



# **Ordinary Meeting of Council**

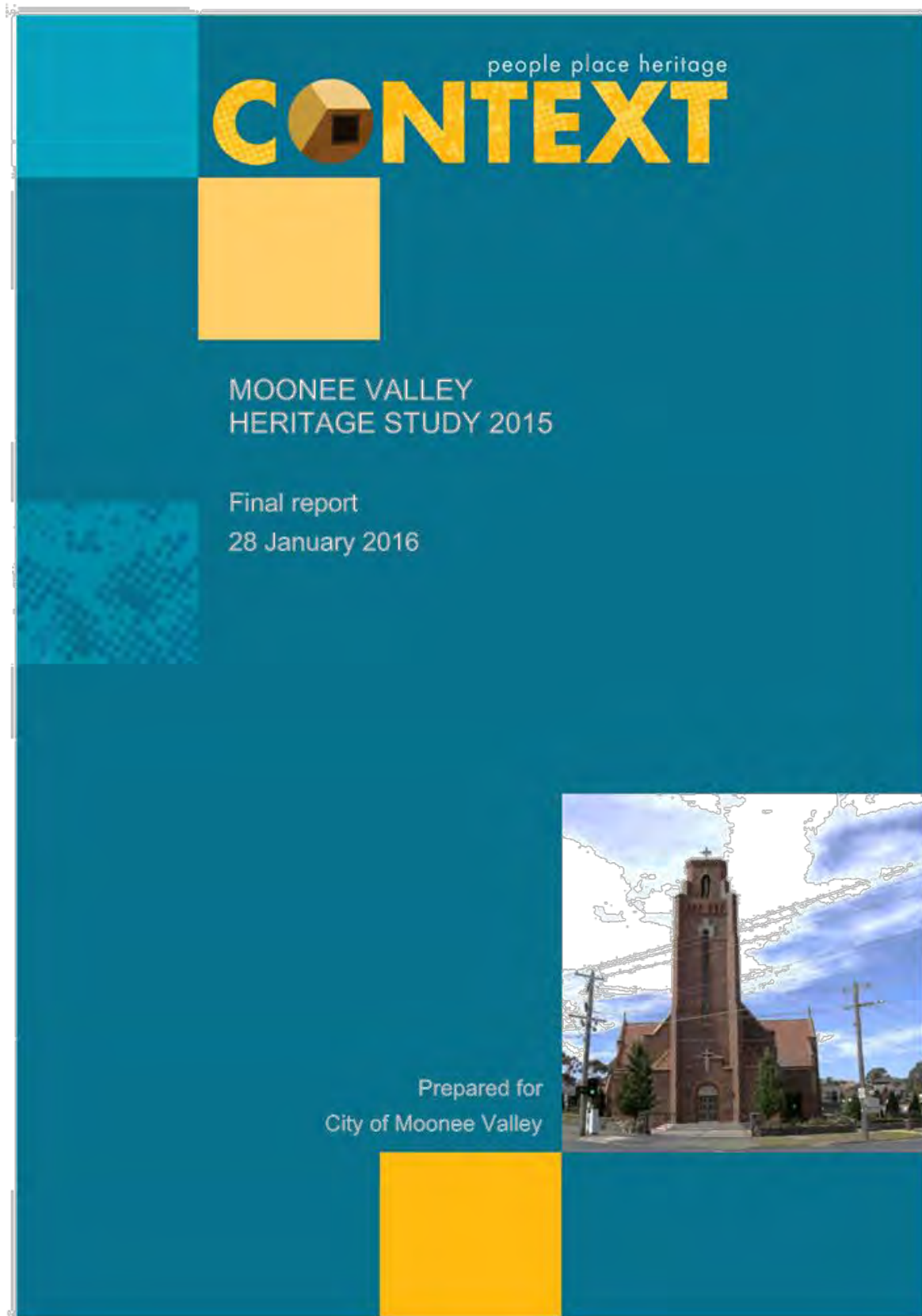
Tuesday, 22 March 2016 at 7.00pm

**Separately Circulated Appendices**

## SEPARATELY CIRCULATED APPENDICES

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| Item 9.10 | Appendix D | Heritage Study 2015/16 - Final Document..... | 554 |
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**Report Register**

This report register documents the development and issue of the report entitled *Moonee Valley Heritage Study 2015 final report* undertaken by Context Pty Ltd in accordance with our internal quality management system.

| <b>Project No.</b> | <b>Issue No.</b> | <b>Notes/description</b>                      | <b>Issue Date</b> | <b>Issued to</b> |
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## EXECUTIVE SUMMARY

### Local significance

#### Summary of findings

Table 1 lists the places and precincts assessed to be of local significance to the City of Moonee Valley. They include:

- 59 individual places;
- Four precincts; and
- One group or serial listing.

In addition, two places have been assessed as Contributory in a proposed extension to the existing HO26 Union Road precinct:

- ES&A Bank (former, now Ascot Vale Library), 165-165A Union Road; and
- Moran & Cato Grocer (former), 106 Maribyrnong Road.

Appendices C and D contain the new or amended citations for all of these places and precincts.

#### Summary of recommendations

All of the places, precincts and serial listing in Table 1 are recommended for inclusion in the heritage overlay of the Moonee Valley Planning Scheme. In addition, the two places listed above should be added to HO26 Union Road precinct, along with the following places that should be transferred from HO15 Lorne Street precinct to HO26:

- 104 Maribyrnong Road; and
- 254-284B Union Road, with the exception of the Ascot Vale Fire Station at 258 Union Road that should retain its individual heritage overlay HO289.

Permit exemptions should also be applied as follows:

- The 'City of Moonee Valley Permit Exemptions Policy for Heritage Overlay Precincts' should be amended by:
  - Adding the four precincts assessed by the 2015 Study to the list of precincts to which the policy applies.
  - Updating the precinct maps for HO15 and HO26 and adding four new precinct maps (see Appendices C and D).
- A new permit exemption policy (see Appendix B) for water and drainage infrastructure places: the Maribyrnong River Pipe Bridge, Five Mile Creek bluestone channel, Holmes Road Main Drain Outlet and the bluestone drain at the rear of Brisbane Street and Ormond Road.

**Table 1 – Places and precincts of local significance**

| PLACE NAME        | STREET NO. | STREET            | SUBURB     |
|-------------------|------------|-------------------|------------|
| <b>Commercial</b> |            |                   |            |
| 1. Shops          | 444-446    | Mt Alexander Road | Ascot Vale |
| 2. Shops          | 488-500    | Mt Alexander Road | Ascot Vale |
| 3. Shop           | 13         | The Crescent      | Ascot Vale |

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| PLACE NAME   | STREET NO.   | STREET   | SUBURB                      |
|--|--------------|--|-----------------------------|
| 4. Doctor's Surgery, Dentist's Surgery & Residence | 57-59        | The Crescent   | Ascot Vale                  |
| 5. Barcaple House                                  | 116          | The Parade   | Ascot Vale                  |
| 6. Pioneer Store                                   | 187          | Buckley Street   | Essendon                    |
| 7. Shop  | 51           | Fletcher Street  | Essendon                    |
| 8. Nielsen's Buildings                             | 57-59        | Fletcher Street  | Essendon                    |
| 9. Fletcher Street & Napier Street Precinct        |              | 79-87 & 94-104 Fletcher St, 4-18 & 1-25 Napier St, 914-950 Mt Alexander Rd | Essendon                    |
| 10. Milk Bar                                       | 37           | Glass Street   | Essendon                    |
| 11. Shops  | 349-355      | Keilor Road  | Essendon                    |
| 12. Houses & shop                                  | 34-40        | Nicholson Street   | Essendon                    |
| 13. Rose Street & Buckley Street Precinct          |              | 1-51 Rose St, 112-118 & 123-131 Buckley St & HO51 Essendon Railway Station | Essendon                    |
| 14. Keilor Road Precinct                           | 3-19 & 2-12  | Keilor Road  | Essendon and Essendon North |
| <b>Transport</b>                                   |              |  |                             |
| 15. Aberfeldie Stables (former)                    | 47 & 49      | Combermere Street  | Aberfeldie                  |
| 16. Rail over road bridge                          |              | Ascot Vale Road  | Ascot Vale                  |
| 17. Road over rail bridge                          |              | Grice Crescent, Napier Street  | Essendon                    |
| 18. Flemington Bridge (inbound)                    |              | Mt Alexander Road  | Flemington                  |
| 19. Gill Bros. Shoeing Forge (former) & residence  | 374-378      | Mt Alexander Road  | Travancore                  |
| <b>Industry &amp; Infrastructure</b>               |              |  |                             |
| 20. Holmes Road Main Drain Outlet                  |              | Holmes Road & The Boulevard  | Aberfeldie & Moonee Ponds   |
| 21. National Instruments Company (former)          | 8-14 & 16-26 | McIntosh Street  | Airport West                |
| 22. Bluestone drain                                |              | (rear of) Brisbane Street and Ormond Road                                  | Ascot Vale                  |
| 23. House, Stables & Oak                           | 23           | Brown Avenue   | Ascot Vale                  |
| 24. Fisher Parade & Leonard Crescent Precinct      | 42-50        | Fisher Parade & 16, 18, 20 Leonard Crescent                                | Ascot Vale                  |
| 25. Matibynong River Pipe Bridge                   |              | Ahem Place (south end of)  | Avondale Heights            |
| 26. Cook's Blacksmith                              | 882-884      | Mt Alexander Road  | Essendon                    |
| 27. Five Mile Creek bluestone channel              |              | (off) Pascoe Vale Road   | Essendon                    |

CONTEXT

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| PLACE NAME  | STREET NO. | STREET  | SUBURB       |
|---|------------|---|--------------|
| 28. Newmarket Sheep & Cattle Yard Platforms                                   |            | Ascot Vale Road   | Flemington   |
| 29. SEC 'D' Ascot Vale Substation (former)                                    | 21         | Ascot Vale Road   | Flemington   |
| 30. House and stables   | 17         | Crown Street & 6 Ascot Vale Road                                      | Flemington   |
| 31. Shoeing forge (former)  | 528-532    | Racecourse Road   | Flemington   |
| 32. SEC interwar electrical substations serial listing                        |            | Ascot Vale Road   | Ascot Vale   |
|   |            | Lincoln Rd & Leake St, Nicholson St, 200A Pascoe Vale Rd, 1A Scott St | Essendon     |
|   |            | Wellington Street   | Flemington   |
|   |            | Scotia Street   | Moonee Ponds |
| 33. House, dairy & stables  | 41         | Moore Street  | Moonee Ponds |
| 34. S & E McKay Blouse Factory (former)                                       | 34         | Wilson Street   | Moonee Ponds |
| <b>Community</b>  |            |   |              |
| 35. Aberfeldie Baby Health Centre   | 13         | Beaver Street   | Aberfeldie   |
| 36. St Andrew's Anglican Church   | 29         | St Kinnord Street   | Aberfeldie   |
| 37. Airport West Pre-school & Infant Welfare Centre                           | 97         | McNamara Avenue   | Airport West |
| 38. R.G. Ratcliff Community Centre  | 1A         | South Road  | Airport West |
| 39. Progress Kindergarten   | 11         | Brown Avenue  | Ascot Vale   |
| 40. Ascot Vale Fire Station (former) & residence                              | 17 & 19    | Ferguson Street   | Ascot Vale   |
| 41. Maribyrnong-Bagotville Hill War Memorial                                  | 2          | Langs Rd  | Ascot Vale   |
| 42. Ascot Vale Baby Health Centre   | 147        | Maribyrnong Road  | Ascot Vale   |
| 43. St Paul's Anglican Memorial Parish Hall & Vicarage (former)               | 7-9        | Roxburgh Street   | Ascot Vale   |
| 44. St Mary of the Immaculate Conception Catholic Church, Presbytery & School | 123        | St Leonards Road and 80 Roseberry Street                              | Ascot Vale   |
| 45. Ascot Vale Methodist Church (former), now Seventh Day Adventist Church    | 43         | The Parade  | Ascot Vale   |
| 46. 15th Essendon Sea Scouts complex  | 22 & 26    | Woods Street  | Ascot Vale   |
| 47. West Essendon Progress Hall (former)                                      | 9-11       | Bradshaw Street   | Essendon     |

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| PLACE NAME   | STREET NO. | STREET                        | SUBURB       |
|--|------------|-------------------------------|--------------|
| 48. Essendon Church of Christ                                  | 52         | Buckley Street                | Essendon     |
| 49. Essendon Baptist Church                                    | 124        | Buckley Street                | Essendon     |
| 50. St Thérèse's Catholic Church                               | 48A        | Lincoln Road                  | Essendon     |
| 51. Essendon Baby Health Centre                                | 129        | Lincoln Road                  | Essendon     |
| 52. South Essendon Primitive Methodist Church & Halls (former) | 880        | Mt Alexander Road             | Essendon     |
| 53. Essendon Primary School No. 483 and War Memorial           | 38         | Raleigh Street                | Essendon     |
| 54. Keilor Heights Primary School No.4877                      | 45         | Clarks Road                   | Keilor East  |
| 55. East Keilor Pre-School & Infant Welfare Centre             | 31         | Mark Street                   | Keilor East  |
| 56. Holy Virgin's Protection Memorial Church & Famine Memorial | 91         | Buckley Street                | Moonee Ponds |
| 57. 1st Moonee Ponds Scout Hall                                | 79         | Clarinda Road                 | Moonee Ponds |
| 58. Essendon Masonic Lodge No. 238 Hall                        | 840        | Mt Alexander Road             | Moonee Ponds |
| 59. Moonee Ponds Primary School No.3987                        | 87         | Wilson Street                 | Moonee Ponds |
| 60. Niddrie Technical School (former)                          | 45         | Sapphire Street               | Niddrie      |
| 61. Dousta Galla State School No.4708 (former)                 | 36-48      | Vaynor Street & Teague Street | Niddrie      |
| 62. Strathmore Community Hall                                  | 40         | Loetman Street                | Strathmore   |
| 63. Strathmore Presbyterian Church Complex (former)            | 15-19      | The Crossway                  | Strathmore   |
| 64. Travancore Special School Toddlers' Block (former)         | 26-68      | Flemington Street             | Travancore   |

### Not significant at the local level

There are forty-four (44) individual heritage places assessed as not significant at the local level. Of these:

- Thirty-five (35) places were assessed as such during Stage 1. Please refer to section 2.1 for further details; and
- A further eight (8) places were assessed as such during Stage 2. Please refer to section 3.3 for further details.
- One place (former Ngarveno Dairy complex) was removed from the list of places of local significance and added to this list following community consultation when it was found to have been substantially demolished. Please refer to section 1.4.3 for further details.

Basic Hermes records have been created with the known information about the place, and their heritage status has been changed to 'Research NOT recommended'.

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No further action is required for these places. The exceptions are the trees associated with the parkland adjacent to The Boulevard in Aberfeldie. Currently, the rows of Canary Island Palms are included in Schedule 2 (Significant Trees) to the Environmental Significance Overlay (ESO2) and it is recommended that the following trees in The Boulevard be considered for inclusion in ESO2 as part of the next review of the *Moonee Valley City Council Significant Tree Register*:

- In the area surrounding the car park opposite Fawcner Street. They include a group of seven Bhutan Cypress to the east of the entrance driveway, two Oaks (one on either side of the car park), a Norfolk Island Hibiscus to the west of the car park, and a group of what appear to be remnant Eucalypts (possibly *E. camaldulensis*) to the east of the carpark; and
- Adjacent to the car park where The Boulevard meets Afton Street. This comprises a copse of pines, mostly Canary Island Pines, situated within the 'loop' created by the Canary Island Palm rows.

### **New places of potential significance**

The detailed research, community consultation and comparative analysis carried out for Stage 2 identified six new places of potential significance (please refer to section 3.4 for details). The assessment of these additional places was outside the scope of Stage 2 and it is recommended that they be added to the list of places to be assessed in future:

- Aberfeldie Primary School No.4220, 1 Doone Street, Aberfeldie;
- Our Lady of the Nativity Catholic Church and School, 31 Fawcner Street, Aberfeldie;
- E.B. Basford Memorial Kindergarten, 1 West Street, Ascot Vale;
- Roxburgh Estate Precinct, 11A-27 St Leonards Road, 2-16 Rothwell Street, 2-8 Roxburgh Street, 1-7 & 2-8 Brunton Street, 1-9 & 2-8 Kelvin Street, Ascot Vale;
- Rhonda Davis Pre-school and Infant welfare centre and youth club, 54 Lake Street, Avondale Heights; and
- 1930s house (possibly first brick veneer house in the City of Essendon, built by Mr Owen), 33 Forrester Street, Essendon.



## 1 INTRODUCTION

### 1.1 Purpose

The purpose of the *Moonee Valley Heritage Study 2015* (the 2015 study) is to implement some of the high priority recommendations of the *Moonee Valley Heritage Gap Study, Stage 1 2014* (the 2014 study) by assessing about 120 heritage places and precincts of place-types that are currently under-represented in the heritage overlay of the Moonee Valley Planning Scheme. These include:

- Commercial places including shops and retail precincts (Associated historic theme Five: *Building Victoria's industries and workforce*);
- Transport places (Associated historic theme Three: *Connecting Victorians by transport and communications*);
- Industrial places and infrastructure (Associated historic theme Five: *Building Victoria's industries and workforce* and historic theme Six: *Building towns, cities and the garden state*); and
- Community places (Associated historic theme Eight: *Building community life*).

The 2015 study has been undertaken in two stages and this report provides the findings and recommendations of both stages of the project.

The purpose of Stage 1, completed in May 2015, was to review the list of priority places and prepare a final short-list of places for full assessment in Stage 2. Section 2 provides a summary of the findings and recommendations of Stage 1.

Following the completion of Stage 1, Stage 2 involved the assessment of the precincts and places of potential significance. The outcomes of Stage 2 are:

- This final report containing the methodology, key findings, and citations (including maps) for precincts and places of local significance. This report is suitable for inclusion in the planning scheme as a reference document; and
- Recommendations for future work.

### 1.2 Acknowledgements

We acknowledge the kind and generous assistance of Bob Chalmers, Alex Bragiola, Lenore Frost and the Essendon Historical Society.

### 1.3 Study team

This study team for the project comprised Natica Schmeder, Louise Honman and Emily Piper of Context Pty Ltd, and David Helms of David Helms Heritage Planning.

### 1.4 Methodology

In accordance with Heritage Victoria guidelines, the study has been prepared using the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (the Burra Charter, 2013) and its guidelines. All terminology is consistent with the Burra Charter. The methodology and approach to the Study and its recommendations were also guided by:

- The VPP Practice Note No. 1 *Applying the Heritage Overlay* (2015) (hereafter referred to as the 'VPP Practice Note');
- Comments made by relevant Independent Panel reports and, in particular, the Advisory Committee appointed to undertake the *Review of Heritage Provisions in Planning Schemes* (hereafter referred to as the 'Advisory Committee') in relation to establishing thresholds and defining precincts (see discussion in Appendix A); and

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- Guidelines for using the Hercon criteria and significance thresholds prepared by Heritage Victoria and the Queensland Heritage Council (see discussion in Appendix A).

On this basis, this section describes the methodology for Stages 1 and 2, the community engagement at the conclusion of Stage 2, and the study deliverables.

#### **1.4.1 Stage 1 methodology**

The key tasks associated with Stage 1 of the 2015 study were:

- Review of documentation;
- Fieldwork; and
- Preliminary research and analysis.

##### ***Review of documentation***

For this task, David Helms reviewed the 'mini-citations' produced for the 2014 Study for the places and precincts of potential significance, which was prepared by Context. The purpose was to begin the process of comparative analysis to identify those places and precincts with highest potential for local significance, and any places that potentially may fall below the threshold of local significance.

Other relevant documents, such as earlier heritage studies and other strategic recommendations were checked by Natica Schmeder to confirm that they were taken into account during the Stage 1 study.

##### ***Fieldwork***

Natica and David shared the site visits, by initially dividing the list of places and precincts between them. Following his initial review of the 2014 study documentation David visited all places of 'borderline' significance to provide a second opinion based on his knowledge of similar places in the municipality.

To conserve resources, for those places where sufficient photos were taken by Context during the 2014 study, these site visits were brief and restricted to confirming that the level of intactness had not changed.

##### ***Preliminary research***

The preliminary research included desktop research using available secondary sources for those places whose level of heritage significance was questioned. For example, confirming the basis for attributed historical significance, checking the intactness of a place thought to be of architectural significance, or confirming the approximate built date and purpose of some of the examples of suburban infrastructure.

Research was not carried out in Stage 1 for places that were considered to clearly be of potential significance and worthy of detailed assessment in Stage 2.

##### ***Analysis***

The shortlist of places recommended for assessment in Stage 2 of the 2015 study was prepared by way of a project team 'workshop', during which David and Natica reviewed information and photos gathered of the key places, and discuss and compare any contentious/borderline places.

Context Director and conservation architect Louise Honman assisted in the architectural assessment of post-war buildings (churches, halls, kindergartens and factories).

The rationale for the rejection of any places at this point was recorded for inclusion in this report.

##### ***Stage 1 deliverables:***

The key outcome of Stage 1 was a shortlist of places and precincts assessed to potentially meet the threshold of local significance, and thus worthy of full assessment in Stage 2 of the 2015 study.

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Natica presented the findings and recommendations of Stage 1 to the Moonee Valley Council on 5 May 2015.

#### 1.4.2 Stage 2 methodology

The key tasks associated with Stage 2 of the 2015 study were:

- Historic research;
- Fieldwork;
- Assessment; and
- Statutory recommendations,

##### **Historic research**

The historic research considered a range of primary and secondary sources including historic maps, plans and photographs held by the State Library of Victoria, City of Moonee Valley and the Essendon Historical Society, Essendon Council building permit records (copies held by Alex Bragiola of the Essendon Historical Society), Sands & McDougall Directories, Land Victoria title and subdivision records, the excellent 'Annals of Essendon' compiled by Bob Chalmers (which includes, amongst other things, a summary of key news items in the local newspaper from the 1850s to c.2000), previous Moonee Valley heritage studies, on-line databases and other sources (e.g., *Australian Architectural Index* and *Australian Dictionary of Biography*), typological heritage studies, and relevant local histories.

