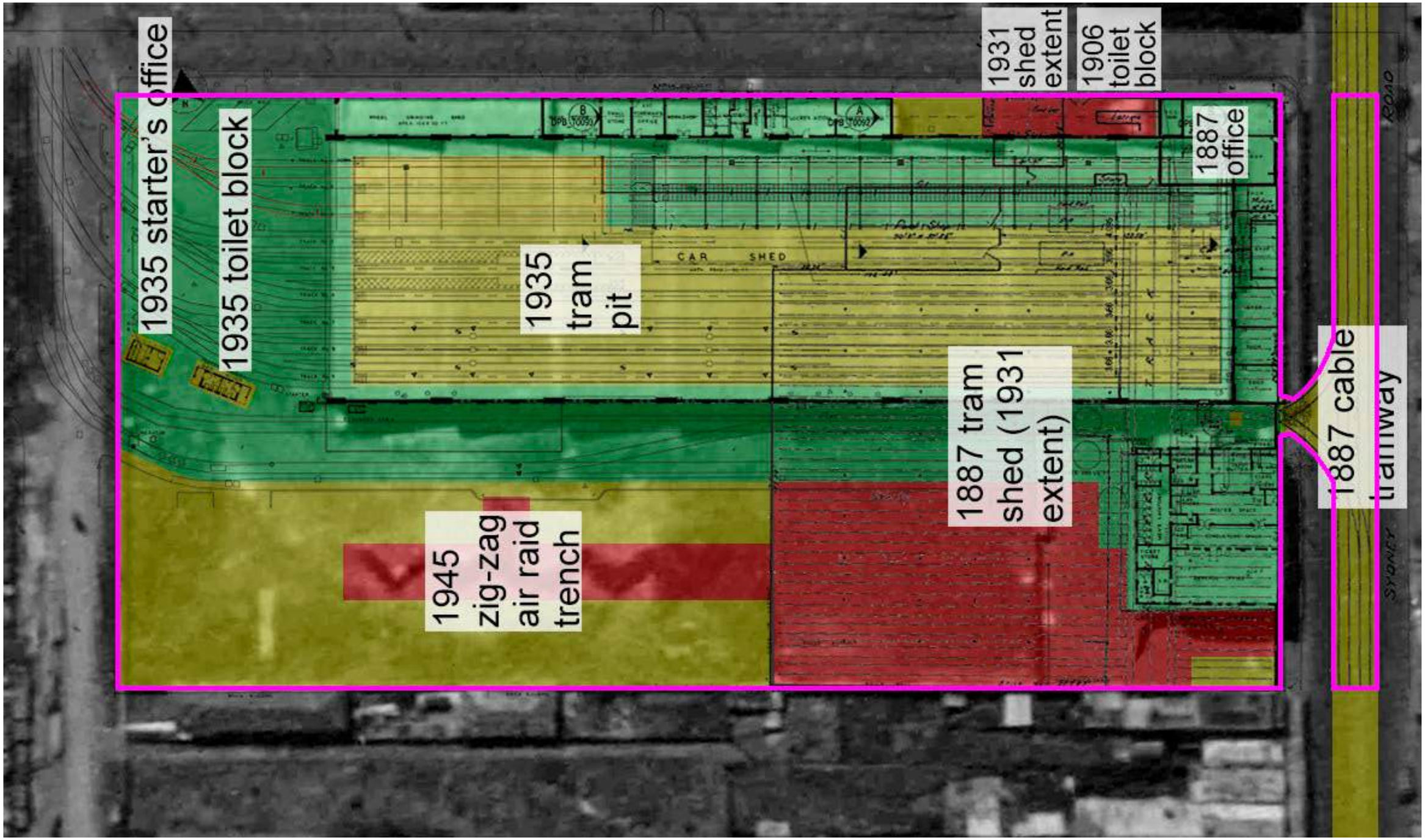


Figure 5-6 The archaeological potential of the site overlying 1945 aerial imagery , with the proposed VHI boundary of Former Brunswick Cable Tram Depot Precinct (VHI H7822-2230) outlined in magenta (DELWP 1931; 1945; Jacobs 2020)

As such, it is recommended that the VHI boundary beextended to cover the entire Brunswick Tram Depot site, from Cameron Street in the west to Sydney Road in the east, and from Peveril Street in the north to the wall along the boundary of the site in the south. It should also be extended to cover the cable tram entryway tracks and tunnels, as shown on the plans. This would ensure that any archaeology found within the site relating to the pre-1935 use of the depot would be captured within the updated VHI boundary of the site.