Detailed research for Significant places aimed to identify, wherever possible, the date of construction, original owners/occupiers and other people, companies or organisations with important associations with the place, architect/designer and builder, and any other information that demonstrates how the place is associated with a relevant theme in the thematic history.

For precincts, more generalised research was carried out to identify creation dates (using historic plans, including land titles and lodged plans), and broad construction dates (usually at intervals of five years using Sands & McDougall Directories, in some cases supplemented by Building Permit information, Rate Book information, and MMBW plans). As is typical, detailed research has not been carried out into the history of each Contributory building.

##### **Fieldwork**

The precincts and individual places were viewed and documented for the 2014 Study and again during Stage 1 of the 2015 study. Follow-up detailed fieldwork and external inspections were carried out in Stage 2 of the 2015 study, as required, following research and assessment to confirm intactness and integrity of places, inspect comparative examples, and confirm (or refine) precinct boundaries and heritage status of places.

The fieldwork was based on an examination of fabric visible from the street, using aerial photography where required. For Significant places, questions of intactness and integrity were (sometimes) resolved by comparisons with primary sources such as historic photographs (e.g., from the Essendon Historical Society (EHS) collection) or plans (e.g., building permit plans from the EHS collection, Melbourne & Metropolitan Board of Works detail plans that show building footprints including verandahs) or secondary sources such as previous heritage study assessments.

No internal inspections were undertaken.

##### **Precinct boundaries and heritage status of places**

Precinct boundaries are defined having regard to the significance of the precinct based on the historic and physical evidence. Please refer to Appendix A for further discussion about how precincts are defined.

As part of the Stage 2 fieldwork, the Stage 1 precinct boundaries were carefully reviewed to ensure they included those buildings and streetscapes that best demonstrate the identified significance of the area. Where streetscapes, or portions of streetscapes, were found to have

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already lost this valued character in whole or in substantial part, they were removed from the proposed precinct. This occurred in one instance: the Rose Street Commercial precinct, as discussed in section 3.1.

On the other hand, further research and comparative analysis led to a new precinct being created in Leonard Crescent and Fisher Parade, where several potential individual heritage places had been identified. See section 3.1 for an explanation why.

The heritage statuses of Significant, Contributory or Non-contributory were applied to each property having regard to the statement of significance, the date of construction and the intactness and integrity of the place based on assessment of fabric visible from the street (see discussion below under 'Comparative analysis' and also Appendix A for further discussion about 'intactness' and 'integrity' and how this affects the heritage status of buildings).

The heritage status of existing Significant places within precincts (i.e., already individually listed in the HO) have been reviewed. No new Significant places have been identified within any of the proposed precincts.

Wherever possible, Non-contributory (NC) places have been excluded. However, some NC places may be included in precincts where they form part of a streetscape in order to manage future development.

### **Assessment**

#### **Comparative analysis**

The Heritage Victoria standard brief for Stage 2 heritage studies notes that local significance can include places of significance to a town or locality. Places and precincts already included within the HO were used as 'benchmarks' to provide a basis for comparison. Where sufficient comparative examples did not exist within the local area or suburb examples were sought from other parts of the City of Moonee Valley. This drew upon experience and knowledge gained through other heritage studies prepared by the consultants for the City of Moonee Valley to ensure a consistency of approach.

Comparative analysis was carried out on the basis of typological groups, as follows:

- Commercial types – Victorian shops, interwar shops and precincts;
- Transport-related – railway places, stables and shoeing forges;
- Industry & infrastructure – horse racing stables, blacksmiths and shoeing forges, factories, electricity supply, water-supply and drainage; and
- Community – interwar baby health centres, post-war kindergartens & infant welfare centres, interwar schools, post-war schools, Victorian churches, interwar churches, post-war churches, interwar halls, post-war halls, and memorials

For each group, places from this study as well as those already on the Heritage Overlay were used as comparisons. These comparisons were used to benchmark the places assessed, demonstrating clearly which ones meet the threshold of local significance.

*Intactness and integrity* have been used as a threshold indicator for both potential precincts and places (please refer to section A.1 in Appendix A). For precincts, 'intactness' was measured as percentage of Contributory places with 'Low' being less than 60%, 'Moderate' being 60-80% and 'High' being 80-100%. Generally speaking, a potential precinct would be expected to have at least 'Moderate' intactness and in some cases 'High' intactness.

Having said this, 'High' intactness was not the sole justification for a precinct: with regard to the proportion of Significant (or Significant and Contributory) buildings that is desirable within precincts: the Advisory Committee considered (p.2-54) that:

*... the stress on built fabric inherent in this question is misleading. Precincts need to be coherent, thematically and/or in terms of design, and need to be justifiable in relation to protection of significant components. It is neither possible nor desirable to set hard and fast rules about percentages.*

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For Contributory places within precincts the 'integrity' rather than 'intactness' was a primary consideration: that is, while the Contributory places may not be completely 'intact' (i.e., retaining all original fabric) any repairs or maintenance have been carried out using the same or similar materials, details and finishes, thus ensuring that they are 'whole', i.e., have good integrity.

For places of individual significance, on the other hand, the 'intactness' of the building was a primary consideration; however, comparative analysis can determine whether a building with lower 'intactness' but good 'integrity' could also be of local significance if, for example, it is rare.

The research and detailed comparative analysis resulted in some places being found in Stage 2 to be not significant at the local level (see section 3.3).

***Assessment using Hercon criteria***

Each place and precinct was assessed against using the Hercon criteria. Threshold guidelines set out in Appendix A of this report were applied.

***Statutory recommendations***

***Application of the heritage overlay***

Recommendations for the application of the HO were made in accordance with the guidelines set out in the VPP Practice Note. In applying the HO to precincts the approach was to include the whole of the precinct within a single HO, using the HO schedule to specify the properties (if any) that have additional (e.g. external paint, outbuilding) controls that are different to the precinct controls.

For Significant places outside of precincts, the HO is usually applied to the whole of the property as defined by the title boundaries. However, in accordance with the VPP Practice Note exceptions include large sites where the HO is applied only to the part of that site. Some examples include the various schools, where only the significant buildings and other features are proposed for inclusion; please refer to section 4.2.

***Heritage overlay schedule controls***

Specific HO controls (e.g., external paint, outbuildings and fences, etc.) have been applied in accordance with the VPP Practice Note.

***Incorporated plan***

Precinct maps have been prepared, showing proposed precinct boundaries and the significance of all properties within them (Significant, Contributory or Non-contributory). These maps have been prepared in a manner suitable for incorporation into the existing *City of Moonee Valley Permit Exemptions Policy for Heritage Overlay Precincts*. Appropriate minor changes to the permit exemptions policy to include the new precincts assessed by the 2015 study have been identified.

A new permit exemptions plan has also been prepared for the water supply and drainage infrastructure places assessed by the 2015 study.

**1.4.3 Community engagement**

***Approach***

The Moonee Valley Council approved the draft Heritage Study 2015 for public consultation on 27 October 2015. The Strategic Planning Department then sent out information on the Study, along with draft place and precinct citations, to the owners of all affected properties.

The owners were invited to make submissions supporting or objecting to potential heritage controls on their properties, as well as providing additional information or raising perceived errors in citations. The submissions period was from 2 November to 11 December 2015.

All submissions that raised issues relating to the accuracy of citations and/or issues relating to heritage significance were forwarded to Context for review and preparation of a response. In

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total 19 submissions were received, 18 of which were reviewed by Context (NB: the remaining submission only raised issues of property value).

All the heritage and accuracy issues raised in the submissions were answered by Context in the form of a table, provided to Council's Project Manager. Where useful, the Context consultants revisited sites and/or carried out further historical research to confirm the statements contained in submissions.

In regard to each of the 18 submissions reviewed, Context made a recommendation which ranged from no changes to the citation, minor changes to citations to clarify or correct errors, and in one case the recommendation for inclusion of a place in the heritage overlay was changed.

**Outcomes**

The changes made by Context to citations and study recommendations in response to the submissions are summarised as follows:

- Minor edits to five place and precinct citations (i.e., no changes to HO recommendations);
- Addresses of two individual places corrected;
- Revision to the boundary of one precinct, with associated revisions to the citation;
- Recognition that one place has fallen below the threshold of local significance, so no longer recommended for HO protection; and
- Acceptance of nomination of one additional precinct for inclusion in a future study.

The following table documents all of the changes made to the citations and study recommendations.

**Table 2 Changes to citations and recommendations**

| Place or precinct   | Change(s) made  | Rationale   |
|---|---|---|
| National Instruments Co.<br>8-10 McIntosh Street,<br>Airport West | Update the address to 8-14 & <del>16-</del><br>26 McIntosh Street.<br>Minor edits to citation.  | Previous address was incomplete and did not cover the entire National Instruments Company site.   |
| House, Stables & Oak<br>23 Brown Avenue, Ascot<br>Vale            | Remove the word 'Oak' from the name of this place.<br>Minor edits to citation.  | A re-inspection of the site in January 2016 confirmed the Oak appears to have died and is in the process of being removed.  |
| Fisher Parade & Leonard<br>Crescent Precinct<br>Ascot Vale        | Remove 18 & 20 Leonard Crescent from the precinct.<br>Add the stables at 16A Leonard Crescent to the precinct.<br>Minor edits and reflection of the boundary changes to the citation. | There is a gabled building, which has been partially demolished, at the rear of 18 Leonard Crescent. This has the appearance of a stables block, but may have been used for other purposes. The research carried out for this precinct did not identify any horse racing connection with any of the previous owners.<br><br>This re-inspection also revealed that demolition of the house and stables blocks at 20 Leonard Crescent has commenced.<br><br>There is a stable block at 16A Leonard Crescent, which remains relatively intact. |

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| Place or precinct   | Change(s) made   | Rationale  |
|---|--|--|
| St Paul's Anglican Memorial Parish Hall & Vicarage<br>7-9 Roxburgh Street,<br>Ascot Vale  | Minor edits to citation.   |  |
| Roxburgh Estate Precinct<br>11A-27 St Leonards Road, 2-16 Rothwell Street, 2-8 Roxburgh Street, 1-7 & 2-8 Brunton Street, 1-9 & 2-8 Kelvin Street, Ascot Vale | Recommendation to add this interwar residential precinct to the list of places to be assessed in the future. Hermes record created (No. 198245).   | Submitter re: 7-9 Roxburgh Street noted other places of potential significance on the street. A check of records revealed that the Roxburgh Street Precinct was identified during the <i>Moonee Valley Heritage Gap Study, Stage 1 2014</i> fieldwork, but the information was mistakenly not entered into Hermes. |
| Keilor Road Precinct<br>Essendon & Essendon North   | Describe the extent of demolition and additions in the 1970s to the former State Savings bank (9-13 Keilor Road), and clarify that this addition is not significant.                               | A site visit in January 2016 confirmed that the ground floor of the front façade had been demolished in relation to this addition.   |
| Shoeing Forge<br>528-532 Racecourse Road, Flemington  | Change street address from 258 Racecourse Road to 528-532 Racecourse Road in this and other citations that mention it. Remove recommendation for External Paint Controls. Minor edits to citation. | Street addressing has changed since building first identified. Paint controls are not warranted, as a permit will be required to paint a previously unpainted surface under the general HO controls.   |
| Ngarveno Dairy Complex<br>33A Taylor Street & 51 Margaret Street, Moonee Ponds  | Remove the Ngarveno Dairy Complex from the list of places of local significance. Amend the Hermes database citation for the Ngarveno Dairy to reflect the changes that have occurred.              | The site was re-inspected in January 2016. Given the extent of demolition that has occurred (complete demolition of both stables buildings, demolition except for front and part of side wall of former Dairy) this place no longer meets the threshold of local significance.                                     |
| Niddrie Technical School<br>45 Sapphire Street, Niddrie   | Minor edits to citation.   |  |
| Gill Bros. Shoeing Forge<br>374-378 Mt Alexander Road, Travancore   | Minor edits to citation.   |  |

#### 1.4.4 2015 study deliverables

The 2015 study deliverables are:

- Study report, revised twice, including background section covering the project methodology and overview, as well as citations for all those places and precincts of local heritage significance and suitable for inclusion in the HO;
- Changes to the *City of Moonee Valley Permit Exemptions Policy for Heritage Overlay Precincts* to include the four precincts assessed by this study;
- A new permit exemptions policy for water supply and drainage infrastructure places; and
- Entry of all place and precinct citations into the Hermes database.

## 2 SUMMARY OF STAGE 1 FINDINGS

In summary, of the places assessed in Stage 1:

- One place has already been assessed and included in the Moonee Valley Planning Scheme (Newmarket Railway Station – HO380), so no further work is required;
- 32 places are considered unlikely to reach the threshold of local significance and are not recommended for assessment in Stage 2. See section 2.1 for tables that provide a list of these places and reasons why they are not recommended for future assessment;
- Three places are slated for demolition under current planning permits, so will not be assessed at this time:
  - Russell Court, 19-25 Russell Street, Essendon (NB: the planning permit foresees the demolition of 13-21 Russell Street, only, and the buildings 23-25 Russell Street would be unlikely to meet the threshold of local significance on their own);
  - Jack Jones' Slipway and Boatbuilders Yard, 41-45 Fishers Parade, Ascot Vale; and
  - Stables, 16A & 22-26 Leonard Crescent, Ascot Vale
- 68 individual places, three commercial precincts and one precinct extension are recommended for Stage 2 assessment. See section 2.2.

### 2.1 Places not recommended for Stage 2 assessment

The following tables list the places that are not recommended for Stage 2 assessment and provide a summary of the reasons why.

**Table 2.1 Commercial places**

| PLACE   | SUBURB     | STAGE 1 FINDINGS  |
|---|------------|---|
| Bank (former)<br>281 Buckley Street             | Aberfeldie | Postwar single-storey bank whose design is merely representative.   |
| Essendon Danse Academy<br>305-07 Buckley Street | Aberfeldie | The building has limited architectural value and while the signage may have some social values, it is unlikely to meet the threshold of local significance.         |
| Shops<br>67-9 Charles Street                    | Ascot Vale | This place was recently removed from HO precinct. Although it has interesting parapet detail, overall it has low integrity when compared to other examples.         |
| Shops<br>146 & 150-152C Epsom Road              | Ascot Vale | This potential precinct is too small for historic significance and representative rather than significant in terms of architectural/aesthetic qualities.            |
| Polo Club Hotel, former<br>3-5B North Street    | Ascot Vale | Low intactness - the ground floor has been entirely remodelled and the upper floor - while intact - is a very simple composition                                    |
| Shop (former) and residence<br>61 Amelia Avenue | Essendon   | Better comparative examples: typical house and shop design, compares poorly with 37 Glass Street.   |
| Shop<br>178 Buckley Street                      | Essendon   | The shopfront is not original (Victorian shop, interwar shopfront) and the building is of far lesser architectural interest than Victorian shops on Fletcher Street |



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| PLACE   | SUBURB         | STAGE 1 FINDINGS   |
|---|----------------|--|
| Shops and residences<br>49, 53-55 Fletcher Street   | Essendon       | No. 49 – a faux Victorian shop; 53 & 55 – typical Edwardian double-fronted houses, altered to accommodate commercial uses  |
| Shops & residences<br>307 and 327-331 Keilor Road   | Essendon       | Nos. 327-331 are typical rather than outstanding and are less intact. No. 327 was originally identical to the shops at nos. 349-355, but it has been altered (upper windows replaced, shopfront bricks over-painted) and is a single building.<br>No. 307-307A is a postwar shop that is uninteresting in its design and detail. |
| Cross Keys Hotel<br>350 Pascoe Vale Road            | Essendon       | While some interesting Spanish Mission elements survive (tower, parapet and window hood), it is otherwise too altered.   |
| Shop (former) and residence<br>1 Raleigh Grove      | Essendon North | This is a typical rather than outstanding shop and less intact than comparable examples.   |
| Original JB Hi Fi Store (former)<br>14-18 Centreway | Keilor East    | There is no evidence of historic associations in the fabric of the buildings.  |
| Shop (former) and residence<br>28 Stuart Street     | Moonee Ponds   | This is too altered compared to other examples (shop front replaced).  |
| Commercial building<br>374 Keilor Road              | Niddrie        | The curved corner of wall is the only distinctive feature, but that is not enough to establish potential significance.   |
| Commercial buildings<br>415 & 457 Keilor Road       | Niddrie        | The shops at 415 and 457 are not significant as they were constructed later than nos. 417-419.<br>The trees in this section of Keilor Road are also not significant as they are only recently planted (since 2000)   |
| Commercial building<br>62-64 Woodland Street        | Strathmore     | This pair of shops on a corner site has an attractive bungalow first floor, but the ground floor has been entirely rebuilt and so they are less intact than other examples.  |

**Table 2.2 Transport places**

| PLACE   | SUBURB     | STAGE 1 FINDINGS  |
|---|------------|---|
| Motor garage<br>410 Mt Alexander Road                     | Ascot Vale | This is a small early 1930s industrial building, first occupied by a woodworker then a clockmakers, so not a good example of the transport trade.   |
| Glenbervie Railway Station<br>landscaping<br>Glass Street | Essendon   | Constructed in 1934, this is of some interest as evidence of improvements made to the railway line; however, it is not the earliest subway and the detailing is very plain when compared to the other earlier examples at Essendon, Ascot Vale and Newmarket (the underpass at Moonee Valley was completely rebuilt c.1980s) and does not meet the threshold of local significance. |

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| PLACE  | SUBURB       | STAGE 1 FINDINGS  |
|--|--------------|---|
| Stables<br>63 Crown Street                       | Flemington   | House and stables have been demolished and replaced with townhouses.  |
| Newmarket Railway Station<br>340 Racecourse Road | Flemington   | Already assessed and proposed for inclusion in HO380.   |
| Saddlery<br>36 Wisewould Street                  | Flemington   | Only served as harness-makers for three years, after which reverted to domestic use. Period of association with the historic theme therefore too brief. |
| Former Shell service station<br>39 Milleara Road | Keilor East  | A representative, but not outstanding design.   |
| Motor garages<br>2-12 Hinkins Street             | Moonee Ponds | A collection of typical but not outstanding garages built after 1945. The thematic association is not strongly represented in the fabric.               |

**Table 2.3 Industrial places and infrastructure**

| PLACE   | SUBURB       | STAGE 1 FINDINGS  |
|---|--------------|---|
| Factory<br>47 King Street                                     | Airport West | Ordinary interwar factory. Brick office at the front does not elevate it to local significance. |
| Moonee Ponds Creek pipe bridge<br>Fitzgerald Road (north end) | Essendon     | Maribymong River pipe bridge is a better example.   |
| Bluestone step drain<br>Primrose Street (north end)           | Essendon     | Appears to have been reconstructed and is not as well detailed as other examples.               |

**Table 2.4 Community places**

| PLACE  | SUBURB       | STAGE 1 FINDINGS  |
|--|--------------|---|
| 5th Keilor Scout Hall<br>300 Fullarton Road                            | Airport West | This building is comprised of two Nissen huts joined together with various alterations and additions. Nissen huts were used for various community uses after World War II but are not of themselves, significant. 15 <sup>th</sup> Essendon Sea Scouts (assessed in Stage 2) is a better example of a post-war Nissen Hut conversion. |
| Ascot Vale Church of Christ<br>78 St Leonards Road                     | Ascot Vale   | This is the least interesting in design of the interwar churches and has some intrusive alterations.  |
| Ukrainian Hall (former Essendon Picture Theatre)<br>5-7 Russell Street | Essendon     | Not of individual significance due to alterations to theatre and Ukrainian historical connections are not well expressed in the fabric. The Ukrainian Orthodox Church in Buckley Street (assessed in Stage 2) provides a better illustration of this historic theme of migration.   |
| Trieste Social Club<br>4 Willow Street                                 | Essendon     | Historical connections are not well expressed in the fabric.  |

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| PLACE  | SUBURB       | STAGE 1 FINDINGS  |
|--|--------------|---|
| Brimbank Church of Christ<br>89 Milleara Road            | Keilor East  | The church has been significantly altered.  |
| St Dimitrios Greek Orthodox Church<br>1 Gladstone Street | Moonee Ponds | While church may have formed in 1978, building appears to be c1990s. Doesn't demonstrate typical Orthodox architecture as well as the Ukrainian Church on Buckley Street. |

## 2.2 Places recommended for Stage 2 assessment

The places recommended for Stage 2 assessment include:

- 60 individual places and three commercial precincts (i.e., 63 in all) from the Stage 1 list;
- One place – the house, oak tree and stables in Brown Street, Ascot Vale – that formed part of a residential precinct in the Stage 1 list, but has been added to the 'Transport' as a substitute for another house and stables in Crown Street, Flemington that has been demolished; and
- Five newly-identified individual places and one new serial listing:
  - The rail bridge over Ascot Vale Road, Ascot Vale, which was constructed c.1915 and is associated with the improvements made to the railway in the twentieth century;
  - The Gill Bros. Shoeing forge and residence at 374-378 Mt Alexander Road, Traralgon, which dates from the mid-nineteenth century;
  - The Infant Welfare and Child Care Centre at 97 McNamara Avenue, Airport West, opened in 1971, which is associated with the nearby R.G. Ratcliffe Community Hall as community facilities built to service the growing suburb in the post-war era;
  - The former Newmarket Saleyards sheep and cattle railway loading platform, Ascot Vale Road, Flemington;
  - The former shoeing forge at 528-532 Racecourse Road, Flemington; and
  - A 'serial listing' of SEC electricity distribution substations, one of which is already in the HO.
- Potential extensions to the existing HO26 Union Road precinct:
  - 165-165A Union Road (former ES&A Bank); and
  - 106 Maribyrnong Road (former Moran & Cato grocery store).

### Other Stage 1 findings

Thanks to the preliminary research, the original uses of a number of places were discovered, as a result of which they have been moved from once place-type category to another. These are:

- 34 Wilson Street, Moonee Ponds – thought to have been a 'community building' but found to be a former factory. Moved from the 'Community' to the 'Industrial' group;
- 165-165A Union Road, Ascot Vale – currently a library, found to have been built as a bank. Moved from the 'Community' to the 'Commercial' group (as part of the proposed extension to HO26); and
- 57-59 The Crescent, Ascot Vale – doctor's surgery and dentist's office. Considered to suit the 'Commercial' group better than 'Community'.

### 3 STAGE 2 FINDINGS

#### 3.1 New precincts

##### **Summary**

Stage 2 has assessed the significance of four (4) precincts at the local level, as listed below. This includes the three precincts identified in Stage 1, as well as one new precinct. Appendix C contains the citations for these precincts.

To be consistent with existing HO precincts in the City of Moonee Valley, precinct names have been standardised to include only one or two street names:

- Fisher Parade & Leonard Crescent Precinct (new);
- Fletcher Street & Napier Street Precinct;
- Keilor Road Precinct; and
- Rose Street & Buckley Street Precinct.

##### **Fisher Parade & Leonard Crescent Precinct**

###### ***Existing and proposed HO listings***

There are no existing or proposed HO listings within the precinct.

###### ***Precinct significance***

As amended following community consultation, this precinct comprises the houses and associated stables at 50 Fisher Parade and 16 & 16A Leonard Crescent that were identified in Stage 1 as being of potential individual significance, as well as two additional houses with associated stables at 42-46 Fisher Parade. The Stage 2 assessment found the historic associations with the nearby Flemington Racecourse is better demonstrated as a group of houses, some with associated stables, rather than as individual places.

The Stage 2 assessment therefore confirms the significance of this precinct at the local level for its historic and architectural values as an area that demonstrates the importance of the theme of horse racing to Moonee Valley. Please refer to the precinct citation in Appendix D.

The Stage 2 assessment also confirms that all of the properties are Contributory.

###### ***Significant places***

There are no Significant places within the precinct.

###### ***Recommended precinct boundaries & HO controls***

The precinct includes:

- 42-50 Fisher Parade, and
- 16 & 16A Leonard Crescent.

The whole of the precinct should be included within a single HO as shown on the precinct map in Appendix D.

Outbuildings controls (applying to the stables) are recommended for the precinct.

##### **Fletcher Street & Napier Street Precinct**

###### ***Existing and proposed HO listings***

This precinct contains the existing HO314, which applies to the 'Junction Buildings' complex of single and double-storey interwar shops at 1-17 Napier Street and 942-950 Mt Alexander Road. (Note that this place is shown correctly on the Moonee Valley HO maps, but the

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address is given incorrectly in the HO Schedule as 924-950 Mt Alexander Road and 3-17 Napier Street.)

***Precinct significance***

The Stage 2 assessment confirms the significance of this precinct at the local level for its historic, architectural and aesthetic values. Please refer to the precinct citation in Appendix D.

The Stage 2 assessment also confirms that over 90% of properties are either Significant or Contributory.

***Significant places***

The Stage 2 assessment confirms the individual significance of the 'Junction Buildings' complex within the precinct.

There are no other Significant places within the precinct.

***Recommended precinct boundaries & HO controls***

The Stage 2 assessment confirms the Stage 1 precinct boundary, which includes:

- 79-87 & 94-104 Fletcher Street, and
- 1-25 & 4-18 Napier Street; and
- 914-950 Mt Alexander Road.

The whole of the precinct should be included within a single HO as shown on the precinct map in Appendix D. HO314 should be dissolved and incorporated into the new precinct HO.

No specific HO controls (e.g., external paint, tree controls) are required for the precinct; however, the HO schedule should specify that external paint controls apply to the Significant 'Junction Building' at:

- 1-17 Napier Street, and
- 942-950 Mt Alexander Road.

***Keilor Road Precinct***

***Existing and proposed HO listings***

There are no existing HO listings within the precinct.

***Precinct significance***

The Stage 2 assessment confirms the significance of this precinct at the local level for its historic, architectural and aesthetic values. Please refer to the precinct citation in Appendix D.

The Stage 2 assessment also confirms that over 90% of properties are either Significant or Contributory.

***Significant places***

There are no Significant places within the precinct.

***Recommended precinct boundaries & HO controls***

The Stage 2 assessment confirms the proposed Stage 1 precinct boundary, which includes:

- 3-29 & 2-22 Keilor Road.

The whole of the precinct should be included within a single HO as shown on the precinct map in Appendix D.

No specific HO controls (e.g., external paint, tree controls) are required for the precinct.

### **Rose Street & Buckley Street Precinct**

#### **Existing and proposed HO listings**

The Essendon Railway Station complex is an individually listed HO place. It is also included on the Victorian Heritage Register (VHR).

#### **Precinct significance**

The Stage 2 assessment confirms the significance of this precinct for its historic, architectural and aesthetic values at the local level. Please refer to the precinct citation in Appendix D.

The Stage 2 assessment also confirms that over 90% of properties are Contributory.

#### **Individually Significant places**

The Essendon Railway Station is of individual significance. There are no other Significant places within the precinct.

#### **Recommended precinct boundary & HO controls**

The Stage 2 assessment confirms the proposed precinct boundary, as refined in Stage 1:

- 112-118A, 118B & 123-131 Buckley Street, and
- 1-51 Rose Street.

The whole of the precinct should be included within a single HO as shown on the precinct map in Appendix D. Essendon Railway Station, however, will retain its individual HO, as it is included on the VHR.

No specific HO controls (e.g., external paint, tree controls) are required.

#### **Changes to the Stage 1 precinct boundaries**

The northern part of the precinct (53-87 Rose Street), as recommended by the 2014 study, was removed from the final recommended precinct boundaries due to the high proportion of Non-contributory buildings in this section. At the same time, it was proposed that HO51 Essendon Railway Station, on the east side of Rose Street, be included in the precinct due to close historic and architectural ties.

## **3.2 HO26 Union Road and HO15 Lorne Street revisions**

Two places were assessed as Contributory places that form extensions to the existing HO26 Union Road Precinct:

- 165-165A Union Road (former ES&A Bank); and
- 106 Maribyrnong Road (former Moran & Cato grocery store).

In addition, 104 Maribyrnong Road and 254-284B Union Road are recommended for transfer to the Union Road precinct from the Lorne Street precinct to ensure that all commercial buildings in Union Road are contained within a single precinct. As a consequence:

- All of these places are also recommended for transfer from HO15 (Lorne Street) to HO26 (Union Road), with the exception of the Ascot Vale Fire Station at 258 Union Road that retains its individual HO listing (HO289); and
- The Lorne Street precinct is renamed as the 'Lorne Street & Maribyrnong Road Precinct'.

Appendix C contains the revised HO26 Union Road Precinct and HO15 Lorne Street Precinct citations, each of which includes an updated history, description and statement of significance.

## **3.3 Individual places**

### **Significant**

Table 3.1 lists the places and one group or serial listing assessed by Stage 2 to be of individual significance at the local level. Appendix D contains citations for these places. The detailed

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analysis carried out has resulted in changes to the extent of Stage 1 places, or identified new places, as follows (highlighted in the table):

- *Aberfeldie House Stables*. The site inspection confirmed that, although part of the stables on the adjoining property at 49 Combermere Street was demolished, a section of the wall remains along the rear boundary. Accordingly, the address has been updated to include no.49;
- *SEC electrical distribution substations serial listing*. Three additional examples – 1A Scott Street, Essendon, Wellington Street, Flemington and Scotia Street, Moonee Ponds – were identified;
- *Holmes Road Main Drain Outlet*. This structure is situated within The Boulevard, however, it predates the creation of the road and so has been assessed separately as an item of drainage infrastructure;
- *Ascot Vale Fire Station*. Research identified the historic relationship of the adjoining house at 19 Ferguson Street as the residence for the firemen and their families;
- *Doutta Galla State School No.4708 (former)*. Research and comparative analysis of the Keilor Heights Primary School identified the historic significance of this school as the first Light Timber Construction school in Moonee Valley and the only timber-clad example; and
- *Travancore Special School Toddlers' Block*. This place was nominated by one of the authors of the *Moonee Valley Thematic Environmental History*.

As noted in section 1.4.3, the former Ngarveno Dairy complex at 51 Margaret Street & 33A Taylor Street, Moonee Ponds has been removed from this list of places of local significance as it has been substantially demolished since the assessment was completed.

**Table 3.1 – Individual places of local significance**

| PLACE NAME   | STREET NO. | STREET                        | SUBURB     |
|--|------------|-------------------------------|------------|
| <b>Commercial</b>                                  |            |                               |            |
| 1. Shops   | 444-446    | Mt Alexander Road             | Ascot Vale |
| 2. Shops   | 488-500    | Mt Alexander Road             | Ascot Vale |
| 3. Shop  | 13         | The Crescent                  | Ascot Vale |
| 4. Doctor's Surgery, Dentist's Surgery & Residence | 57-59      | The Crescent                  | Ascot Vale |
| 5. Barcaple House                                  | 116        | The Parade                    | Ascot Vale |
| 6. Pioneer Store                                   | 187        | Buckley Street                | Essendon   |
| 7. Shop  | 51         | Fletcher Street               | Essendon   |
| 8. Nielsen's Buildings                             | 57-59      | Fletcher Street               | Essendon   |
| 9. Milk Bar  | 37         | Glass Street                  | Essendon   |
| 10. Shops  | 349-355    | Keilor Road                   | Essendon   |
| 11. Houses and shop                                | 34-40      | Nicholson Street              | Essendon   |
| <b>Transport</b>                                   |            |                               |            |
| 12. Aberfeldie Stables (former)                    | 47 & 49    | Combermere Street             | Aberfeldie |
| 13. Rail over road bridge                          |            | Ascot Vale Road               | Ascot Vale |
| 14. House, Stables & Oak                           | 23         | Brown Avenue                  | Ascot Vale |
| 15. Road over rail bridge                          |            | Grice Crescent, Napier Street | Essendon   |

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| PLACE NAME   | STREET NO.   | STREET   | SUBURB                    |
|--|--------------|--|---------------------------|
| 16. Flemington Bridge (inbound)                        |              | Mt Alexander Road  | Flemington                |
| 17. Gill Bros. Shoeing Forge (former) & residence      | 374-378      | Mt Alexander Road  | Travancore                |
| <b>Industry &amp; Infrastructure</b>                   |              |  |                           |
| 18. Holmes Road Main Drain Cutback                     |              | Holmes Road & The Boulevard  | Aberfeldie & Moonee Ponds |
| 19. National Instruments Company (former)              | 8-14 & 16-26 | McIntosh Street  | Airport West              |
| 20. Bluestone drain                                    |              | (rear of) Brisbane Street and Ormond Road                            | Ascot Vale                |
| 21. Maribymong River Pipe Bridge                       |              | Ahern Place (south end of)   | Avondale Heights          |
| 22. Cook's Blacksmith                                  | 882-884      | Mt Alexander Road  | Essendon                  |
| 23. Five Mile Creek bluestone channel                  |              | (off) Pascoe Vale Road   | Essendon                  |
| 24. Newmarket Sheep & Cattle Yard Platforms            |              | Ascot Vale Road  | Flemington                |
| 25. SEC 'D' Ascot Vale Substation (former)             | 21           | Ascot Vale Road  | Flemington                |
| 26. House and stables                                  | 17           | Crown Street & 6 Ascot Vale Road                                     | Flemington                |
| 27. Shoeing forge (former)                             | 528-532      | Racecourse Road  | Flemington                |
| 28. SEC interwar electrical substations serial listing |              | Ascot Vale Rd  | Ascot Vale                |
|  |              | Lincoln Rd & Leake St, Nicholson St, 200A Pascoe Vale Rd, 1A Seon St | Essendon                  |
|  |              | Wallingford Street   | Flemington                |
|  |              | Seon Street  | Moonee Ponds              |
| 29. House, dairy & stables                             | 41           | Moore Street   | Moonee Ponds              |
| 30. S & E McKay Blouse Factory (former)                | 34           | Wilson Street  | Moonee Ponds              |
| <b>Community</b>                                       |              |  |                           |
| 31. Aberfeldie Baby Health Centre                      | 13           | Beaver Street  | Aberfeldie                |
| 32. St Andrew's Anglican Church                        | 29           | St Kinnord Street  | Aberfeldie                |
| 33. Airport West Pre-school & Infant Welfare Centre    | 97           | McNamara Avenue  | Airport West              |
| 34. R.G. Ratcliff Community Centre                     | 1A           | South Road   | Airport West              |
| 35. Progress Kindergarten                              | 11           | Brown Avenue   | Ascot Vale                |
| 36. Ascot Vale Fire station (former) & residence       | 17 & 19      | Ferguson Street  | Ascot Vale                |



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| PLACE NAME  | STREET NO. | STREET                                   | SUBURB       |
|---|------------|--|--------------|
| 37. Maribyrnong-Bagotville Hill War Memorial                                    | 2          | Langs Rd                                 | Ascot Vale   |
| 38. Ascot Vale Baby Health Centre   | 147        | Maribyrnong Road                         | Ascot Vale   |
| 39. St Paul's Anglican Memorial Parish Hall & Vicarage (former)                 | 7-9        | Roxburgh Street                          | Ascot Vale   |
| 40. St Mary of the Immaculate Conception Catholic Church, Presbytery and School | 123        | St Leonards Road and 80 Roseberry Street | Ascot Vale   |
| 41. Ascot Vale Methodist Church (former), now Seventh Day Adventist Church      | 43         | The Parade                               | Ascot Vale   |
| 42. 15th Essendon Sea Scouts complex  | 22 & 26    | Woods Street                             | Ascot Vale   |
| 43. West Essendon Progress Hall (former)  | 9-11       | Bradshaw Street                          | Essendon     |
| 44. Essendon Baptist Church   | 124        | Buckley Street                           | Essendon     |
| 45. Essendon Church of Christ   | 52         | Buckley Street                           | Essendon     |
| 46. Essendon Baby Health Centre   | 129        | Lincoln Road                             | Essendon     |
| 47. St Thérèse's Catholic Church  | 48A        | Lincoln Road                             | Essendon     |
| 48. South Essendon Primitive Methodist Church & Halls (former)                  | 880        | Mt Alexander Road                        | Essendon     |
| 49. Essendon Primary School No. 483 and War Memorial                            | 38         | Raleigh Street                           | Essendon     |
| 50. Keilor Heights Primary School No.4877                                       | 45         | Clarks Road                              | Keilor East  |
| 51. East Keilor Pre-School & Infant Welfare Centre                              | 31         | Mark Street                              | Keilor East  |
| 52. Holy Virgin's Protection Memorial Church & Famine Memorial                  | 91         | Buckley Street                           | Moonee Ponds |
| 53. 1st Moonee Ponds Scout Hall   | 79         | Clarinda Road                            | Moonee Ponds |
| 54. Essendon Masonic Lodge No. 238 Hall   | 840        | Mt Alexander Road                        | Moonee Ponds |
| 55. Moonee Ponds Primary School No.3987   | 87         | Wilson Street                            | Moonee Ponds |
| 56. Niddrie Technical School (former)   | 45         | Sapphire Street                          | Niddrie      |
| 57. Dunsen Girls State School No.4708 (former)                                  | 36-48      | Vaynny Street & Teague Street            | Niddrie      |
| 58. Strathmore Community Hall   | 40         | Loeman Street                            | Strathmore   |
| 59. Strathmore Presbyterian Church Complex (former)                             | 15-19      | The Crossway                             | Strathmore   |
| 60. Travancore Special School (Toddler) Block (former)                          | 26-38      | Hamington Street                         | Travancore   |

### **Not significant at the local level**

There are eight (8) places that have been assessed during Stage 2 as not significant at the local level:

- The Boulevard, Aberfeldie
- Ansett Knitting Mills, 412-422 Mt Alexander Road, Ascot Vale
- Cardboard Container Manufacturing Co. (former), 90-92 Albion Street, Essendon
- Aberfeldie Baptist Church, 3-5 & 5A Price Street, Essendon
- Essendon Cereal Mills (former), 87-89 Raleigh Street, Essendon
- 58<sup>th</sup> Battalion War Memorial, 127 Pascoe Vale Road, Moonee Ponds
- Canary Island Palms & pitched bluestone road, 18-20 Buckley Street, Essendon
- Shops, 417-419 Keilor Road, Niddrie

In addition, the former Ngarveno Dairy Complex at 51 Margaret Street and 33A Taylor Street, Moonee Ponds no longer meets the threshold of local significance for the reasons discussed in section 1.4.3.

### ***The Boulevard, Aberfeldie***

The plan to develop a 'boulevard' along the Maribyrnong River is described in the *Moonee Valley Thematic Environmental History*. As it notes, however, the project was never fully completed and further detailed research has determined that the road now known as 'The Boulevard' on the Essendon side was not part of the original route, which actually was on the opposite side of the river.

A section of road was, however, constructed from Orford Street through Maribyrnong Park to connect to another existing road alongside the river that, by 1921, was known as the 'Boulevard'. Early (c.1920) photographs show that little had been done: the road was only partially formed and there is no evidence of hard landscaping (for example, as can be seen in the equivalent Yarra Boulevard in Richmond, which included rockeries, random stone walls, and stone and concrete pathways and steps).

In 1920 an Avenue of Honour was planted from Holmes Road to Vida Street, but the original trees were removed and replaced in 1999. The avenue and the replanting are now commemorated in a series of interpretive signs. One of these signs has an image dating from 1920 showing the newly planted Honour Avenue, as well as the brick and bluestone drainage outlet at the end of Holmes Road.

Further planting was carried out from the 1930s onwards. This included the notable rows of Canary Island Palms and other trees. The trees are the only evidence of the development of this road prior to World War Two that exist today.

The section of The Boulevard within Maribyrnong Park between Orford Street and Holmes Road is included within HO4 and while the section west of Holmes Road has some historic interest it does not justify inclusion in the HO, as there is no physical fabric to protect.

The Canary Island Palms alongside the The Boulevard from Vida Street to Afton Street are included in Schedule 2 (Significant Trees) to the Environmental Significance Overlay (ESO2), and there are a number of other mature trees that could be added to the ESO2. They are in two groups/areas:

- The first group is in the area surrounding the car park opposite Fawcner Street. They include a group of seven Bhutan Cypress to the east of the entrance driveway, two Oaks (one on either side of the car park), a Norfolk Island Hibiscus to the west of the car park, and a group of what appear to be remnant Eucalypts (possibly *E. camaldulensis*) to the east of the carpark; and

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- The second group is adjacent the car park where The Boulevard meets Afton Street. This comprises a copse of pines, mostly Canary Island Pines, situated within the 'loop' created by the Canary Island Palms.

**Ansett Knitting Mills (former), 412-22 Mt Alexander Road, Ascot Vale**

Sands & McDougall Directories show that in 1930 the block between Baroda Street and Mascoma Street contained four businesses: Cornelius Nevin, hairdresser (408), Scott Bros. wood yard (424), W.E. Scott, Knitting Mills (426) and A. Bartling shoe maker (436-442). In 1932 Ansett Knitting Mills replaced W.E. Scott at no.426 and by 1935 the Directory entry describes the address as 426-34, suggesting a significant expansion or new building. However, Ansett Knitting Mills did not occupy the building for long; in 1940 the tenant was a 'clock manufacturer'.

The building as it exists today appears to date from c.1935. While 'Developing a manufacturing capacity' is a theme in Moonee Valley, the thematic history (p.90) notes 'The main industrial development in Moonee Valley occurred in the post-war period and was concentrated in the suburbs of Niddrie and Airport West, particularly in the area adjoining Matthews Avenue and to some extent along Keilor Road'. During the interwar period the City of Essendon was not known as an industrial area in the same way as suburbs such as Coburg and Brunswick or Footscray. The factories assessed for this study in Essendon and Ascot Vale are isolated examples and therefore do not individually or collectively help to illustrate this theme.

In addition, while it retains the distinctive 'pylons' over the entrance this building has otherwise been significantly altered including replacement of all windows and openings, and re-rendering across the whole facade. As such, while it has some historic interest it is considered to have low integrity and intactness and does not meet the threshold of local significance.

**Cardboard Container Manufacturing Co. (former), 90-92 Albion Street, Essendon**

This factory was constructed by 1955 for the Cardboard Container Manufacturing Co. (Sands & McDougall Directory)

While 'Developing a manufacturing capacity' is a theme in Moonee Valley, the thematic history (p.90) notes 'The main industrial development in Moonee Valley occurred in the post-war period and was concentrated in the suburbs of Niddrie and Airport West, particularly in the area adjoining Matthews Avenue and to some extent along Keilor Road'. During the interwar period the City of Essendon was not known as an industrial area in the same way as suburbs such as Coburg and Brunswick or Footscray. The factories assessed for this study in Essendon and Ascot Vale are isolated examples and therefore do not individually or collectively help to illustrate this theme.

The detailing described in the *Western Region Industrial Heritage Study* (Gary Vines, 1989) is characteristic of the Moderne style, which became popular for factories in the 1930s. However, the details have been obscured by over-painting and, while this could be removed, it is not considered to be a particularly exceptional example as, by the 1950s when it was built, this would have been considered rather 'old-fashioned' when compared, for example, with the National Instrument Factory built just a few years later in Airport West, which has the more progressive 'curtain-wall' facade.

As such the building is not considered to satisfy the threshold of local significance for its historic or architectural/aesthetic values.