Additionally, the current VHI boundary does not encompass the newly identified 1942 zig-zag air raid slit trench within the Brunswick Tram Depot yard (Figure 5-4). The outline of the trench can be seen to the south of the tram depot shed, and to the west of the administration building. It is also situated to the north of the current VHI boundary. It is situated just to the west of the former cable tram depot building, the concrete foundation of which can be seen in the 1945 aerial imagery. While the trench was already filled in by 1945, its outline is clearly identifiable in the yard. However, this was covered over by subsequent carpark stockpiling and filling works, to provide a level surface, which are seen in aerial imagery dating to 1956 (Figure 5-5). This suggests that archaeological remains of the zig-zag trench are likely extant in a subsurface context, beneath the extant carpark.

As such, the previous recommendation that **the VHI boundary be extended to cover the entire Brunswick Tram Depot site and extend into Sydney Road to include this section of the cable tram tunnel network** (Figure 5-6), would also include any archaeology associated with the use of the Brunswick Tram Depot during World War II, as well as any earlier archaeology associated with the site's usage as the Brunswick Cable Tram Depot.

5.2 Renaming the VHI site

As the update VHI boundary would therefore also encompass both the Former Brunswick Cable Tram Car Shed (VHI H7822-2230) and the Former Brunswick Cable Tram Car Shed Track Precinct (H7822-2252) VHI sites, it is further recommended that this new site be renamed as **Former Brunswick Cable Tram Depot Precinct (VHI H7822-2230)**.

The accompanying site card will detail the contents of both VHI sites, as well as incorporating the updates which have come to light as the result of this new assessment of the Brunswick Tram Depot.

5.3 D-listing the Former Brunswick Cable Tram Car Shed Track Precinct (H7822-2252)

As Former Brunswick Cable Tram Car Shed Track Precinct (H7822-2252) will now become part of the overarching Former Brunswick Cable Tram Depot Precinct (VHI H7822-2230), this site will no longer need its own listing. As such, it is recommended that the **Former Brunswick Cable Tram Car Shed Track Precinct (H7822-2252) be D-listed** so as not to duplicate any listings for this archaeological site.

6. References

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APPENDIX C – RECOMMENDED CONSERVATION AND REINSTATEMENT ACTIONS

HERITAGE ITEM	EXISTING LOCATION	MINIMUM CONSERVATION WORKS SCOPE	RECOMMENDED REINSTATEMENT LOCATION	MAKE GOOD WORKS
Jewell Railway Station and a portion of the up-side platform	Western end of Wilson Avenue, north of Barkly Street and south of Union Street on the upside (east) of the railway line.	• Reinstate entry doors, ticket shelves and windows similar to Moreland and Coburg Stations • Complete tuck pointing above stringcourse • Repairs to the platform canopy • Reinstatement of rainwater goods • Removal of paint to brick on the south elevation • Removal of stainless steel mesh screens to windows • Repaint to the same colour scheme as at Moreland and Coburg Stations • Repair and consolidation of truncated platform. Note: it is <u>not</u> recommended that the roof be replaced in slate or chimneys be reinstated as at Moreland and Coburg Stations.	Retain *in situ*.	1. Service connections: a. Water b. Stormwater c. Sewage d. Electricity e. Telephone / NBN. 2. Interior works: a. Remove rubbish b. Remove asbestos and hazardous materials c. Decommission plant and equipment d. Remove light fittings, electrical and IT/telephone services e. Remove conduits f. Make good holes and openings created by above works with ply, fibre cement and/or plasterboard as appropriate g. Install basic ceiling lighting (LED batten or similar) to enable safe access to interior rooms h. Install one (1) GPO per room for local power.
Brunswick Railway Station and a portion of the up-side platform	Near (slightly north of) the western end of Wilkinson Street, north of Albert Street and south of Victoria Street, on the upside (east) of the railway line.	• Reinstate slate roof • Reinstate chimneys • Reinstatement of rainwater goods • Reinstate windows, doors, ticket shelves and windows similar to Moreland and Coburg Stations • Re-point and repair brickwork	Retain *in situ*.	1. Service connections: a. Water b. Stormwater c. Sewage d. Electricity e. Telephone / NBN. 2. Interior works: a. Remove rubbish