**Aberfeldie Baptist Church, 3-5 & 5A Price Street, Essendon**

Aberfeldie Baptist Church designed by architect Keith Reid (1906-1999) in 1964 is a modern church designed in a fairly conservative manner. It adopts the traditional church planning of a nave and narthex under a pitched roof. The extensions to the rear and the sides are substantial and have altered the original design concept and incorporated an earlier relocated hall. The metal spire is an important architectural feature and the interior of the church has some elegant timber screens. As an architectural work it does not appear as strong or as intact as St

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Christopher's Airport West (HO344), or St Aidan's Strathmore (HO347). The extensions also lessen its integrity to the original design.

It is considered that Aberfeldie Baptist Church is of local historical and architectural interest but does not meet the threshold of local significance when compared with other post-war churches.

***Essendon Cereal Mills (former), 87-89 Raleigh Street, Essendon***

Preliminary research for Stage 1 indicated that this building was built and used as a cereal mill and may have dated from 1938. However, no building is visible on this site in the 1945 aerial photograph of this area and directories show this building was not constructed until 1958: the 1956 and 1957 directories both describe it as a 'factory being built' and, upon completion, it was simply described as 'storage' until 1960. In 1965 and 1970 R.D. Muller, engineer is listed as the tenant, but no use is specified. So the directory information would appear to indicate that it wasn't used as a cereal mill.

While 'Developing a manufacturing capacity' is a theme in Moonee Valley, the thematic history (p.90) notes 'The main industrial development in Moonee Valley occurred in the post-war period and was concentrated in the suburbs of Niddrie and Airport West, particularly in the area adjoining Matthews Avenue and to some extent along Keilor Road'. During the interwar period the City of Essendon was not known as an industrial area in the same way as suburbs such as Coburg and Brunswick or Footscray. The factories assessed for this study in Essendon and Ascot Vale are isolated examples and therefore do not individually or collectively help to illustrate this theme.

In addition, this building has been significantly altered and while it retains some distinctive features, overall it is considered to have low integrity and intactness and does not meet the threshold of local significance.

***58<sup>th</sup> Battalion War Memorial, 127 Pascoe Vale Road, Moonee Ponds***

The present memorial is not the memorial erected in 1935, which comprised a tall brick obelisk and a smaller memorial with a brass cabinet containing a 'Book of Remembrance' listing the name and rank of those who had fallen. In about 2010 the old memorial was demolished and replaced with the existing memorial. The smaller memorial was not rebuilt and the 'Book of Remembrance' was donated to the Essendon Historical Society.

As such, while the memorial has some historic interest the fabric is not important and does not justify the application of the HO.

***Canary Island Palms & pitched bluestone road, 18-20 Buckley Street, Essendon***

Canary Island Palms were a popular planting in the interwar period and there are numerous examples in Moonee Valley, including the State significant plantation along Mt Alexander Road, the rows along The Boulevard at Aberfeldie, and the five palms lining the short section of Alma Street, east of Waverley Street in Aberfeldie. There are also examples in several parks including Queens Park, Fairbairn Park, and the small reserve at the corner of Derby Street and Clarinda Road in Moonee Ponds. All of these palms are in good condition.

This small park appears to date from the late interwar period. The most distinctive features are the two Palms (one of which is lopsided due to pruning for electricity line clearance), the bluestone set into the road, and the reserve which contains a serpentine path edged in lava rock and bluestone with remnant plantings of Oleander. The park and the bluestone seem to have been a solution to a particularly steep section of Buckley Street, but while it is a curiosity, it is not necessarily historically significant for that reason. Aesthetically, while it has some interwar characteristics (the lava rock edging, remnant Oleanders, Palms) it is not an outstanding example and, as noted above, there are numerous other examples of Canary Island Palm plantings in Moonee Valley. As such, it does not meet the threshold of local significance.

***Shops, 417-419 Keilor Road, Niddrie***

The 1949 shops at 417-419 Keilor Road are historical interest for their early date in Niddrie, in the period it first began to develop. (Looking at a 1945 aerial photo of the area, the only shop in the area at that time was 457 Keilor Road - a non-descript two-storey shop with overpainted brick and rebuilt ground floor and verandah.) The shop at no. 417 is also of interest for its association with the early Niddrie industrial venture, Scope Laboratories. This association was however, brief and the shop was not purpose-built for Scope. As such the building is not considered to satisfy the threshold of local significance.

### 3.4 New potential heritage places

Table 3.2 provides a list of places of potential heritage significance that have been identified through the detailed research and comparative analysis carried out for Stage 2, as well as one resulting from the community consultation stage and another nominated by the municipal Heritage Advisor. The assessment of these additional places was outside the scope of Stage 2 and it is recommended that they be added to the list of places to be assessed in future:

**Table 3.2: New potential heritage places**

| Place   | Comments  |
|---|---|
| Aberfeldie Primary School<br>No.4220, 1 Doone Street,<br>Aberfeldie   | This includes a c.1950 school that was rebuilt following a fire and includes some of the Modernist details of schools constructed in the era just prior to the Light Timber Construction schools of 1955 onwards. There is also a 1943 Craft Room constructed by the Mothers' Club and trees planted in 1973 to mark the centenary of education in Victoria. Of potential historic and social significance.   |
| Our Lady of the Nativity<br>Catholic Church and<br>School, 31 Fawcett Street,<br>Aberfeldie   | Post-war Modernist church and school complex. Church is of potential architectural significance as a post-Vatican II church designed 'in the round'. The school also has some interesting design features. Together, the complex is associated with the post-war development of Aberfeldie. Of potential historic, social, architectural, and aesthetic significance.   |
| E.B. Basford Memorial<br>Kindergarten, 1 West<br>Street, Ascot Vale   | In 1947 a Free Day Kindergarten began in the Ascot Vale Congregational Church, which was named the 'E.B. Basford Kindergarten' in recognition of the support given by Cr. E. Basford. By 1952 this had moved to a purpose-built building at the west end of South Street. This was the third 'free' kindergarten in the City of Moonee Valley. Of potential historic and social significance.   |
| Roxburgh Estate Precinct<br>11A-27 St Leonards Road,<br>2-16 Rothwell Street, 2-8<br>Roxburgh Street, 1-7 & 2-8<br>Brunton Street, 1-9 & 2-8<br>Kelvin Street, Ascot Vale | Thomas Brunton's Victorian mansion 'Roxburgh' (demolished) stood facing Rothwell Street. His son, Stuart Brunton, built his own home next to it, at 16 Rothwell Street, in 1904. In 1919 the grounds of 'Roxburgh' were subdivided, to create the Roxburgh Estate. New streets Brunton and Kelvin were created in this subdivision. The land was rapidly developed with a range of brick bungalows in the 1920s, creating a visually and geographically cohesive and high quality precinct. Stuart Brunton's large Federation villa remains at the corner of the precinct, indicating some of the earlier history of the estate. Of potential architectural, aesthetic and historical significance. |
| Rhonda Davis Pre-school,<br>infant welfare centre and<br>youth club<br>54 Lake Street, Avondale<br>Heights  | Post-war Modernist pre-school and infant welfare centre. Second purpose-built centre in Avondale Heights and one of about five constructed by the City of Keilor in the post-war period. Part of a complex that also includes a Youth Club. Of potential historic, social and architectural significance.   |
| Brick veneer house<br>33 Forrester Street,<br>Essendon  | House of the 1930s constructed by a Mr Owen and thought to be the earliest brick veneer building in the former City of Essendon.  |

## 4 RECOMMENDATIONS

### 4.1 Introduction

This section provides the key recommendations arising from the 2015 study. They are:

- Statutory recommendations to implement key findings of the 2015 study, and
- Other actions including potential additions to Schedule 2 to the Environmental Significance Overlay, and places to be assessed in future.

### 4.2 Statutory recommendations

It is recommended that the City of Moonee Valley prepare and exhibit an amendment to the Moonee Valley Planning Scheme to implement the findings of the 2015 study.

This amendment should:

- Update the references in the LPPF of the Moonee Valley Planning Scheme to include specific reference to the *Moonee Valley Heritage Study 2015*, as appropriate.
- Replace the existing schedule to the heritage overlay in the Moonee Valley Planning Scheme with a new schedule that adds the new heritage places and precincts of local significance listed in Table 1 in the Executive Summary, amends HO302 to become the SEC interwar electrical sub-station serial listing, changes the name of HO15 to 'Lorne Street and Maribyrnong Road', and removes HO314, which will become part of the Fletcher Street & Napier Street Precinct.
- Amend the relevant Moonee Valley Planning Scheme Heritage Overlay maps to add the new heritage places and precincts and one serial listing of local significance listed in Table 1 in the Executive Summary, change the boundaries of existing heritage precincts HO15 and HO26 and remove HO314, which will become part of the Fletcher Street & Napier Street Precinct.

The recommended extent of the HO for the new precincts and the revised HO15 Union Road Precinct and HO26 Lorne Street Precinct is shown on the precinct maps, which form part of the citations in Appendices C and D.

The extent of the HO for the new individual places is the whole property as defined by the title boundaries with the exception of the places and serial listing in Table 4.1.

- Amend the 'City of Moonee Valley Permit Exemptions Policy for Heritage Overlay Precincts' by:
  - Adding the four precincts assessed by the 2015 Study to the list of precincts to which the policy applies.
  - Updating the precinct maps for HO15 and HO26 and adding four new precinct maps.
- Apply a new permit exemptions policy, as shown in Appendix B, to four water and drainage infrastructure places.

**Table 4.1 – Heritage places where HO extent is less than entire property**

| Heritage place                      | HO extent   |
|-------------------------------------|---|
| SEC Interwar electrical substations | 200A Pascoe Vale Road – as existing HO302.<br>1A Scott St & Scotia St (Lot 1 TP617609) – whole site as defined by title boundaries.<br>Ascot Vale Rd, Lincoln Rd & Leake St, Nicholson St, Wellington St - the building and surrounding land to a minimum extent of 2 metres. |

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| Heritage place   | HO extent  |
|--|--|
| Aberfeldie House Stables, former<br>47 & 49 Combermere Street, Aberfeldie  | Extent of HO to include the whole of the backyards only of 47 & 49 Combermere Street and approximately 2 metres of the adjoining property at 28A Aberfeldie Street.                  |
| Holmes Road Main Drain Outlet, Holmes Road<br>& The Boulevard, Aberfeldie & Moonee Ponds   | Extent of HO to include the drain outlet structure and surrounding land to a minimum extent of 2 metres.   |
| St Andrew's Anglican Church<br>29 St Kinnord Street, Aberfeldie  | Extent of HO to include the brick church in the north half of block corresponding with Lot 20 Block D LP2016.  |
| Rail over road bridge<br>Ascot Vale Road, Ascot Vale   | Extent of HO to include the whole of the bridge and abutments and adjoining land to a minimum extent of 2 metres.  |
| Bluestone drain<br>(rear of) Brisbane Street, Ascot Vale   | Extent of HO to include the bluestone drain.   |
| Maribyrnong-Bagotville War Memorial<br>2 Langa Road, Ascot Vale  | Extent of HO to include the memorial and surrounding land within the area enclosed by the low circular brick walls.  |
| St Mary of the Immaculate Conception Church,<br>Presbytery & School<br>123 St Leonards Road & 80 Roseberry Street,<br>Ascot Vale | Extent of HO to include the church, fence and presbytery on St Leonards Road and the early school building on Roseberry Street and surrounding land to a minimum extent of 5 metres. |
| 15 <sup>th</sup> Essendon Sea Scouts complex<br>26 Woods Street, Ascot Vale  | Extent of HO to include the Nissen Hut and adjoining hall building and surrounding land to a minimum extent of 2 metres.   |
| Maribyrnong River Pipe Bridge<br>Ahern Place, Avondale Heights   | Extent of HO to include the bridge and adjoining land/water to a minimum of 2 metres.  |
| Essendon Baptist Church<br>124 Buckley Street, Essendon  | Extent of HO to include the church and Sunday School at its rear and surrounding land to a minimum extent of 5 metres.   |
| Road over rail bridge, Grice Crescent & Napier<br>Street, Essendon   | Extent of HO to include the bridge and its brick and bluestone abutments and adjoining land to a minimum of 5 metres from the edges of the bridge.                                   |
| St Therese's Catholic Church<br>48A Lincoln Road, Essendon   | Extent of HO to include the church and its associated landscaping on the north-east corner of Lincoln Road and Florence Street.  |
| Five Mile Creek Bluestone Channel<br>Pasecoe Vale Road, Essendon   | Extent of HO to include the bluestone drain and adjoining land to a minimum of 2 metres on either side.  |
| Essendon Primary School No.483<br>38 Raleigh Street, Essendon  | Extent of HO to include the infants' school, 1922 school and all the land between these buildings and the Raleigh Street frontage including the war memorial.                        |
| Newmarket Sheep & Cattle Yard platforms<br>Ascot Vale Road, Flemington   | Extent of HO to include the platform walls along Ascot Vale Rd and the south side of the railway reserve and adjoining land to a minimum extent of 2 metres on either side.          |
| Flemington Bridge (inbound)<br>Mt Alexander Road, Flemington   | Extent of HO to include all of the 1913 (inbound) bridge within the City of Moonee Valley.   |

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| Heritage place   | HO extent  |
|--|--|
| Keilor Heights Primary School No.4877<br>45 Clarks Road, Keilor East                       | Extent of HO should include the two LTC classroom blocks and all the land between the blocks extending to the north and south boundaries directly in line with the buildings.              |
| Moonee Ponds Primary School No.3987<br>87 Wilson Street, Moonee Ponds                      | Extent of HO should include the 1919 school and land between the school and Wilson Street.   |
| Niddrie Technical School (former)<br>45 Sapphire Street, Niddrie                           | Extent of HO to include all of the LTC classroom blocks and the library and land between these buildings and Sapphire and Albert streets.  |
| Doutta Galla State School No.4708 (former)<br>36-48 Vaynor Street, Niddrie                 | Extent of HO to include the whole of the 1853, 1958 & 1960 LTC school buildings and the land between these buildings and the frontages to the surrounding streets.                         |
| Strathmore Community Hall<br>40 Loeman Street, Strathmore                                  | Extent of HO to include the hall and land between the hall and Loeman Street.  |
| Strathmore Presbyterian Church complex (former)<br>15-19 The Crossway, Strathmore          | Extent of HO to include the community hall of 1936 and the church of 1962 and the land between these buildings and the frontages to the surrounding streets.                               |
| Travancore Special School 'Toddlers' Block (former)<br>26-68 Flemington Street, Travancore | Extent of HO to include the whole of the former 'Toddlers' Block and surrounding land to a minimum extent of 5 metres, including all of the land between the building and Cashmere Street. |

### 4.3 Other actions

#### Environmental Significance Overlay

As part of the next review of the *Moonee Valley City Council Significant Tree Register* consider the inclusion of the following trees in Schedule 2 (Significant Trees) to the Environmental Significance Overlay (ESO2):

- Two groups of trees associated with the parklands adjoining The Boulevard in Aberfeldie:
  - The first group is in the area surrounding the car park opposite Fawcner Street. They include a group of seven Bhutan Cypress to the east of the entrance driveway, two Oaks (one on either side of the car park), a Norfolk Island Hibiscus to the west of the car park, and a group of what appear to be remnant Eucalypts (possibly *E. camaldulensis*) to the east of the carpark.
  - The second group is adjacent the car park where The Boulevard meets Afton Street. This comprises a copse of pines, mostly Canary Island Pines, situated within the 'loop' created by the Canary Island Palms.

#### Future work

The detailed research and comparative analysis carried out for Stage 2 identified four (4) new places of potential significance, with another two (2) identified by a staff member and during community consultation. The assessment of these additional places was outside the scope of Stage 2 and it is recommended that they be added to the list of places to be assessed in future:

- Aberfeldie Primary School No.4220, 1 Doone Street, Aberfeldie
- Our Lady of the Nativity Catholic Church and School, 31 Fawcner Street, Aberfeldie
- E.B. Basford Memorial Kindergarten, 1 West Street, Ascot Vale



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- Roxburgh Estate Precinct, 11A-27 St Leonards Road, 2-16 Rothwell Street, 2-8 Roxburgh Street, 1-7 & 2-8 Brunton Street, 1-9 & 2-8 Kelvin Street, Ascot Vale
- Rhonda Davis Pre-school and Infant welfare centre and youth club, 54 Lake Street, Avondale Heights
- 1930s house (possibly first brick veneer house in the City of Essendon, built by Mr Owen), 33 Forrester Street, Essendon

## REFERENCES

### City of Moonee Valley Heritage Studies

Context Pty Ltd, October 2014, *Moonee Valley Gap Study Stage 1*

Living Histories, September 2012, *Moonee Valley Thematic Environmental History*

### Other

*Assessing the cultural heritage significance of places and objects for possible state heritage listing: The Victorian Heritage Register Criteria and Threshold Guidelines*, 6 December 2012

<<http://www.dpcd.vic.gov.au/heritage/Forms-and-Guidelines/registration-forms-and-guidelines>> (accessed 17 September 2013)

*Review of Heritage Provisions in Planning Schemes. Advisory Committee Report. The way forward for heritage*, August 2007

*Using the criteria: a methodology*, Queensland Heritage Council, 2006

Victoria Planning Provisions Practice Note: *Applying the Heritage Overlay* (2012)

*Warrambool Planning Scheme. Amendment C57 Panel Report*, December 2008, Jennifer A. Moles, Chair

## APPENDIX A – THRESHOLDS AND PRECINCTS

### A.1 Establishing a threshold of local significance

#### What is a threshold?

The Heritage Victoria standard brief for Stage 2 heritage studies notes that local significance can include places of significance to a town or locality, however, whether the 'threshold' of local significance is achieved depends how relevant heritage criteria are applied and interpreted.

The Advisory Committee notes that the related questions of the application of appropriate heritage criteria and establishing 'thresholds' that provide practical guidance to distinguish places of 'mere heritage interest from those of heritage significance' have been the subject of continuing debate in recent times. While there was agreement that the AHC criteria may be appropriate for use at the local level, the question of what establishes a threshold remains open to interpretation.

The Advisory Committee (p.2-41) defines 'threshold' as follows:

*Essentially a 'threshold' is the level of cultural significance that a place must have before it can be recommended for inclusion in the planning scheme. The question to be answered is 'Is the place of sufficient import that its cultural values should be recognised in the planning scheme and taken into account in decision - making?' Thresholds are necessary to enable a smaller group of places with special architectural values, for example, to be selected out for listing from a group of perhaps hundreds of places with similar architectural values.*

#### How is a threshold defined?

The Advisory Committee (p.2-32) cites the Bayside C37 and C38 Panel report, which notes that:

*With respect to defining thresholds of significance, it was widely agreed by different experts appearing before this Panel that there is a substantial degree of value judgment required to assess a place's heritage value, so that there is always likely to be legitimate, differing professional views about the heritage value of some places.*

*There is a wide range of matters that can be taken into account in making any assessment (e.g., a place's value in relation to historic, social, aesthetic, cultural factors, its fabric's integrity and so on), leading to further grounds for differences between judgments.*

While there are application guidelines for the use of the AHC criteria (Developed in 1990 these are known as the AHC *Criteria for the Register of the National Estate: Application Guidelines*), they are designed for application at the regional or National level and the Advisory Committee cited a report prepared by Ian Wight for Heritage Victoria, which noted that they may require rewriting to 'make them clearly applicable to places of local significance'.

On this basis, the Advisory Committee (p.2-45) made the following conclusions:

*As also discussed, a fundamental threshold is whether there is something on the site or forming part of the heritage place that requires management through the planning system.*

*As we have commented, we see the development of thresholds as something which responds to the particular characteristics of the area under investigation and its heritage resources. Nevertheless the types of factors that might be deployed to establish local thresholds can be specified State - wide. They would include **rarity in the local context, condition/degree of intactness, age, design quality/aesthetic value, their importance to the development sequence documented in the thematic environmental history.** (emphasis added)*

*This process is essentially a comparative one within the local area. That area may not coincide with the municipal area. Its definition should be informed by the thematic environmental history.*

The VPP Practice Note (as updated in 2012) now provides the following advice:

*The thresholds to be applied in the assessment of significance shall be 'State Significance' and 'Local Significance'. 'Local Significance' includes those places that are important to a particular community or locality. Letter gradings (for example, "A", "B", "C") should not be used.*

*In order to apply a threshold, some comparative analysis will be required to substantiate the significance of each place. The comparative analysis should draw on other similar places within the study area, including those that have previously been included in a heritage register or overlay. Places identified to be of potential State significance should undergo limited analysis on a broader (Statewide) comparative basis.*

#### **Intactness vs. Integrity**

The 'intactness' and 'integrity' of a building are often used as a threshold indicator.

A discussion on 'Threshold indicators' for Criterion D on p.48 of *Using the criteria: a methodology*, prepared by the Queensland Heritage Council (the equivalent guidelines prepared by the Heritage Council of Victoria cite the Queensland guidelines as one of the key sources used in their preparation), notes that:

*A place that satisfies Criterion (D) should be able to demonstrate cultural heritage significance in its fabric and be representative of its type or class of cultural places. The degree of intactness of a place therefore is an important threshold indicator of this criterion. ... However, setting such a high threshold may not be applicable in all situations, especially if the class of place is now rare or uncommon.*

This approach has been used for the assessments carried out for the Study and in doing so a clear distinction has been made between the concepts of 'intactness' and 'integrity'. While interpretations of these terms in heritage assessments do vary, for the purposes of this Study the following definitions set out on pp.16-17 of the Panel Report for Latrobe Planning Scheme Amendment C14 have been adopted:

*For the purposes of this consideration, the Panel proposes the view that intactness and integrity refer to different heritage characteristics.*

***Intactness** relates to the wholeness of (or lack of alteration to) the place. Depending on the grounds for significance, this can relate to a reference point of original construction or may include original construction with progressive accretions or alterations.*

***Integrity** in respect to a heritage place is a descriptor of the veracity of the place as a meaningful document of the heritage from which it purports to draw its significance. For example a place proposed as important on account of its special architectural details may be said to lack integrity if those features are destroyed or obliterated. It may be said to have low integrity if some of those features are altered. In the same case but where significance related to, say, an historical association, the place may retain its integrity despite the changes to the fabric (Structural integrity is a slightly different matter. It usually describes the basic structural sufficiency of a building).*

*Based on this approach it is clear that whilst some heritage places may have low intactness they may still have high integrity – the Parthenon ruins may be a good example. On the other hand, a reduction in intactness may threaten a place's integrity to such a degree that it loses its significance.*

For the purposes of this study, 'intactness' within precincts was measured as percentage of Contributory places with 'Low' being less than 60%, 'Moderate' being 60-80% and 'High' being 80-100%. Generally speaking, a potential precinct would be expected to have at least 'Moderate' intactness and in some cases 'High' intactness.

For Contributory places within precincts the 'integrity' rather than 'intactness' was a primary consideration: that is, while the Contributory places may not be completely 'intact' (i.e., retaining all original fabric) any repairs or maintenance have been carried out using the same or similar materials, details and finishes, thus ensuring good 'integrity'.

For potential individual places, on the other hand, the 'intactness' of the building was a primary consideration; however, comparative analysis would determine whether a building

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with lower 'intactness', but good 'integrity' could also be of local significance if, for example, it is rare.

**What is the role of the thematic history?**

The previous comments highlight the important role played by thematic environmental histories in providing a context for the identification and assessment of places. However, while it would be expected that the majority of places of local significance would be associated with a theme in the thematic history not all places are and there may be some that are Individually Significant for reasons that are independent of the themes identified by the Study. The chair of the Advisory Committee, Jenny Moles, made the following comment in the Panel report prepared for the Warrnambool Planning Scheme Amendment C57:

*The Panel also does not see it as inimical to the significance of this building that there is currently no mention of a guest house theme in the Gap Study Thematic History. It is simply not the case that every building typology will be mentioned in such a study.* (emphasis added)

The C57 Panel Report also once again highlighted that thematic histories are not 'static' documents and should be reviewed once more detailed assessments are carried out for places and precincts. This iterative approach allows a 'more complete and more pertinent history of a municipality to be developed in terms of providing a basis for managing heritage stock and allows individual buildings to be placed in their historical context' (*Warrnambool Planning Scheme Amendment C57 Panel Report*, December 2008, Jennifer A. Moles, Chair)

**Conclusions regarding thresholds**

In accordance with the Advisory Committee comments and the guidelines prepared by the Heritage Councils in Queensland and Victoria have been summarised to assist with determining whether a heritage place meets the threshold of local significance to the municipality using the Hercon criteria. Heritage Victoria notes that local significance can mean significance to a locality and local significance for this study therefore includes places that are significant to local areas as well as at a municipal level. It is noted that a place need only meet one Hercon criterion in order to meet the threshold of local significance. Meeting more than one Hercon criterion does not make the place more significant: rather it demonstrates how the place is significant for a variety of reasons.

Places of local significance will therefore satisfy one or more of the Hercon criterion, as follows:

- The place is associated with a key theme identified in the thematic environmental history. It may have been influenced by, or had an influence upon the theme. The association may be symbolic. The fabric of the place will demonstrate the association with the theme, and the place may be early, distinctive or rare when compared with other places (Criterion A).
- The place is associated with a way of life, custom, process, function, or land use that was once common, but is now rare, or has always been uncommon or endangered. The design or form may be rare: for example, it may contain or be a very early building/s, or be of a type that is under-represented within the municipality or local area (Criterion B).
- The place has potential to contribute further information about the history of the municipality or local area and that may aid in comparative analysis of similar places (Criterion C).
- The fabric of the place exemplifies or illustrates a way of life, custom, process, function, land use, architectural style or form, construction technique that has contributed to pattern or evolution of the built environment of the municipality or local area. It may demonstrate variations within, or the transition of, the principal characteristics of a place type and it will usually have the typical range of features normally associated with that type – i.e., it will be a benchmark example – and will usually have relatively high integrity and/or intactness when compared to other places (Criterion D).

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- It will have particular aesthetic characteristics such as beauty, picturesque attributes, evocative qualities, expressive attributes, landmark quality or symbolic meaning (Criterion E).
- The place is an exemplar of an architectural style, displays artistic value, or represents significant technical or artistic/architectural innovation or achievement when compared to other similar places in the municipality or local area. The places will usually have a high degree of intactness and/or integrity when compared to other places (Criterion F).
- The place has strong social or historic associations to an area/community (Criterion G) or to an individual or organisation as a landmark, marker or signature, meeting or gathering place, associated with key events, a place or ritual or ceremony, a symbol of the past in the present, or has a special association with a person, group of people or organisation that have made an important or notable contribution to the development of the municipality or the local area (Criterion H) and, in particular:
  - There is continuity of use or association, meanings, or symbolic importance over a period of 25 years or more (representing transition of values beyond one generation).
  - The association has resulted in a deeper attachment that goes beyond utility value.
  - The connection between a place and a person/s or organisations is not short or incidental and may have been documented – for example in local histories, other heritage studies or reports, local oral histories etc.

By comparison, places that do not meet the threshold of local significance will generally be those where:

- Historical associations are not well established or are not demonstrated by the fabric because of low intactness, or
- The place is common or already well-represented in the Heritage Overlay within the municipality or local area, or
- If a precinct, it has a low proportion of Contributory buildings (i.e., low intactness), or if an individual place it has low intactness and/or integrity, or
- It is a typical, rather than outstanding example of an architectural style or technical achievement and there are better comparative examples in the local area or municipality.
- The social or historical associations are not well established or demonstrated.

## A.2 What constitutes a precinct?

At present there are no definitive guidelines that provide assistance in identifying and defining a heritage precinct. This was acknowledged by the Advisory Committee, which made the follow comments in the final report (p.2-48) submitted in August 2007:

*Various Ministerial Panels have considered the question of the conceptualisation of the extent of a significant heritage place, particularly in relation to heritage areas or precincts, industrial sites and large rural properties. The Greater Geelong Planning Scheme Amendment C49 Ministerial Panel (February 2004) pointed out that the Practice Note Applying the Heritage Overlay does not provide any guidance on identification of heritage precincts. It noted that practice within the profession suggested that precincts should contain a substantial proportion of buildings that were assessed as being of precinct heritage significance, as defined in the statement of significance. A statement of significance should outline what is significant, why it is significant and how the place demonstrates the heritage significance.*

The Advisory Committee considered a number of submissions and various relevant Independent Panel reports. The final conclusions and recommendations suggested that the criteria for the definition of a precinct should take into account:

- the geographic distribution of the important elements of the place, including buildings and works, vegetation, open spaces and the broader landscape setting.

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- whether the place illustrates historic themes or a particular period or type of development.
- whether it is a defined part of the municipality recognised by the community.
- whether non-built elements such as the subdivision pattern contribute to its significance.

The Advisory Committee recognized that due to historic patterns of development, precincts may have either heterogeneous or homogeneous characters, and concluded that criteria suggested by the Hobsons Bay C34 Panel, 'may be appropriate for inner urban, relatively homogenous precincts but appear to us to be too prescriptive for application in other situations'. On this basis it suggested (p.2-55) that:

*Thematically related buildings or sites that do not adjoin each other or form a geographic grouping should, where appropriate, be able to be treated as a single heritage place and share a statement of significance and HO number. (Emphasis added)*

This approach (referred to as 'Group, serial or thematic listings') was formalised in the 2012 update of the VPP Practice Note.

Finally, with regard to the proportion of Individually Significant (or Individually Significant and Contributory) buildings that is desirable within precincts, the Advisory Committee considered (p.2-54) that:

*... the stress on built fabric inherent in this question is misleading. Precincts need to be coherent, thematically and/or in terms of design, and need to be justifiable in relation to protection of significant components. It is neither possible nor desirable to set hard and fast rules about percentages.*

#### **Conclusions regarding precincts**

For the purposes of this study, a precinct is considered to possess one or more of the following characteristics:

- They contain contributory places that individually or as a group illustrate important themes set out in the thematic history. (Criteria A or D)
- The places within a precinct may or may not adjoin one another. Where they do not form a contiguous grouping they will have a strong and demonstrated thematic or other association. (Criterion A)
- Where places form a contiguous grouping they will have largely intact or visually cohesive streetscapes that are either aesthetically or historically significant (or both). (Criteria D or E)
- Precincts that are historically significant will include elements such as housing styles and subdivision layouts that are representative or typical of a particular era or type. (Criterion D)
- Precincts of aesthetic significance may also be distinguished by the high or exceptional quality of the housing design and/or estate layout and features when compared to other examples. (Criterion E)

## **APPENDIX B – PERMIT EXEMPTIONS POLICY – INFRASTRUCTURE**

### **Permit Exemptions Policy – Infrastructure**

This incorporated plan sets out the permit exemptions from the provisions of the Heritage Overlay in accordance with Clause 43.01-2 that apply to heritage places within the City of Moonee Valley specified in Section 1.

Please refer to the relevant heritage place citation for information about the significance of each place, including the history, description and statement of significance.

#### **1 Application**

These permit exemptions apply to the following heritage places:

- Maribyrnong River Pipe Bridge, Avondale Heights (HOXXX)
- Holmes Road Main Drain outlet, Holmes Road & The Boulevard, Aberfeldie (HOXXX)
- Five Mile Creek bluestone channel, off Pascoe Vale Road, Essendon (HOXXX)
- Bluestone drain at rear of Brisbane Street & Ormond Street, Ascot Vale (HOXXX)

#### **2 No Planning Permit Required**

Under Clause 43.01-2 of the Planning Scheme, no planning permit is required for the following buildings and works:

- Removal of, modifications and repairs to and replacement of the pipe within the Maribyrnong River Pipe Bridge.
- For all places, emergency repairs to the existing structure occasioned by collapse, flooding or collision provided that the work re-instates the structure to the pre-incident condition.



## APPENDIX C – REVISED CITATIONS

This section contains revised citations for the existing HO26 Union Road and HO15 Lorne Street precincts.

### C.1 Extension to HO26 Union Road precinct

The following changes are recommended:

- Commercial buildings at 104 Maribyrnong Road and 254-284B Union Road moved from the Lorne Street Precinct to the Union Road Precinct. All commercial places on Union Road are also transferred from HO15 (Lorne Street) to HO26 (Union Road), with the exception of the Ascot Vale Fire Station at 258 Union Road which retains its individual HO listing (HO289).
- Two more buildings – the former ES&A Bank at 165-165A Union Road and the former Moran & Cato Grocery Store at 106 Maribyrnong Road assessed as Contributory added to HO26 precinct.

#### Revised precinct citation (with track changes)

**165-239 & 230-284B UNION ROAD, 99-121 & 104-106 MARIBYRNONG ROAD, and 52A & 52B ST LEONARDS ROAD, ASCOT VALE and MOONEE PONDS**

#### History

Land on either side of Union Road south and just north of the intersection with Maribyrnong Road was subdivided in the early 1880s. The first phase of development was in the 1880s, with an intensive period of development during Melbourne's land boom from 1888 to 1892. A second phase of development occurred during the inter-war period.

#### Nineteenth century development

The east side of Union Road, south of Maribyrnong Road, was part of a substantial residential subdivision laid out in 1881 by surveyor J.A. Jenkins. The subdivision, comprising 99 allotments bounded by Union Road, Maribyrnong Road, The Crescent and St Leonard's Road, was declared in December of that year. The land on the west side formed part of a large estate laid out during 1883, bordered by Ferguson Street, Maribyrnong Road, Union Road and Epsom Road. The original plan of subdivision showed that each section in this estate had four or five large allotments fronting Union Road; these, however, were to be developed more closely, with rows of narrow single-fronted commercial allotments. North of Maribyrnong Road, the east side of Union Road was subdivided in 1882 as part of the Dousta Galla Estate bounded by Edgar Street, Eglinton Street, Maribyrnong Road and Argyle Street.

Shops on the west side, between St Leonards and Maribyrnong Road, first appear in the *Sands & McDougall Directory* in 1885, with only two listings: William Rose and Mr. Callaghan. The east side appeared a year later, with two listings: T. Plunkett, grocer (at what later became No.242) and J.J. Russell, plumber (No.226), between Maribyrnong Road and The Parade. By 1887, there were three entries on the west side: William Rose, Samuel Merrifield (at Maribyrnong Road) and Arthur Vernon (between The Parade and St Leonard's Road). The two shops on the east side were joined by two more: T. Buckland, estate agent (No.244) and Henry Beckwith, grocer (No.232).

Development burgeoned over the next few years; however, for reasons that are unclear most of it occurred on the west side of Union Road. New shops included No.175 (1886) and No.195 (1887), both of which still have their dates of construction on their parapets. The directory for 1888 lists three new vacant shops, between Messrs. Rose and Merrifield, plus J.G. Cannon, grocer, another vacant shop, and John Barton's woodyard at the corner of The Parade. The block between The Parade and St Leonard's Road was then occupied by one Arthur Fear, bootmaker and Brian & Florento, butchers. On the other side of the road, a prominent addition was the Union Hotel, on the Maribyrnong Road corner, which opened in 1888.

The 1889 directory reveals that the vacant shops beside Merrifield's shop were occupied by Baker & Co, estate agents, Colonial Bank of Australasia, and Mrs. Ross, draper. There were now seven listings on the west side between Maribyrnong Road and The Parade, and five between The Parade and St Leonards Road. These new retailers included a draper, tobacconist and furniture seller. The Colonial Bank of Australasia

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opened its new premises (at No.179) in October 1889. The following year, architect E. Owen Hughes, called tenders for an unidentified 'two storey brick shop and residence' in Union Road.

North of Maribyrnong Road, businesses began appearing in the late 1880s. Brown Brothers, grocers, was located at 104 Maribyrnong Road from 1886, and Moran & Cato, grocers, faced them from the opposite corner at 106 Maribyrnong Road from 1888. Commercial activity blossomed to the west of Moran & Cato, with eight businesses in a row from 1889 (NB: almost all since demolished and outside of the precinct). The north end of Union Road had only one shop by 1887 (a draper), and most initial commercial development was concentrated on the west side of the street (since demolished). It was not until the early 1890s that the east side of Union road, between Maribyrnong Road and Athol Street, was full of two-storey terraced shops (with dwellings above), including The 'Union Buildings', a terrace of three shop-dwellings, with an 1888 date on its parapet.

This commercial boom continued into the early 1890s, although still limited to the western side of the road south of Maribyrnong Road. The shop at No.173 was erected during 1890, according to the date on the parapet. Jack Martyn, proprietor of the Tobacconist's shop at No.223, opened a new shop at No.185, the so-called Sports Depot, in October 1891. The directory for 1892 lists three new shops at Nos. 225-229 (occupied by a greengrocer, a draper and an ironmonger) and the new premises of Doig & Gow, produce dealers, at No.215. There were now twelve listings between Maribyrnong Road and The Parade (Nos. 215, 219-31 and 241), and eleven listings (Nos. 179-89 and 197-205) between The Parade and St Leonard's Road. The businesses included three drapers, two greengrocers, two tobacconists, a bootmaker, a confectioner, a chemist and a watchmaker. North of Maribyrnong Road, on the east side of Union Road there was a bootmaker, grocer, dairy produce retailer, butcher, greengrocer, fancy goods store, a builder and a baker in the early 1890s.

As late as 1900, there were still only six shops on the east side, south of Maribyrnong Road, plus the hotel. The three original retailers were still there, although Plunket was now identified as a carrier and Beckwith as a baker. By that time, Buckland's newsagency at No.244 had been taken over by Samuel Pynor, father of local architect Henry Pynor and Mayor of Essendon in 1916-17, who would operate it for the next 20 years. To the north, the corner shop at 104 Maribyrnong Road was occupied by W.H. Beck, chemist, who remained there until the 1930s, while the Moran & Cato grocery store remained at no. 106 until the 1940s or later.

#### Inter-war infill

The shopping strip underwent another, albeit less extensive, boom during the inter-war period. A significant addition was the 1,600 seat New Ascot Theatre at Nos. 199-203, designed by local architect, V.G. Cook, which opened in November 1923. The year before that, the English, Scottish & Australian Bank moved from their previous quarters at 169 Union Road to a new building at 167-167A, on the south side of St Leonards Road. The architect of this Free Classical two-storey building is unknown, though architecture firms Oakley & Parkes and Twentyman & Askew are documented as the designers of other interwar ES&A banks in Victoria. A fine new fire station and residence was built on the corner of Union Road and Lorne Street in 1927 (HO289). The architect was certainly Cedric Ballantyne, who designed a very similar Georgian Revival fire station that same year at 330 Hampshire Road, Sunshine.

Several new shops were also built along the eastern side (prompting the re-numbering of the strip in 1924-25). These included Miss Weekes' millinery shop at No.242, Mrs Aldous' cake shop at No.232, Mrs McMahon's ladies draper at No.230, and a double-storey complex at No.236-38, comprising a tobacconist, hairdresser and billiard saloon. On the west side of Union Road, new additions included the shops at 97-103 Maribyrnong Road (early 1920s), 219-225 Union Road (c.1925) and 235-239 Union Road (c.1935).

#### Sources

*Essendon Gazette*, 10 October 1889, 8 October 1891  
Land Victoria, Lodged Plan Nos. 377 (December 1881) & 493 (dated 1 May 1883)  
*Sands & McDougall Directory, 1885 onwards*  
Trethowan, Bruce, 'A Study of Banks in Victoria 1851-1939', 1976

#### Description

The buildings along the west side of Union Road consist largely of late nineteenth century commercial premises, most typically in the form of single-fronted double-storey buildings comprising a shop on the ground floor with a residence above. Some stand as individual shops, while others are in pairs (e.g. Nos.

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177-79, 191-93), or rows of three (111-15 Maribyrnong) or, in one notable case, a row of four (227-233 Union).

Although similar in form and materials, the Victorian shops otherwise demonstrate diversity in finishes and detailing. All are of masonry construction, some have tuck-pointed brickwork, either unpainted (e.g., Nos. 185, 187, 189, 195 & 215 Union) or subsequently painted (213 & 217 Union), while some are smooth rendered (Nos. 191-93, 205 Union). At their upper levels, these buildings are typically enlivened by cement-rendered ornament such as shaped pediments with acroteria (e.g. Nos. 207 & 217 Union), balustraded parapets with orbs or urns (187 & 189 Union) and vermiculated panels (240 Union). These ubiquitous double-storey Victorian buildings are supplemented by a smaller number of single-storey Victorian shops. Without exception, these are of rendered brick construction, typically with a plain parapet incorporating recessed panels or a simple moulded stringcourse. Examples survive at 209 Union Road and 109 & 121 Maribyrnong Road.

A secondary area of Victorian-era development is located to the north of Maribyrnong Road. There are two typical single-storey rendered brick 'corner stores' at the Maribyrnong Road intersection (Nos. 104 & 106) and several ubiquitous terraced shops with dwellings above (Nos. 254-256, 270, 276-284). They are of brick construction with typical Boom-era rendered embellishments in the form of window surrounds, cornices, pilasters, pediments and balustraded parapets. The Union Building at No. 276-80 - the most intact of them all - is face red brick with unpainted render trim and has some original shop fronts.

The inter-war period of development is represented by the Moderne shops at Nos. 235-39 Union Road, with a curved and rendered facade that curls around the Maribyrnong Road corner. Alongside, at 97-103 Maribyrnong Road, is a row of four red brick inter-war shops of simple form. Further inter-war shops are located on the east side of Union Road, including No. 230, the clinker brick pair at Nos. 232-34, and, most notably, the substantial double-storey rendered brick building (former billiard saloon) at No. 236-38, its stark facade enlivened by projecting window hoods and dogtooth mouldings at the upper level.

Typically, many of the actual shopfronts have been remodeled or entirely rebuilt with new full-height aluminium-framed windows, automatic doors and the like. Only three shops - Nos. 179 and 246-48 - still retain original or early shopfronts, with ubiquitous recessed and splayed entrances and large metal-framed windows with highlights above and tiled or paneled spandrels below.

Along with the shops, there are three particularly distinctive non-retail buildings in the precinct, namely the Union Hotel on the southwest corner of Maribyrnong Road, the New Ascot Theatre at 199-203 Union Road, and the Ascot Vale Fire Station at 258-260 Union Road. The Union Hotel is a fine example of a two storeyed, stuccoed brick hotel building which has been adapted in style from the Italian Renaissance. A succession of pediments marks window bays, along the upper facades, which are in turn, underscored by Corinthian order pilasters. Colonettes placed at the impost of each window arch, add to the generally ornate facade. The profusion of upper pediments is taken more soberly, at ground level, on broader pediments, placed above the entrances. Segment-arched openings here also express a progression of mass and void up the facade and parapet urns and orbs are intact. The former theatre (now a reception centre) is typical of its era: a substantial painted brick cinema building with vaguely Classical Revival detailing including rendered pilasters, rows of large nailhead mouldings, and multi-paned windows. The Metropolitan Fire Brigade station complex (HO289) is a Georgian Revival red brick building of 1927, with a pedimented barge and multipaned sash windows. A residence is attached. All three are prominent landmarks within the precinct.

#### Statement of significance

##### What is significant?

The Union Road precinct in Ascot Vale is a commercial area comprising shops, commercial premises and associated residences built in the period from c.1885 to c.1930. The precinct comprises single and double storey Boom-era shops, characterised by masonry construction embellished with rendered ornamentation, interspersed with representative examples of inter-war shops including a Moderne row that curves around the Maribyrnong Road corner. Two particularly ornate buildings - the Union Hotel and the shop at No. 169 - form prominent bookends at either end of the precinct. The following elements contribute to the significance of the precinct:

The Union Hotel<sup>1\*\*</sup> at 250 Union Road, the former New Ascot Cinema<sup>2\*\*</sup> at 199 Union Road, the Fire Station<sup>2\*\*</sup> at 258-260 Union Road, and the shops and attached residences at:

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- 97-103, 109-121 & 104-106 Maribyrnong Road  
- 165-179, 185-187, 189\*\*, 191-197, 205-209, 213, 213A, 215-239 and 230-240, 244-248 & 254-284B Union Road

Key attributes that contribute to the significance of this precinct include:

- the consistency of scale (one or two storey), form, siting (built to the front and side setback), and original materials and detailing (face brick or render with iron or tiled hip or gable roof, concealed behind a parapet) of the contributory buildings
- the high degree of intactness to the late nineteenth century and early-mid-twentieth century development dates with contributory buildings that typically survive with their presentation to the street of the upper facade being largely intact
- road alignments and allotment patterns resulting from the nineteenth century subdivision
- the absence of vehicle accommodation including driveways and crossovers
- the original or early shopfronts at Nos. 179, 246-248 & 278-280 Union Road, and 104 Maribyrnong Road.