HERITAGE ITEM	EXISTING LOCATION	MINIMUM CONSERVATION WORKS SCOPE	RECOMMENDED REINSTATEMENT LOCATION	MAKE GOOD WORKS
		• Repaint to the same colour scheme as the Moreland and Coburg Stations • Removal of brick (parcel dock) addition to the south • Repair works to platform as per Jewell Station		b. Remove asbestos and hazardous materials c. Decommission plant and equipment d. Remove light fittings, electrical and IT/telephone services e. Remove conduits f. Make good holes and openings created by above works with ply, fibre cement and/or plasterboard as appropriate g. Install basic ceiling lighting (LED batten or similar) to enable safe access to interior rooms h. Install one (1) GPO per room for local power.
Signal 23	Within Royal Park to the east of McAlister Oval, adjacent to the downside track and opposite Royal Park Tennis Club.	• New footing • General repairs to structure • Reinstatement of two semaphore arms and timber platform • Reinstatement of one glass lens (one set is intact) • Rust treatment & repaint.	It is recommended that this signal be reinstated close to its original position, which is its current location.	
Signal 24B	Within Royal Park immediately south of the Park Street level crossing to the east of McAlister Oval adjacent to the downside track and opposite an electrical substation.	• New footing • General repairs to structure • Reinstatement of semaphore arm and timber platform • Reinstatement of coloured glass lenses • Rust treatment & repaint.	It is recommended that this signal be reinstated close to its original position, which is on the west side of the rail corridor, just south of Barkly Street.	
Park Street Gatekeeper's Cabin	Immediately south of the level crossing on	• New footing • Timber repair	The Wash Closet does not need to be retained.	1. Service connections: a. Stormwater

HERITAGE ITEM	EXISTING LOCATION	MINIMUM CONSERVATION WORKS SCOPE	RECOMMENDED REINSTATEMENT LOCATION	MAKE GOOD WORKS
	the upside (east) of the railway line.	• Roof repair • Reconstruction of chimney • Rust treatment of levers and lever frame • Uncovering and reglazing windows • Reinstate awning over door • Repaint.	The Gatekeeper's Cabin should be reinstated at or close to its original, existing location, and should adopt the same alignment / orientation / relationship to the railway line as existing.	b. Electricity (for security lighting) 2. Interior works: a. Remove rubbish b. Remove asbestos and hazardous materials c. Decommission plant and equipment d. Remove light fittings, electrical and IT/telephone services e. Remove conduits f. Make good holes and openings created by above works with ply, fibre cement and/or plasterboard as appropriate.
Park Street Gates	At the Park Street level crossing.	• New footing • Timber repair • Painting • Rust treatment of metal elements.	The Park Street Gates should be reinstated at or close to their original, existing location.	
Brunswick Road Gatekeeper's Cabin	Immediately north of the level crossing on the upside (east) of the railway line.	• New footings • Timber repair • Roof repair • Reconstruction of the brick chimney • Rust treatment of levers and lever frame • Uncover and reglaze window adjacent to the lever frame • Reinstall awning over entry door • Repaint.	The Gatekeeper's Cabin should be reinstated at or close to its original, existing location, and should adopt the same alignment / orientation / relationship to the railway line as existing.	1. Service connections: a. Stormwater b. Electricity (for security lighting) 2. Interior works: a. Remove rubbish b. Remove asbestos and hazardous materials c. Decommission plant and equipment d. Remove light fittings, electrical and IT/telephone services e. Remove conduits f. Make good holes and openings created by above works with ply,

HERITAGE ITEM	EXISTING LOCATION	MINIMUM CONSERVATION WORKS SCOPE	RECOMMENDED REINSTATEMENT LOCATION	MAKE GOOD WORKS
				fibre cement and/or plasterboard as appropriate.
Barkly Street Gates	At the former Barkley Street level crossing.	• New footings • Timber repair • Painting • Rust treatment of metal elements.	The Barkly Street Gates should be reinstated at or close to their original, existing location.	
Barkly Street Gatekeeper's Cabin	Immediately north of the former level crossing on the upside (east) of the railway line.	• New footings • Timber repair • Roof repair • Reconstruction of brick chimney • Rust treatment of levers and lever frame • Uncover and reglaze window • Repaint.	The Barkly Street Gatekeeper's Cabin should be reinstated at or close to its original, existing location, and should adopt the same alignment / orientation / relationship to the railway line as existing.	1. Service connections: a. Stormwater b. Electricity (for security lighting). 2. Interior works: a. Remove rubbish b. Remove asbestos and hazardous materials c. Decommission plant and equipment d. Remove light fittings, electrical and IT/telephone services e. Remove conduits f. Make good holes and openings created by above works with ply, fibre cement and/or plasterboard as appropriate.
Union Street Gate Posts	At each corner of the Union Street level crossing.	• New footings • Rust treatment and repainting	The Union Street Gate Posts should be reinstated at or close to their original, existing location.	
Union Street Signal Box & Wash Closet	Immediately north of the Union Street level crossing on the upside (east) of the railway line.	• New footings • Roof repair/replacement • General timber repairs • Replacement of bargeboards • Reinstatement of finials and gable timberwork • Reinstatement of windows	The Union Street Signal Box and Wash Closet should be reinstated at or close to its original, as-existing location, and should adopt the same alignment / orientation / relationship to the railway line as existing.	1. Service connections: a. Stormwater b. Electricity (for security lighting). 2. Interior works: a. Remove rubbish b. Remove asbestos and hazardous materials

HERITAGE ITEM	EXISTING LOCATION	MINIMUM CONSERVATION WORKS SCOPE	RECOMMENDED REINSTATEMENT LOCATION	MAKE GOOD WORKS
		• Repainting.		c. Decommission plant and equipment d. Remove light fittings, electrical and IT/telephone services e. Remove conduits f. Make good holes and openings created by above works with ply, fibre cement and/or plasterboard as appropriate.
Albert Street Gatekeeper's Cabin & Wash Closet	Immediately north of the Albert Street level crossing on the upside (east) of the railway line.	• New footings • Roof repair • Timber repair • Termite eradication • Reconstruction of brick chimney • Rust treatment of levers • Uncover and reglaze window openings.	The Albert Street Gatekeeper's Cabin and Wash Closet should be reinstated at or close to its original, existing location, and should adopt the same alignment / orientation / relationship to the railway line as existing.	1. Service connections: a. Stormwater b. Electricity (for security lighting). 2. Interior works: a. Remove rubbish b. Remove asbestos and hazardous materials c. Decommission plant and equipment d. Remove light fittings, electrical and IT/telephone services e. Remove conduits f. Make good holes and openings created by above works with ply, fibre cement and/or plasterboard as appropriate.
Victoria Street Signal Box and Wash Closet	Immediately south of the Victoria Street level crossing on the downside (west) of the railway line.	• New footing • Roof repair • Timber repair • Replacement of timber cladding to the west wall • Reinstatement of windows • Repainting.	The Victoria Street Signal Box and Wash Closet should be reinstated at or close to its original, as-existing location, and should adopt the same alignment / orientation / relationship to the railway line as existing.	1. Service connections: a. Stormwater b. Electricity (for security lighting). 2. Interior works: a. Remove rubbish b. Remove asbestos and hazardous materials c. Decommission plant and equipment