Other buildings in the precinct, and non-original alterations (e.g. shopfronts, cantilevered awnings) or additions to contributory places are not significant.

*\*\*Note: These are places of local significance, which each have an individual place record and statement of significance.*

**How is it significant?**

The Union Road precinct in Ascot Vale is of local historic, architectural and aesthetic significance to the City of Moonee Valley.

**Why is it significant?**

It is historically significant as a representative example of the local commercial centres that initially developed in the late nineteenth century to serve residential areas within walking distance and later grew to serve a regional catchment as public transport links were improved by the mid-twentieth century. The scale of the centre and the extent to which the key phases of development are apparent illustrates its importance as one of the key shopping centres in the municipality for most of the twentieth century. (Criteria A & D)

It is architecturally significant as a good example of a late nineteenth century commercial area, which is notable for consistency of built form and the relatively high degree of integrity to the main period of development. (Criteria D & E)

## C.2 Revisions to HO15 Lorne Street precinct

The following changes are recommended:

- Commercial buildings and the Ascot Vale Fire Station at 104 Maribyrnong Road and 254-284B Union Road moved from this precinct to the Union Road Precinct. All places are also transferred from HO15 (Lorne Street) to HO26 (Union Road), with the exception of the Ascot Vale Fire Station that retains its individual HO listing (HO289).
- The precinct is renamed as the Lorne Street & Maribyrnong Road Precinct.
- The citation photo in the Hermes database showing Union Road commercial buildings is deleted and replaced.

### Revised precinct citation (with track changes)

**1-47 and 2-54 LORNE STREET, and 81-95 and 80-104-102B MARIBYRNONG ROAD and 254-56 and 270-284 UNION ROAD, MOONEE PONDS**

### History

Much of the development within the precinct occurred in the decade from 1885-1895 during the height of Melbourne's land boom and then in the first decade of the twentieth century following the 1890s Depression. The precinct was almost fully developed by World War I and a small amount of infill then occurred on the remaining lots during the inter-war period.

*Note: Lorne Street was renumbered c.1920: the houses originally designated as 38-64 (on the north side) and 21-65 (on the south side) became, respectively, 30-54 and 9-47. The adjacent portion of Maribyrnong Road and Union Road have also been renumbered. For clarity, this history uses the current numbering.*

### Nineteenth century boom and twentieth century recovery

Lorne Street originally formed part of the much larger subdivision known as the *Doutta Galla Estate* that was laid out in 1882, comprising some 340 allotments bounded by Edgar Street, Eglinton Street, Maribyrnong Road and Argyle Street. Typically, the new estate developed quickly over the next decade. Lorne Street itself first appeared in the Sands & McDougall Directory in 1885, with four listings on the north side of the street; George Taylor (No.2), George Cherry (No.36), George Dominey and Robert Easton (exact addresses unclear). The next year, there were five listings on the north side and another three on the south; by 1887, this had increased to seven listings on the north side and six on the south.

During this time, development also spread along the contiguous allotments fronting the north side of Maribyrnong Road. In 1884, the directory listed only three properties in all of Maribyrnong Road. By 1886, the portion between Union Road and the railway line had seven entries of its own, including Brown Brothers, grocers (on the Union Street corner). ~~Commercial development also spread north along Union Road in the late 1880s, with several terraced pairs of shops (with dwellings above) erected at Nos. 274-282 outside the precinct, on the Union Road corner.~~

The directory for 1890 lists twelve houses on the north side of Lorne Street, and another eight on the south side. With the exception of the prominently corner-sited house at No.2, and another at No.6, most of these houses were concentrated at the western end of the street (including what are now Nos. 36, 33-39, 40-54 & 47). Of these, Nos. 48 and 50 were both built c.1887 by the same builder. Development of the eastern end was given a boost during 1891, with a row of houses at Nos. 16-26 appearing in the 1892 directory. In December 1891, architect E.J. Kerr called tenders for an unidentified 'brick cottage' in Lorne Street. Subsequent additions included three more houses by 1895 (now Nos. 9-13), another three by 1900 (now Nos. 28, 30 & 27) and yet another three by 1905 (now Nos. 10, 14 & 41).

The 1904 MMBW Detail Plan shows that Lorne Street was almost fully developed by that time, with only a few remaining vacant allotments. These including a tract of land on the south side at the east, which formed part of the grounds of *Edenhope*, a notably large late Victorian villa fronting Maribyrnong Road. The plan also shows the row of substantial villa residences along the north side of Maribyrnong Road, including the aforementioned *Edenhope* at the corner of Edgar Street, then (heading west) *Bokhara* (now No.80), *John O'Croats* (since demolished), followed by the villa now at No.86 (then numbered 84), then *Monowall* (now

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No.88) *Mararora* (90B) and *Holbrook* (92) and three smaller villas (now nos. 98-102) alongside the corner shop (now No.104) by then occupied by W.H. Beck, chemist. Development on the south side was limited to the three single fronted brick cottages at Nos. 91-95.

**Inter-war infill**

The inter-war period saw the erection of the new fire station, on the corner of Union Road and Lorne Street, which first appears in the directory for 1928. Residential development slowed down considerably during the inter-war years. Only two more houses had been built in Lorne Street by 1920 (Nos. 8 & 52), and another two in Maribyrnong Road (Nos. 94 & 96). The vacant land at the rear of the *Edenhope* property, fronting Lorne Street, was subdivided by 1925, when the directory recorded a 'house being built' between what is now No 9 and the corner. By 1930, four new houses had been built along that strip, designated as Nos. 1-7. The few remaining vacant residential allotments in the precinct were not developed until the second half of the 1930s, including those houses at 1, 43, 45 and 45a Lorne Street.

**Sources:**

Land Victoria, Lodged Plan No.377 (10 June 1882)  
Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.1612 (1904)  
Sands & McDougall Directory, 1885 onwards

**Description**

This housing and commercial buildings in this precinct reflects the distinct phases of development in the late nineteenth century and early to mid-twentieth century.

Victorian-era housing predominates. There are a small number of single-fronted terraces (e.g. Nos. 10, 14-22, 26 & 46 Lorne Street, and the row of three at Nos. 91-95 Maribyrnong Road), but the Victorian housing is otherwise in the form of detached double-fronted villas, either with symmetrical or asymmetrical frontages. With the exception of a few block-fronted timber villas in Lorne Street (e.g., Nos. 24, 27, 48 & 50), the houses are of brick construction. The (originally) identical block fronted villas at Nos. 48 and 50 were most probably constructed by the same builder and are distinguished by the round-headed windows to the projecting bay. Most other houses are of bi-chromatic brick; many (e.g., Nos. 6, 9, 11-17, 34, 46 Lorne; 92 & 98 Maribyrnong) still retain tuck-pointing while others (e.g. 18 Lorne) have been sandblasted or overpainted (14, 22, 40 Lorne; 88 Maribyrnong). Only a few houses are rendered (e.g., 26 & 31 Lorne; 82 & 88 Maribyrnong), some with a ruled ashlar finish (e.g., 38 & 44 Lorne; 86 Maribyrnong).

The Victorian villas have hipped rooves, clad in either state or corrugated galvanised steel, although some have been re-clad in modern terracotta tiles or pressed metal sheeting. Most retain their original chimneys in either bi-chromatic brick with render or fully rendered. Many houses have canted bay windows (e.g., Nos. 10, 16, 24, 32 & 36 Lorne and 82, 86, 90 Maribyrnong) while others have tripartite windows or paired double-hung sash. Most entrance doors have highlights and sidelights.

All of the Victorian houses have verandahs, variously with bull-nosed, bell-cast or skillion rooves of corrugated galvanised steel, supported on cast iron columns or stop-chamfered timber posts, with ornate friezes of cast iron lacework. No.34 is a notable example with a central gablet that is echoed by the main roof behind. In Lorne Street return verandahs are unusual (uniquely represented at No.30), although there are some in Maribyrnong Road (e.g. Nos. 86 & 92). Some of the houses (e.g., 20 Lorne, 95 Maribyrnong) have had their cast iron lacework friezes removed, while others (e.g., 26 Lorne, 98 Maribyrnong) have had their verandahs altered or rebuilt with new flat rooves supported on mild steel trellises or metal pipes. The original verandah at No. 40 Lorne was replaced by a porch during the inter-war period - a more sympathetic verandah has since been re-instated.

The Victorian-era fabric within the precinct also includes several shops, all located in Union Road. There is a typical single-storey rendered brick 'corner store' at the Maribyrnong Road intersection (Nos. 102B & 104) and several ubiquitous terraced shops with dwellings above (Nos. 254-256, 270, 276-284). They are of brick construction with typical Boom-era rendered embellishments in the form of window surrounds, cornices, pilasters, pediments and balustraded parapets. There is some variation in their finishes: No.270 is fully-rendered; the shops at No.254-56 and 282-84 are over-painted brick, and the so-called Union Building at No.276-80 - the most intact of them all - is face red-brick with unpainted render trim and has some original shop fronts. The few Edwardian houses, mostly situated in Lorne Street (e.g., Nos. 8, 12 & 29), are usually in the form of small asymmetrically-composed red brick villas in the Queen Anne Revival idiom,

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characterized by rendered banding and hipped rooves clad in slate or corrugated galvanized steel. A notable exception is *Edenhope* at 80 Maribyrnong Road, a substantial and prominently sited Edwardian house with some particularly fine detailing including multiple verandahs with turned timber posts, canted bay windows, rough cast render and ruled ashlar.

The inter-war houses in this precinct are comparable in scale (single-storey) and materials (e.g., face brick construction and terracotta tiled rooves), but diverse in style. A number of specific idioms are represented, namely Tudor Revival (e.g. Nos. 1 & 43 Lorne), California Bungalow (3 & 5 Lorne), and Moderne (80a Maribyrnong), as well as some less distinguished dwellings of less determinate style (4 & 7 Lorne, 84 Maribyrnong). The few post-war buildings in the precinct include houses and double storey flats.

Lorne Street itself has concrete kerbing, broad nature strips, particularly on the north side, and no street planting of note; the fabric of the street is otherwise distinguished only by unusual bluestone kerbing along the inside of the concrete footpath on the south side of the street. The laneways that run along the rear of the properties fronting both sides of Lorne Street also retain their original bluestone pitching. Fencing is generally low, allowing views of the housing, and although there don't appear to be any original fences many houses have reproduction timber picket or cast iron fences in an appropriate style.

*Note: The houses at 2 & 29 Lorne Street and 80 & 82 Maribyrnong Road and the Fire Station at 258-260 Union Road are of individual heritage significance and have their own place record, which provides further information.*

### Statement of significance

#### What is significant?

The Lorne Street precinct in Moonee Ponds is a residential area with some commercial development in Union Road, which was developed from the late nineteenth century to the late inter-war era. The housing predominantly comprises Victorian era double-fronted villas with some terrace rows, which are interspersed with Edwardian and Queen Anne revival houses, and inter-war houses in a variety of styles. The following elements contribute to the significance of the precinct:

1. The houses and any associated early/original front fences, as appropriate, at:

- 1-5, 9-27, 29\*\*, 31-35, 39-47 & 2\*\*, 4-52 Lorne Street
- 81, 85-95 & 80\*\*, 82\*\*, 84, 86-90 & 92-102B Maribyrnong Road

2. The (former) shops and residences at:

- 102A, 102B, 104 Maribyrnong Road
  - 254-256, 270 & 276-284 Union Road
- Key attributes that contribute to the significance of this precinct include:

- the consistency of scale (one storey residential and double storey for commercial), form, siting (uniform or similar front and side setbacks), and original materials and detailing (weatherboard, face brick or render with iron or tiled hip or gable roof, verandah with cast iron or timber detailing) of the contributory buildings
- the high degree of intactness to the late nineteenth century and early-mid twentieth century development dates with contributory buildings that typically survive with their presentation to the street being largely intact
- low height of fences meaning that dwellings are visible from the street
- road alignments and allotment patterns resulting from the nineteenth century subdivision
- the relative absence of vehicle accommodation including driveways and crossovers
- the bluestone laneways and remnant bluestone kerb and channelling.

Other houses in the precinct, the single storey commercial building at 272-74 Union Road, post-WWII fences, and non-original alterations or additions to contributory places are not significant.

*\*\*Note: These are places of local significance, which each have an individual place record and statement of significance.*

*Note: The Fire Station at 258-260 Union Road is of individual local significance – please refer to the separate Hermes record.*

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**How is it significant?**

The Lorne Street precinct in Moonee Ponds is of local historic, architectural and aesthetic significance to the City of Moonee Valley.





**Why is it significant?**




It is historically significant as a typical example of the middle-class housing estates that proliferated in suburban Melbourne during the prosperous 'Boom' period of the 1880s and early 1890s. ~~The Victorian-era shops in the adjacent portion of Union Road provide evidence of associated commercial development during this significant period,~~ while the later housing illustrates the recovery and infill development that occurred in the early twentieth century. The consistency of built form and the extent to which the key eras of development are clearly apparent provides a vivid illustration of this pattern of settlement. (Criteria A & D)

It is architecturally and aesthetically significant as a fine example of a middle class residential area, which is notable for consistent quality of its built form and the high degree of intactness from the key phases of development. (Criteria D & E)





|   |                   |
|---|-------------------|
|  | Red (PMS 187C)    |
|  | Orange (PMS 166C) |
|  | Yellow (PMS 108C) |
|  | Brown (PMS 448C)  |

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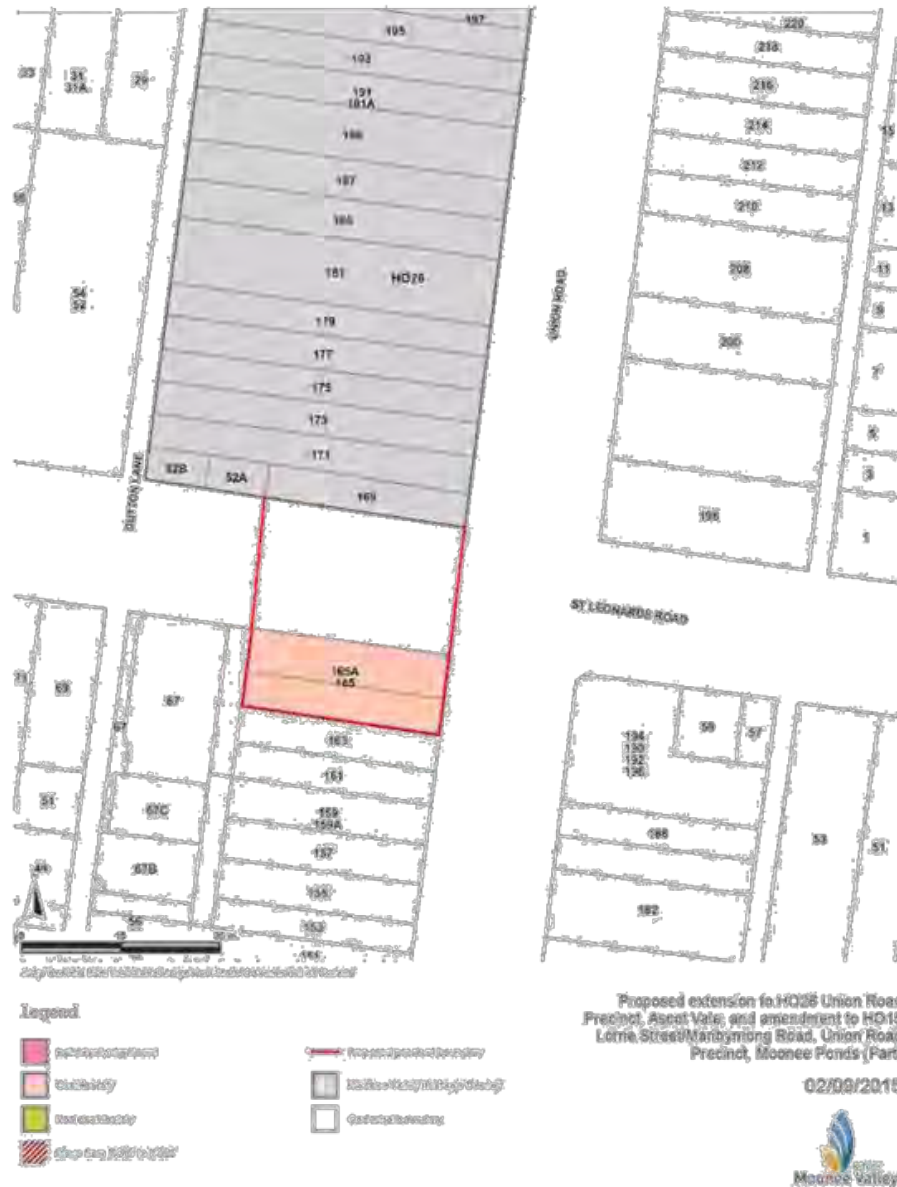
02/09/2015



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## APPENDIX D - NEW CITATIONS

Each precinct citation is followed by a precinct map showing its boundaries and the gradings of the properties within the boundaries.

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| Airport West Pre-school & Infant Welfare Centre                             | 97 McNamara Avenue  | Airport West   | 81       |
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| SEC interwar electrical substations   | Ascot Vale Road<br>Lincoln Road & Leake Street,<br>Nicholson Street, 1A Scott<br>Street, 200A Pascoe Vale Road,<br>Wellington Street<br>Scotia Street | Ascot Vale<br>Essendon<br>Flemington<br>Moonee Ponds | 97       |
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| Maribyrnong-Bagotville Hill War Memorial                                    | 2 Langa Road  | Ascot Vale   | 135      |
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| Shops   | 444-46 Mt Alexander Road  | Ascot Vale   | 146      |
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| St Paul's Anglican Memorial Parish Hall & Vicarage (former)                 | 7-9 Roxburgh Street   | Ascot Vale   | 157      |
| St Mary of the Immaculate Conception Catholic Church, Presbytery and School | 80 Roseberry Street & 123 St<br>Leonards Road   | Ascot Vale   | 165      |
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| 15th Essendon Sea Scouts complex                                       | 22 & 26 Woods Street   | Ascot Vale                  | 197      |
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| Essendon Baptist Church  | 124 Buckley Street   | Essendon                    | 212      |
| Pioneer Store  | 187 Buckley Street   | Essendon                    | 217      |
| Essendon Church of Christ  | 52 Buckley Street  | Essendon                    | 223      |
| Fletcher Street & Napier Street Precinct                               | 79-87 & 94-104 Fletcher St, 4-18 & 1-25 Napier St, 914-950 Mt Alexander Rd | Essendon                    | 228      |
| Shop   | 51 Fletcher Street   | Essendon                    | 237      |
| Nielsen's Buildings  | 57-59 Fletcher Street  | Essendon                    | 243      |
| Milk Bar   | 37 Glass Street  | Essendon                    | 249      |
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| Houses and shop  | 34-40 Nicholson Street   | Essendon                    | 290      |
| Five Mile Creek bluestone channel                                      | (off) Pascoe Vale Road   | Essendon                    | 296      |
| Essendon Primary School No. 483 and War Memorial                       | 38 Raleigh Street  | Essendon                    | 300      |
| Rose Street & Buckley Street Precinct                                  | 1-51 Rose St, 112-118 & 123-131 Buckley St & HO51 Essendon Railway Station | Essendon                    | 309      |
| Keilor Road Precinct   | 3-19 & 2-12 Keilor Road  | Essendon and Essendon North | 317      |
| Newmarket Sheep & Cattle Yard Platforms                                | Ascot Vale Road  | Flemington                  | 326      |
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| House and stables  | 17 Crown Street & 6 Ascot Vale Road  | Flemington                  | 337      |
| Flemington Bridge (inbound)  | Flemington and Mt Alexander roads  | Flemington                  | 342      |
| Shoeing forge (former)   | 528-532 Racecourse Road  | Flemington                  | 348      |
| Keilor Heights Primary School No.4877                                  | 45 Clarks Road   | Keilor East                 | 352      |
| East Keilor Pre-School & Infant Welfare Centre                         | 31 Mark Street   | Keilor East                 | 358      |

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| Holy Virgin's Protection Memorial Church & Famine Memorial | 91 Buckley Street                   | Moonee Ponds | 364      |
| 1st Moonee Ponds Scout Hall                                | 79 Clarinda Road                    | Moonee Ponds | 371      |
| House, dairy & stables                                     | 41 Moore Street                     | Moonee Ponds | 378      |
| Essendon Masonic Lodge No. 238 Hall                        | 840 Mt Alexander Road               | Moonee Ponds | 385      |
| S & E McKay Blouse Factory (former)                        | 34 Wilson Street                    | Moonee Ponds | 391      |
| Moonee Ponds Primary School No.3987                        | 87 Wilson Street                    | Moonee Ponds | 395      |
| Niddrie Technical School (former)                          | 45 Sapphire Street                  | Niddrie      | 401      |
| Doutta Galla State School No.4708 (former)                 | 36-48 Vaynor Street & Teague Street | Niddrie      | 409      |
| Strathmore Community Hall                                  | 40 Loeman Street                    | Strathmore   | 415      |
| Strathmore Presbyterian Church Complex (former)            | 15-19 The Crossway                  | Strathmore   | 421      |
| Travancore Special School 'Toddlers' Block (former)        | 26-68 Flemington Street             | Travancore   | 428      |
| Gill Bros. Shoeing Forge (former) & residence              | 374-378 Mt Alexander Road           | Travancore   | 435      |



## HERITAGE CITATION REPORT

|                      |                               |                           |       |
|----------------------|-------------------------------|---------------------------|-------|
| <b>Name</b>          | ABERFELDIE BABY HEALTH CENTRE |                           |       |
| <b>Address</b>       | 13 BEAVER STREET, ABERFELDIE  | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Infant Welfare Centre         |                           |       |
| <b>Citation Date</b> | 2015                          |                           |       |
| <b>Assessment by</b> | Context Pty Ltd               |                           |       |



**Recommended** VHR - HI - PS Yes  
**Heritage Protection**

**Architectural Style** Postwar Period (1945-1965)

## History and Historical Context

### Thematic context

|                               |                       |          |
|-------------------------------|-----------------------|----------|
| ABERFELDIE BABY HEALTH CENTRE | 25-Sep-2015           | 04:41 PM |
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This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight: Building community life: 8.3 Providing health and welfare services*

### **Maternal and child health in Victoria**

Maternal and child health became a major issue in the first decades of the twentieth century and led to a baby health movement that was driven by committed volunteers frustrated at government inaction. Dr Isabella Younger Ross (1887-1956) who had studied infant health in England helped set up Victoria's first baby health clinic in Richmond in 1917. By 1918 the voluntary Victorian Baby Health Centres Association (VBHCA) was formed to oversee the growing number of centres. Financial support also came from local councils and in 1926 the State government formed the Infant Welfare Section of the Public Health Department and appointed Dr Vera Scantlebury Brown as the first Director (Heritage Victoria).