HERITAGE ITEM	EXISTING LOCATION	MINIMUM CONSERVATION WORKS SCOPE	RECOMMENDED REINSTATEMENT LOCATION	MAKE GOOD WORKS
				d. Remove light fittings, electrical and IT/telephone services e. Remove conduits f. Make good holes and openings created by above works with ply, fibre cement and/or plasterboard as appropriate.
Semaphore Signal 25	Within gardens fronting Watson Street, northwest of Jewell Station on the downside of the railway line, close to Union Street level crossing.	• New footing • General repair • Reinstate semaphore arm and lens glass • Rust treatment • Painting.	It is recommended that this signal be reinstated close to its original position, which is east of its current position at the end of the (existing) Jewell Station downside platform.	
Semaphore Signal 28	Adjacent to upside (east) track, north of Dawson Street.	This signal has recently been conserved at the Puffing Billy Railway Centre. No further works required beyond a new footing.	It is recommended that this signal be reinstated close to its original position, which is adjacent to the downside (east) railway line, south of Dawson Street, near the southern boundary of the at-grade carpark at this location.	
Semaphore Signal 29	Immediately south of the Albert Street level crossing, adjacent to the downside (west) of the railway line.	• New footings • General repair • Rust treatment • Painting.	It is recommended that this signal be reinstated close to its original position, which is its current location.	
Semaphore Signal 31	Immediately south of the Victoria Street level crossing on the downside (west) of the railway line.	• New footing • General repair • Rust treatment • Painting.	It is recommended that this signal be reinstated close to its original position, which is likely its current location.	
Semaphore Signal 33B	North of West Street on the upside (east) of the railway line,	• New footing • Rust treatment	It is recommended that this signal be reinstated close to its original	

HERITAGE ITEM	EXISTING LOCATION	MINIMUM CONSERVATION WORKS SCOPE	RECOMMENDED REINSTATEMENT LOCATION	MAKE GOOD WORKS
	immediately south of Anstey Station's upside platform.	• Timber repair • Painting • Replacement of lens glass.	position, which is likely its current location.	
Semaphore Signal 40 or 50	Adjacent to the upside (east) railway line north of Union Street.	• New footing • Rust treatment • Timber repair • Painting • Replacement of lens glass.	It is unclear where this item was originally located and this provides greater flexibility on an alternative location. Somewhere close to its current location is considered appropriate.	
Timber Buffer	Immediately north of the Union Street level crossing adjacent to the downside (west) track.	• New footing • Timber repair • Rust treatment to metal elements.	It is recommended that the timber buffer be reinstated close to its original position, which is likely its current location.	
Phoenix Street Gates	At the former Phoenix Street level crossing.	• New footings • Timber repair • Painting • Rust treatment of metal elements	The Phoenix Street Gates should be reinstated at or close to their original, existing location.	
Phoenix Street Downside Siding	Adjacent and approximately parallel to the downside (west) of the railway line between Phoenix Street to the north and Dawson Street to the south.	The extent of the remnant railway siding should be investigated, established and recorded.	No reinstatement required.	
Tinning Street Gates	At the former Tinning Street level crossing.	Conservation works have been recently undertaken at the Tinning Street gates however recent vandalism should be remedied including timber repair and graffiti removal.	The Tinning Street Gates should be reinstated at or close to their original, existing location. The signal hut is not original and can be demolished.	

HERITAGE ITEM	EXISTING LOCATION	MINIMUM CONSERVATION WORKS SCOPE	RECOMMENDED REINSTATEMENT LOCATION	MAKE GOOD WORKS
Colebrook Street Sidings	Adjacent to the downside (west) of the railway line, north of Tinning Street, within the Colebrook Street roadway.	This item is in good condition and conservation works are not required.	The Colebrook Street Sidings should be reinstated at or close to their original, existing location.	