Some years earlier Dr (later Sir) Frederick Truby King, who was the Superintendent of a New Zealand mental hospital and an infant health specialist began to formulate influential scientific doctrines on nutrition and infant care which aimed to reduce the escalating death rate among babies and children. In 1907, he convinced influential Dunedin women of the need to form a Society to promote a new health regime based on the support and education of mothers. King promoted his beliefs around the world, and the movement was inaugurated in Victoria (in conjunction with the Trained Nurses' Association) by 1913 by Sister M.V. Primrose of South Yarra. However, his methods were 'largely ignored' by the VBHCA (Heritage Victoria).

Baby health (or infant welfare) centres usually commenced in rented accommodation in public buildings before permanent buildings were provided, however, a construction subsidy of 1000 pounds introduced by the State Government after the Second World War encouraged the development of more purpose-built centres. From 1917-76 over 500 centres were established throughout Victoria.

### **Baby Health centres in the City of Essendon**

The first baby health centre in the City of Essendon opened in temporary premises at the cloak room of the Town Hall in 1923, and in 1926 the foundation stone for the first permanent baby health centre building was laid at the corner of St Thomas Street (now Kellaway Avenue) and Pascoe Vale Road (MVTEH 2012:152). Then Mayor of the City of Essendon, Cr. A.A. Thomas, when laying the foundation stone, declared:

*Victoria is proud of its education system but the baby health movement was equally important for, by creating a strong babyhood, the community was doing the finest thing towards the establishment of a strong nation.*

Further centres were opened as the City of Essendon grew rapidly during the interwar period. A 'sub-centre' was opened in 1925 at the Scout Hall on the corner of Ardmillan and Clarinda roads and the first centre in North Essendon opened in the Methodist Church Hall in 1930 (*Essendon Gazette*, 23 & 30 July 1925; *The Argus*, 15 March 1938). However, it was not until 1936 that the second permanent baby health centre was opened, this time in Maribyrnong Road, Ascot Vale to replace the temporary centre operating out of a small shop in St Leonards Road. This was followed two years later by the third permanent centre in North Essendon, which was opened in Lincoln Road in 1938 (MVTEH 2012:153).

By 1941 there were four centres in the City of Essendon, one serving each ward, at Ascot Vale, Moonee Ponds, Essendon North and Aberfeldie, which received a combined total of 19,416 visits with 2,240 babies registered on the roll. This compared with 4,103 visits and 472 babies in 1924. The 'baby boom' of the postwar era, which by 1948-49 saw the number of visits climb to 26,000 with 3,198 babies enrolled, resulted in the building of a new centre at Beaver Street, Aberfeldie (*Essendon Gazette*, 31 July 1941, 3 August 1950; MVTEH 2012:153).

Following the opening of the first centre in 1923 a Baby Health Centres Committee was formed in the City of Essendon,

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ABERFELDIE BABY HEALTH CENTRE  
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which reported annually. Most of the people on the committee and otherwise involved in the management, operation and support of the baby health centres were women, and many had very long associations with the centres. In 1952 several women were made Life Members of the Essendon Baby Health Centre, and a bronze plaque was unveiled at the Moonee Ponds Baby Health Centre in honour of Mrs. E.E. Mott for her services to the Essendon Baby Health Centres committee from 1923 to 1951 (*Essendon Gazette*, 22 May & 24 July 1952). In 1955 Sister Hall, who took charge of the first baby health centre in the Essendon Town Hall in 1923, retired after 28 years of continuous service (*Essendon Gazette*, 4 August 1955) and in the following year St Thomas Street was renamed Kellaway Avenue to 'perpetuate the memory of the late Mrs. Leslie Kellaway who carried out wonderful social work in the district and supported the Baby Health Centre Committee' (*Essendon Gazette*, 4 October 1956).

### **Aberfeldie Baby Health Centre**

As noted above, the Aberfeldie Baby Health Centre in Beaver Street was one of the centres built by the City of Essendon in response to the baby boom of the postwar era.

The Aberfeldie Baby Health Centre began in the nearby St Andrew's Church Hall in St Kinnord Street. In July 1955 the Secretary of the Essendon Baby Health Centres Committee, Mrs. Kellaway, announced that the tender of local contractor, Mr. F.W. Todd of 11,978 pounds had been accepted for the building of a permanent Baby Health and Pre-School Centre in Beaver Street (*Essendon Gazette* 4 August 1955).

The foundation stone of the Aberfeldie Baby Health Centre was laid by the Mayor of Essendon, Cr. L.T. Thompson, J.P., on 18 August 1955 and the centre was officially opened by the Minister for Health, Hon. E.P. Cameron, MLC, on 14 June 1956 (*Essendon Gazette*, 25 August 1955, 14 & 21 June 1956).

Plans of the centre were prepared by S.C. Steele, Essendon City Engineer (PROV). Steele had previously designed the North Essendon Baby Health Centre in 1938.

### **Sources**

Allom Lovell & Associates, 1999, *Former Carlton Refuge, conservation analysis and comment on proposed registration*  
Heritage Victoria, Echuca Baby Health Care Centre, File No. HER/2000/000033  
Living Histories, September 2012, *Moonee Valley Thematic Environmental History* (MVTEH)  
Public Records Office of Victoria (PROV), VPRS 7882 P1, Unit 1119

## **Description**

### **Physical Description**

The Aberfeldie Baby Health Centre is typically domestic in appearance, resembling a cream-brick postwar house, asymmetrical in plan with a hip tile roof with boxed eaves. The walls are constructed of cream bricks on a clinker brick plinth. Entry is via a small semi-enclosed porch set into the southwest corner, which has a square fixed window. Other windows are double hung timber framed sash with brick sills: there are three in the front elevation between the entry and the 'Aberfeldie Baby Health Centre' spelt out in stylized metal letters above the foundation stone; and single and paired windows in the side elevations. There is one brick chimney. The centre is in good condition and has a high degree of external integrity.

The front fence is not original (i.e., it was not constructed at the same time as the centre).

## **Comparative Analysis**

|                               |                       |          |
|-------------------------------|-----------------------|----------|
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According to Heritage Victoria the design of baby health centres demonstrated a 'philosophical association with domestic housing design both places traditionally perceived as the domain of women and children' and had a domestic or residential rather than institutional appearance. The model baby health centre constructed in 1951 in Carlton for the Victorian Baby Health Centres Association, which formed part of the Queen Elizabeth Maternal and Child Health Centre, exemplified this approach appearing as a small Moderne-influenced post-war brick house (Allom Lovell & Associates, 1999:26).

As the first baby health centre in the City of Essendon, built in 1926 at the corner of what is now Kellaway Avenue and Pascoe Vale Road, has been demolished the Ascot Vale Baby Health Centre is now the oldest surviving centre in the City of Moonee Valley. While domestic in scale, detailing and setting, the centre has a more institutional or commercial form overall. This is in large part due to its massing, as houses at the time often had an asymmetrical facade and some sort of projecting entrance porch at the front, while the parapeted front is more like a commercial building.

The two baby health centres constructed in 1938 at North Essendon and this centre in 1955, both designed by Essendon City Engineer S.C. Steele, are more typical of the approach, with each appearing as small brick veneer houses. Both centres are in good condition and are externally very intact to their original design.

Later baby health centres (by then known as infant welfare centres) of the post-war era in the former City of Keilor retain the domestic scale of their predecessors but demonstrate Modernist influences through the use of flat or skillion roofs and window walls.

As group, the interwar and post-war centres in the City of Moonee Valley demonstrate that while the philosophy did not change, the design of centres was adapted in line with changing styles of domestic architecture during the twentieth century.

### Statement of Significance

#### What is significant?

The Aberfeldie Baby Health centre, designed by S.C. Steele and constructed in 1955, at 13 Beaver Street, Aberfeldie is significant. The Aberfeldie Baby Health Centre is typically domestic in appearance, resembling a cream-brick postwar house, asymmetrical in plan with a hip tile roof with boxed eaves. The walls are constructed of cream bricks on a clinker brick plinth. Entry is via a small semi-enclosed porch set into the southwest corner, which has a square fixed window. Other windows are double hung timber framed sash with brick sills: there are three in the front elevation between the entry and the 'Aberfeldie Baby Health Centre' spelt out in stylized metal letters above the foundation stone; and single and paired windows in the side elevations. There is one brick chimney.

Later additions and alterations to the building, other buildings on the site, the front fence, and play equipment are not significant.

#### How is it significant?

The Aberfeldie Baby Health Centre is of local historic, social and architectural significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant as an example of a place associated with an important program that encouraged the provision of modern maternal and child health facilities in suburban Melbourne during the early to mid-twentieth century. It is socially and historically significant as a place that symbolises the determined efforts of the Council and local community to establish a place that would improve the health and welfare of women and children. It has social significance as a

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building that has been in continuous use since 1955 as a baby health or infant welfare centre. (Criteria A & G)

It is architecturally significant as a representative example of a small baby health centre, which illustrates the simple domestic scale and design that is typical of these buildings and reflects the philosophy of the Victorian Baby Health Centres Association. (Criterion D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

**Name** ABERFELDIE STABLES (FORMER)  
**Address** 47 & 49 COMBERMERE STREET, ABERFELDIE **Significance Level** Local  
**Place Type** Stables  
**Citation Date** 2015  
**Assessment by** Context Pty Ltd



**Recommended Heritage Protection** VHR - HI - PS Yes

**Architectural Style** Victorian Period (1851-1901)

## History and Historical Context

### Thematic context

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## HERITAGE CITATION REPORT

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Two - Peopling Victoria's places and landscapes: 2.7 Promoting settlement; Crown survey and sale of country and town lands*

*Land in the Port Phillip District had to be surveyed and marked into sections and allotments before it could be bought from the Crown. Although land in the Parish of Doutta Galla was first offered for sale in 1840, this sale was postponed. Another sale of land in Doutta Galla was advertised in December 1842. Once again this sale was postponed when there was little interest shown in the lots offered. It was not until 1843 that the first sale was made - to George Frederick Berkley St John. His 515 acre purchase covered much of what is now Strathmore North and Essendon Airport. Land sales continued through the 1840s and 1850s. Apart from smaller blocks along the Saltwater River, which were sold in 1844 and Moonee Ponds Creek, most of the land in Doutta Galla Parish was purchased in very large blocks, perhaps suggesting speculative ventures on the part of buyers such as St John, W. Fletcher, Edward Brewster, JP Main and James Watson. Almost all of the land in Moonee Valley had been sold by the 1860s, though some land, in the Avondale Heights area, remained unsold. Another series of farm-sized blocks in the vicinity of North Essendon were sold during the 1860s, perhaps under Selection Legislation (MVTEH, 2012:38-39).*

### Place history

James Robertson Snr. purchased lots 3 and 4 of section 7 Parish of Doutta at the Crown land sales on 8 December 1847. They were rural lots comprising 185 acres with Braybrook Road (now Buckley Street) as their northern boundary. Robertson (who settled at Keilor) initially leased this property, which was originally known as 'Spring Hill', to Dugald McPhail of Essendon from 1849 to 1855 at an annual rental of 100 pounds. McPhail is said to have raised some 32,000 pounds worth of hay and corn on the land (*North Melbourne Advertiser*, 23 June 1888 p.2). McPhail was founder of the Presbyterian Church in the Essendon district and the first services were conducted in 1849 by the Rev. Irvine Hetherington in a 'barn' at 'Spring Hill' until the first Presbyterian Church was built in 1853 at the corner of Buckley Street and Mt Alexander Road (Mackay 2010:7, Chalmers).

James Robertson Snr. and his family arrived from Scotland in May 1841 aboard the *Strathfieldsaye*, and he acquired several properties during the early land sales in Melbourne (Chalmers, p.380). He died in 1853, leaving 'Spring Hill' to his eldest son, James, and another property on the north side of Braybrook Road (Crown Allotment C of Section 13) to his other son, Francis Robertson (the latter property is the 'Mar Lodge Estate': see separate Hermes record, HO53).

From the early 1850s to the mid 1860s James Robertson Jnr. lived at a house known as 'La Rose' at Pascoe Vale South (VHR H138). Then, in November 1866, he constructed what he named 'Aberfeldie' on the land inherited from his father as the new house for his family. The buildings included a stone and brick house of fourteen rooms and a complex of outbuildings (Mackay 2010:7; Chalmers, pp. 384 & 390). It is not known whether any of the earlier buildings such as the 'barn' were retained and incorporated.

James Robertson Jnr. was a successful grazier who was prominent in public affairs at Keilor and Essendon. He was a Justice of the Peace from 1886 to 1891 and also served on the Essendon Borough Council. He and his wife, Jane, had a family of twelve children, the last three born at 'Aberfeldie'. The Robertsons lived in 'Aberfeldie' for almost twenty years and in 1886 their third daughter, Janie, was married here in what was described as 'one of the prettiest wedding ceremonies that has occurred for some time' (*Melbourne Punch*, 19 August 1886 p.11). In 1888, after the property was sold to a Mr. Alex Gillespie on behalf of the Essendon Investment Company for the 'handsome sum' of 72,000 pounds (*North Melbourne Advertiser*, 23 June 1888, p.2), James and his family returned to Scotland for a holiday, and upon returning to Australia lived in a property in St Kilda, known as 'The Grange' (Chalmers, pers. comm.).

The new owner of 'Aberfeldie', Alex Gillespie, in turn quickly sold it to land agents Messrs. Runtig and Wright who subdivided the property into suburban allotments as the 'Aberfeldie Estate', one of the many speculative subdivisions made during the 'land boom' of the late nineteenth century (*North Melbourne Advertiser*, 23 June 1888, p.2). The

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subdivision created over 200 allotments in the newly created Waverley, Aberfeldie, Combermere, Kinnord, Beaver, Aberdeen, Park and Alma streets, and along the south side of Buckley Street. 'Aberfeldie House', including the mansion and the outbuildings, was retained on a large allotment between Combermere and Aberfeldie streets with a southern frontage to Park Street, which formed the boundary of the estate (SLV).

Land in the estate sold quickly and it was reported that about 16 acres worth of allotments sold in half an hour for over 31,000 pounds and some purchasers made big profits. By June it was reported that architects were busy preparing plans for houses on the estate (*North Melbourne Advertiser*, 23 June 1888, p.2). However, despite this early success the estate was caught by the economic crash of the early 1890s and only a few houses, including a couple of mansions, were built before development came to a standstill.

The house allotment containing 'Aberfeldie' was sold by April 1888 to William Wright, who was one of the shareholders in the Essendon Investment Company. Wright tried, unsuccessfully, to sell 'Aberfeldie' in 1889 and then lived in the house from 1889 to 1892. However, as sales on the estate came to a halt Wright and his business partners found themselves in financial difficulty; ownership of 'Aberfeldie' consequently passed to his father and then to the Land Mortgage Bank of Victoria Ltd, which retained it until 1906. During this latter period the house was either vacant or leased (Mackay 2010:8).

When offered for sale in 1889 'Aberfeldie' was described as 'a solid bluestone mansion containing 12 spacious rooms, with large cellar, pantries, and every modern convenience, extensive stabling, coachhouse and out offices, beautifully situated in the choicest position in the famous Aberfeldie Estate ...' (Mackay 2010:8). The buildings described in 1889 are shown on the MMBW plan of 1906. The mansion is set close to the intersection of Park and Aberfeldie streets and faces toward the south, as indicated by entrance steps shown on the plan that lead down to the carriage drive that enters from the southeast corner. The stables block is to the northwest of the house, close to a laneway that runs between Combermere and Aberfeldie streets (part of this laneway exists today). The property also contains other, smaller outbuildings and what appears to be an octagonal summer house near the Aberfeldie Street boundary.

The plan also shows the limited extent of development in the surrounding subdivision. There are no houses in Combermere Street, while Aberfeldie Street contains several villas as well as two large mansions north of Alma Road: 'Tooronga' and 'Homewood' (the latter survives today). There is also a group of villas at the north end of Waverley Street on the west side, most of which survive today.

From 1906 to 1918 'Aberfeldie' was owned and occupied by Maurice Quinlan, a bookmaker. He was also a member of the Victoria Racing Club, a turf commission agent and grazier who owned substantial property in the area and in the Shire of Bulla. After his death in June 1918 the house was used as a private hospital for a number of years during the 1920s. Following this it was again used as a residence (Mackay 2010:8).

In 1922, the grounds of the house were reduced by subdivision, which created lots along Park and Combermere streets where houses were built during the 1930s. The wall of the stables block is shown as an easement along the rear boundary of two of the lots and is the reason for the slight angle of the boundary lines. Further subdivision in 1958 included the site of the mansion, which was demolished around that time (LV).

However, part of the stables block somehow survived this period of subdivision and redevelopment and still exists today at the rear of nos. 47 and 49 Combermere Street. In 2011 part of the stables on 49 Combermere Street was demolished.

### Sources

Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1986 to 2000*

Mackay, Bob, 'Aberfeldie' in *The fine homes of Essendon and Flemington 1846-1880*, 2010

Land Victoria (LV), LP 9006, Certificate of title Vol. 4538 Fol. 488

Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012

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Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.1635, dated 1906  
State Library of Victoria, 'Aberfeldie Estate, Essendon' [cartographic material]

### Description

#### Physical Description

The former 'Aberfeldie House' stables block is situated at the rear of the houses at 47 and 49 Combermere Street, Aberfeldie. The main surviving section of the stables is situated on the rear boundary of no.47, with the east wall of the building following the boundary line. It is a single storey building constructed of brick, with bluestone foundations and a low-pitched hip roof clad in slate. The iron guttering along the east and north appears to have a very early profile and may be original. At the north end is a skillion roof section (roof now missing) with a parapet wall on the boundary. The west elevation has several openings with louvred shutters, while the east elevation or boundary wall has two closed over windows with segmental brick arched windows with bluestone sills. The roof of the building has been truncated where it meets the boundary of the adjoining property to the south (no.49), however, part of the wall continues and has been incorporated into a new wall along the rear boundary of that property: the surviving section includes a bluestone sill indicating the position of another window.

### Comparative Analysis

Stables in Moonee Valley broadly fall into one of three categories:

- Private residential stables associated with residential properties, mostly larger villas and mansions, which were built from the nineteenth century until the early 1900s.
- Commercial stables, sometimes associated with uses such as dairies, again mostly dating from the nineteenth century until the early 1900s.
- Stables associated with horse racing, mostly found in the Flemington and Ascot Vale areas, which date from the nineteenth century until well into the twentieth century.

The former 'Aberfeldie' stable block falls into the first category. Stable blocks, often quite large in scale, were a common feature of Melbourne's nineteenth century mansion estates. However, with the subdivision and redevelopment of many of these properties during the twentieth century the stables and other outbuildings (and, in many cases, the mansions themselves) have disappeared. Today, no nineteenth century mansion estates in Moonee Valley remain in an entirely unsubdivided state, and, consequently, few are known to retain stable blocks.

All of the stable blocks currently in the heritage overlay (HO) date from c.1890 to c.1900, with the oldest dating from c.1887: this is the stables at 40 Crown Street, Flemington (HO138). It is also one of the largest and most architecturally distinguished of the stables being brick and gabled with detailing including a string-mould, an oculus vent, a segment-arched opening, decorative stepped corbelling to the gable ends and small segment-arched openings in the side walls lighting the stalls.

The 'Aberfeldie' stable block is therefore notable as being by far the oldest surviving example in Moonee Valley and one of a small number of surviving pre-1870s buildings associated with the first phase of land settlement. In this context it compares with houses such as the other Robertson family property 'Mar Lodge' (HO53, c.1865), 'Tweedside House' (HO117, c.1860) and 'Laluma' (HO29, c.1860). At all of these places only the house, usually quite altered, survives.

### Statement of Significance

|                             |                       |          |
|-----------------------------|-----------------------|----------|
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### What is significant?

The former 'Aberfeldie' stable block, constructed c.1869 and situated at the rear of the houses at 47 and 49 Combermere Street, Aberfeldie, is significant. The main surviving part of the stables is situated on the rear boundary of no.47, with the east wall of the building following the boundary line. It is a single storey building constructed of brick, with bluestone foundations and a low-pitched hip roof clad in slate. The iron guttering along the east and north appears to have a very early profile and may be original. At the north end is a skillion roof section (roof now missing) with a parapet wall on the boundary. The west elevation has several openings with louvred shutters, while the east elevation or boundary wall has two closed over windows with segmental brick arched windows with bluestone sills. The roof of the building has been truncated where it meets the boundary of the adjoining property to the south (no.49), however, part of the boundary wall continues and has been incorporated into a new wall along the boundary of that property. The surviving section includes a bluestone sill indicating the position of another window.

The other buildings on these sites are not significant.

### How is it significant?

The former 'Aberfeldie' stable block at 47 and 49 Combermere Street, Aberfeldie is of local historic and archaeological significance to the City of Moonee Valley.

### Why is it significant?

It is significant for its associations with the early settlement of Essendon as the only surviving building of 'Aberfeldie' which was the first house in this district and gave the area its name, and as a building that pre-dates the suburban development that commenced from 1888 onwards. It is also significant as a rare representative example of an early stables building and of a building dating from the 1860s. It is also significant for its association with the pioneering Robertson family, who were among the first European settlers in the Aberfeldie district. (Criteria A, B, D & H)

The whole of the building, including the remaining wall and the adjoining land is of importance for its potential to yield further information about the historic development of this area. (Criterion C)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |     |
|----------------------------------|-----|
| External Paint Controls          | -   |
| Internal Alteration Controls     | -   |
| Tree Controls                    | -   |
| Fences & Outbuildings            | Yes |
| Prohibited Uses May Be Permitted | -   |
| Incorporated Plan                | -   |
| Aboriginal Heritage Place        | -   |

### Other Recommendations

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Add to the heritage overlay (HO) as an individual place with outbuildings control to apply to the stables block. Extent of the HO to include 47 & 49 Combermere Street. Potentially, this could include only the rear yards of both houses, excluding the houses and the front yards, and potentially should also include some of the adjoining land to the east 28A Aberfeldie Street because of the position of the stables right on the common boundary.



## HERITAGE CITATION REPORT

|                      |                                  |                                 |
|----------------------|----------------------------------|---------------------------------|
| <b>Name</b>          | ST ANDREWS ANGLICAN CHURCH       |                                 |
| <b>Address</b>       | 29 ST KINNORD STREET, ABERFELDIE | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Church                           |                                 |
| <b>Citation Date</b> | 2015                             |                                 |
| <b>Assessment by</b> | Context Pty Ltd                  |                                 |



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## HERITAGE CITATION REPORT

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**Recommended  
Heritage Protection**      **VHR - HI - PS Yes**

**Architectural Style**      Interwar Period (c.1919-c.1940),  
Interwar Period (c.1919-c.1940)  
Gothic

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight - Building community life: 8.1 Maintaining spiritual life; Churches as a marker of social status or ethnic origin*

*Successive groups of migrants settling in Moonee Valley have brought with them their religious beliefs, establishing churches as the focal point of their communities. In the early days of settlement, church congregations often gathered in very rudimentary buildings before raising money to build substantial places of worship. As congregations grew, they established schools, sporting clubs and facilities to cater for the spiritual, educational and social needs of their constituents.*

*Protestant religions predominated in Moonee Valley in the nineteenth century. The first churches established were those of the Anglican, Methodist (Wesleyan) and Presbyterian denominations. These were spiritual communities which wished to transplant and replicate the belief systems of their British heritage and the architecture of their churches mostly conformed to designs favoured in their homeland. The Anglican congregation of St Thomas' at Moonee Ponds first met in a timber building in 1849 and began constructing the church that now stands at 760 Mt Alexander Road after land was granted for the purpose in 1857 (cited directly from MVTEH 2012:148).*

#### Contextual history

Residential allotments in Aberfeldie Estate, bound by Buckley, Aberdeen, Park and Waverley streets, were sold from the 1888. The subdivision was named after 'Aberfeldie' house, an 1866 bluestone house in Park Street owned by wealthy pastoralist James Robertson. Initial land sales in the new estate were promising, but then slowed in the early 1890s due to the depression and most of the land remained in the hands of the Aberfeldie Land Company until World War I. There was a resurgence of interest in the area in 1915, when lots began to be advertised for sale again (DeCorte, 2003). The Aberfeldie Post Office opened in 1924 and the local state primary school followed in 1925, and the majority of the houses also date from the interwar period ('Aberfeldie').

The City of Essendon grew rapidly in the second half of the first decade of the twentieth century, following the inauguration of the electric tramlines in 1906. Between 1905 and 1909 over 1,000 houses were built in the municipality. Another development boom followed World War I and between 1910 and 1925 the population of Essendon almost doubled, increasing from 21,190 to 39,500 (MVTEH, 2012:113; VMD).

#### St Andrew's Anglican Church, Aberfeldie

The land where St Andrew's Anglican Church is now located was procured by the Diocese in 1913 at which time the district came under the administration of St Thomas' Parish, Moonee Ponds. The Parish of Aberfeldie was established in 1923, with the first service held in the former Evangelical Hall, which was built c1905 and designed by architect's J. F. Gibbons & Sons (PROV VPRS 7882/P1 Unit 63, File 233; Carter 1948: 9). The Hall was previously owned by the Church Missionary Society (CMS) and moved from Mt Alexander Road to St Kinnord Road in 1923 (Carter 1948: 10).

**ST ANDREWS ANGLICAN CHURCH**  
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The foundation stone of a new brick church was laid on 15 May 1926 and reads (in part) 'To the Glory of God this stone was laid by the most Rev. Harrington Clare Lees, Archbishop of Melbourne.' Construction was completed to the design of former Essendon Christ Church parishioner, architect J. W. Hurst, in 1927; the builder was Mr F. C. Fanning (Carter 1948: 12). Little is known of the architect, Hurst. In 1925, he and his family resided on Glass Street, Essendon at the time, and then served as the City Engineer (or Surveyor) for Oakleigh in the late 1920s and 1930s, where the JW Hurst Reserve is named in his honour (*The Argus*, 19 Dec. 1925:17; 22 July 1929:12; 5 July 1939:24).

A new vicarage was built in 1956 adjacent to the church. To finance it, the old vicarage at 9 St Kinnord Street was sold (*Essendon Gazette*, 22 March 1956). The foundation stone of the vicarage was laid on 10 March 1956 by Rt. Rev. J. J. Booth, Archbishop of Melbourne.

### Sources

'Aberfeldie', Victorian Places, 2014, [www.victorianplaces.com.au/abbotsford](http://www.victorianplaces.com.au/abbotsford), accessed on 18 July 2015.  
Carter, W. J., 1948, *St Andrew's Church of England Aberfeldie: A Silver Jubilee History 1923-1948*, Aberfeldie.  
DeCorte, B, 2003, *City of Moonee Valley Heritage Review, Stage 3*, citation for HO5 Vida St and Knight St precinct.  
*Essendon Gazette*, as cited in R Chalmers, *Annals of Essendon*, Vols. 1-4, 1998 & 2005.  
Living Histories, 2012, *Moonee Valley Thematic Environmental History* (MVTEH).  
Public Records Office (PROV), VPRS 7882/P1 Unit 63, File 233.  
Victorian Municipal Directory (VMD).

## Description

### Physical Description

St Andrew's Anglican Church complex stands mid-block on St Kinnord Street between Alma Street and Park Crescent. The complex contains the whole half block to the rear right-of-way. The church stands in the centre of the wide site between the St Andrew's Kindergarten and tennis courts to the south and the residence attached to the church's northern elevation. The church is set back from St Kinnord Street behind a small paved forecourt.

The 1926-27 St Andrew's Anglican Church is an Arts & Crafts Gothic Revival design. The church has a simple cruciform plan and is constructed in red brick with unpainted concrete render dressings.

The main church form is entered through side doors in the porch which has a tiled gabled hip-roof form with a decorative trefoil timber bargeboard. The steep tiled gabled roof has deep eaves with extended rafter tails at narrow centres. The porch contains a four-light tracery window beneath a Tudor-arch hood mould of unpainted cement render. The cement-render sill is continued as a band around the flat wall sections of the entire church building. Pairs of ledged timber doors below Tudor arches provide entry to the porch on its north and south sides. The simple corner buttresses of the porch and the front of the nave have a slender cement-render detail suggesting a compound column which terminates in a T-shape at the top of the pier. Their curved form is echoed by the corners of the piers built of moulded bricks with a staff mould set into a stop chamfer. Above the porch a blind arch matches the Tudor arch of the window. There is a lancet window on either side of the porch, this form repeated as a louvered vent in the rendered gable apex.

The side elevations are divided by standard engaged buttresses into four bays, each with a flattened pointed arch stained glass window. The buttresses have cement-rendered dressings to their battered edges. The eaves of the main roof are finished with exposed rafter tails to match the porch, and original round metal roof ventilators are extant at the ridge line.

The garage of the new vicarage built in 1956 is attached to the northern end of the transept and is an unsympathetic

## HERITAGE CITATION REPORT

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addition to the church.

To the south of the church is the Kindergarten, a long building with a transverse gable roof and walls of weatherboards and fibro-cement. The porch supports (paired timber posts on a rendered plinth) suggest a California Bungalow influence. The windows facing the street have all been replaced with aluminium units.

### Comparative Analysis

After the boom of the 1880s and early 1890s, the second great wave of church construction took place in the former City of Essendon in the interwar period (c1915-c1940). During this time many small or timber 19th-century churches were replaced with larger brick structures, either on the same site or nearby. Often, the early church was retained as the church hall, as seen at St John's Presbyterian (Uniting), Essendon, and Christ Church, North Essendon, but in most cases the early church/halls have since been demolished. In a few cases, particularly for the later established Church of Christ, the interwar building was the first for the congregation. Construction of Protestant churches slowed to a halt during the depression of the early 1930s, with a small revival in the late 1930s.

By the end of the nineteenth century the Gothic style had been adopted by most of the Protestant churches, and during the interwar period the Gothic style was continued in church design, but was increasingly simplified or abstracted. A number of transitional styles also emerged, such as Arts & Crafts, Spanish Mission and Neo Grec, which succeeded in making a break from Gothic.

St Andrew's Anglican Church of 1926 can be compared to other small interwar churches and particularly with those that show an Arts & Crafts stylistic influence, including:

- In precinct HO23 St George's Anglican, Travancore, 1925, architect Louis Williams. A residentially scaled Arts & Crafts church of clinker brick with a distinctive jerkin-head roof.
- HO292 Aberfeldie Methodist (Uniting) Church, 1926. A red-brick Decorated Gothic church with an Arts & Crafts influence.
- Former Ascot Vale Methodist Church, 43 The Parade (recommended for the Heritage Overlay by this study), 1926. A red-brick Decorated Gothic church with an Arts & Crafts influence seen in the Flemish gables to the entry porch.

In comparison, St Andrew's is quite small in its dimensions, with a residential scale much like St George's Anglican in Travancore. Its design is not as unusual and rule-breaking as this Louis Williams design, but the replacement of the traditional gabled church porch with a hip-roof form is extremely rare. One example is another, later design by Louis Williams - All Saints' Anglican Church in Emu of 1934, which pairs the jerkin-head bellcote of St George's with an open, hip-roof porch.

### Statement of Significance

#### What is significant?

St Andrews' Anglican Church at 29 St Kinnord Street, Aberfeldie, is significant. It is a red-brick Arts & Crafts Gothic church of modest size of 1926-27, designed by architect JW Hurst. The site was obtained by the Church of England in 1913, but not developed until 1923, when a former Church Missionary Society hall was moved from Mt Alexander Road (since demolished).

The brick church has unpainted cement-render dressings and a traditional gabled form. Windows have hood moulds and

## HERITAGE CITATION REPORT

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range from a simple lancet form to a wide four-light tracery window with a depressed Tudor arch. The church porch has a gabled hip roof, which is tiled as is the rest of the church. The roof retains its original round metal roof vents with conical caps. The church is highly intact, apart from the addition of a garage to the north transept.

The altered 1920s Kindergarten hall and the 1950s vicarage are not significant.

### How is it significant?

St Andrew's Anglican Church is of local historical, architectural and social significance to the City of Moonee Valley.

### Why is it significant?

It is historically significant as the earliest church to be established in Aberfeldie, with the first services held on this site in 1923. While there had been scattered residential development in the area from the 1850s, and after the subdivision of the Aberfeldie Estate of 1888, there were few houses built until after World War I when land sales recommenced. St Andrew's was one of the earliest institutions to be established in the area, preceding the Aberfeldie Post Office (1924) and state primary school (1925). The 1926-27 church building is also an early institutional building in the area, contemporary with Aberfeldie Methodist (Uniting) Church of 1926 (located just outside of the suburb's boundaries on Waverley Road). (Criterion A)

It is socially significant as the centre for Anglican worship in the area since 1923. (Criterion G)

It is architecturally significant for its Arts & Crafts Gothic design, distinguished by details such as the gabled hip roof to the porch, which is very unusual for a church but fits into its interwar residential context; the trefoil bargeboard to the porch gable; and the treatment of the piers to the corners of the porch and church with delicate details including a slender cement-render detail suggesting a compound column which terminates in a T-shape at the top of the pier, their curved form echoed by the corners of the piers in moulded bricks. (Criterion E)

### Assessment Against Criteria

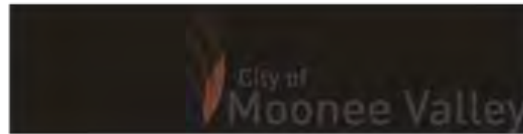
This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table. Extent of the HO to include the north half of block corresponding with Lot 20 Block D LP2016.



## HERITAGE CITATION REPORT

|                      |   |                           |       |
|----------------------|---|---------------------------|-------|
| <b>Name</b>          | HOLMES ROAD MAIN DRAIN OUTLET                       |                           |       |
| <b>Address</b>       | HOLMES ROAD, MOONEE PONDS THE BOULEVARD, ABERFELDIE | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Storm Water Drain                                   |                           |       |
| <b>Citation Date</b> | 2015  |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                                     |                           |       |



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**Recommended** VHR - HI - PS Yes  
**Heritage Protection**

**Architectural Style** Victorian Period (1851-1901)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Six - Building towns, cities and the Garden State: 6.3 Shaping the suburbs*

#### Development of Essendon during the nineteenth century

Aldous (1979:69) notes that the municipality of Essendon was a 'product of the land boom':

*During the 1880s the big estates were subdivided and virtually the entire district fell under the auctioneer's hammer.*

In 1881 there were 488 houses in the Essendon district, most of them situated in the streets and roads adjacent to Mt Alexander Road and the railway line, and the population was 3,100. By 1889 when Essendon was proclaimed a Town the population had climbed to almost 10,000. Over the next 3 years, during the height of the land boom in Melbourne, Essendon's population grew by 50% peaking at 15,245 in 1892 (Aldous, 1979:29, 32, 64).

With the collapse of the land boom the population declined to 13,000 and remained at that level until 1900. As development recovered in the early twentieth century the population grew to 20,000 by 1909 and Essendon was proclaimed a City in April of that year (Aldous, 1979:32).

#### Place history

The considerable expansion of the suburban areas of Essendon in the late nineteenth century led to the need to improve drainage in the municipality. The increased run-off from urban development led to flooding of low-lying areas and concerns about outbreaks of disease from water pooling in areas where drainage was insufficient. Originally, most storm water and, until reticulated sewerage was constructed, other household waste was conveyed in above-ground channels and drains. Increasingly, stormwater drainage was directed into underground pipes and culverts, while reticulated sewerage was progressively extended from the 1890s onwards.

The exact date of the construction of the main drain through Moonee Ponds West following Holmes Road and discharging in the Maribymong River is not known, but it appears to have been constructed in stages during the early 1890s. In 1891 the Essendon Town Council applied to the Commissioner of Public Works for assistance in construction of the main drain through the municipality. The cost of the extension was estimated at 6,000 pounds of which a contribution of 1,000 pounds was sought from the government (*The Argus* 7 May 1891 p.7). In January of 1892 a complaint was made about the 'great injustice to the residents of Moonee Ponds west in allowing the Essendon main drain to form itself into a swamp at the foot of Holmes Road'. It appears that the situation was only remedied in 1896 when a contract was awarded to Messrs. Woodruff and Crosbie to construct the 'Main Drain' through Moonee Ponds West at a cost of 1,663 pounds (*The Argus*, 14 January 1896, p.6).

The outlet is shown on the MMBW plan of 1912, and can be clearly seen in a 1920 photo taken of the area when the Avenue of Honour was planted alongside the river roadway.

#### Sources

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|                               |                       |          |
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| HOLMES ROAD MAIN DRAIN OUTLET | 25-Sep-2015           | 04:41 PM |
| Hermes No 197708              | Place Citation Report |          |



## HERITAGE CITATION REPORT

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Aldous, Grant, *The stopover that stayed. A history of Essendon*, 1979  
Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1986 to 2000*  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.1620, dated 1912

### Description

#### Physical Description

The Holmes Road Drain Outlet is situated at the end of Holmes Road where it intersects with The Boulevard. Set into the bank of the Maribyrnong River it comprises an angled brick wall with tooled and rough hewn bluestone coping, which is buttressed by bluestone walls. The drain opening is edged in bluestone and, internally, the drain is lined with bricks. Above the drain opening are the remnants of a metal grate.

### Comparative Analysis

Infrastructure associated with drainage such as drains, culverts, sewers etc. were constructed of stone and brick in the nineteenth century and in the early twentieth century until the use of concrete became more common by the interwar period.

This is a fine example of drainage infrastructure of the nineteenth century, which is notable for the fine quality of the stonework and brickwork. There are no direct comparisons in Moonee Valley, however, some of the brick and bluestone bridge abutments associated with the North East Railway are of similar quality.

### Statement of Significance

#### What is significant?

The Holmes Road Main Drain Outlet, constructed c.1895, and situated at the end of Holmes Road where it intersects with The Boulevard at the border of Aberfeldie and Moonee Ponds, is significant. Set into the bank of the Maribyrnong River it comprises an angled brick wall with tooled and rough hewn bluestone coping, which is buttressed by bluestone walls. The drain opening is edged in bluestone and, internally, the drain is lined with bricks. Above the drain opening are the remnants of a metal grate.

#### How is it significant?

The Holmes Road Main Drain Outlet is of local historic and aesthetic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its associations with the development of Moonee Valley during the land boom of the late nineteenth century. It provides tangible evidence of the improvements made to drainage infrastructure, which were necessary to deal with the increased amount of storm water run-off from the expanded suburbs. The use of brick and bluestone is representative of the drainage infrastructure built prior to World War I when mass and reinforced concrete began to be used more widely. (Criteria A & D)

It is of aesthetic significance for the fine quality of the stonework and brickwork used in its construction. (Criterion E)

### Assessment Against Criteria

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This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

External Paint Controls

-

Internal Alteration Controls

-

Tree Controls

-

Fences & Outbuildings

-

Prohibited Uses May Be Permitted

-

Incorporated Plan

-

Aboriginal Heritage Place

-

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO controls, as shown in the above table. Extent of HO to include the drain outlet structure and surrounding land to a minimum extent of 2 metres.



## HERITAGE CITATION REPORT

**Name** NATIONAL INSTRUMENT COMPANY (FORMER)  
**Address** 8-14 & 16-26 MCINTOSH STREET, AIRPORT WEST **Significance Level** Local  
**Place Type** Factory/ Plant  
**Citation Date** 2015  
**Assessment by** Context Pty Ltd



**Recommended Heritage Protection** VHR - HI - PS Yes  
**Designer / Architect** Garnet Alsop & Partners **Architectural Style** Postwar Period (1945-1965)

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## HERITAGE CITATION REPORT

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### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Five - Building Victoria's industries and workforce: 5.2 Developing a manufacturing capacity*

*The main industrial development in Moonee Valley occurred in the post-war period and was concentrated in the suburbs of Niddrie and Airport West, particularly in the area adjoining Matthews Avenue and to some extent along Keilor Road. The industries established in the late 1950s and 1960s included engineering establishments, tool makers and foundries, furniture makers and manufacturers of plastics, chemicals, building materials and specialized items such as aircraft equipment (MVTEH 2012:90).*

*Essendon Airport, established as Melbourne's main airfield in 1921, became the home of many aviation companies and allied businesses. While most of these businesses were not major manufacturers, several of them contributed to aircraft production, particularly during the Second World War. James Hart, the first licensed aviation ground engineer established the Hart Aircraft Service at Essendon in 1929. Similarly, Victorian & Interstate Airways (VIA) not only operated air services to regional New South Wales in the 1930s, but diversified to supply 'deluxe passenger equipment, furnishing and fittings' for aircraft as well doing servicing and repairs. By the late 1940s VIA was manufacturing structural panels, housing units, aircraft parts and motor bodies, as well as servicing aircraft and had established an additional factory premises at 316 Mt Alexander Road, Ascot Vale (MVTEH 2012:91-2).*

*Australian National Airways established an airframe workshop at the airport in 1941 and a factory for their subsidiary, the National Instrument Company, in Matthews Avenue in 1957. During the war, Reg Ansett's (later Sir Reginald's) aviation business also expanded. Government aid helped the airline double its hangar capacity and a manufacturing division (named Ansair Pty Ltd) was formed to make aircraft parts, including Beaufort gun-turrets. New hangars and engineering shops were built and by 1943, 2,000 were working for Ansett, mostly in production (MVTEH 2012:92).*

*After the end of the war many light manufacturing enterprises established premises in Matthews Avenue and adjoining streets. In 1954 Aviation and Engineering Supplies Pty Ltd set up in Parer Road, followed by Sir George Godfrey & Partners in York Street, Normalair (supplying aviation air-conditioning) and the Aeronautical Supply Company at Hood Street (MVTEH 2012:92).*

#### Place history

Australian National Airways (ANA) was formed in 1936 by the amalgamation of Holyman's Airways with Adelaide Airways. Adelaide Airways had recently taken over West Australian Airways and so the newly formed airline effectively controlled airline traffic between Perth, Adelaide, Melbourne and Sydney. In the late 1930s ANA gained a controlling interest in Airlines of Australia, which enabled it to expand services into Queensland. By the end of World War Two ANA enjoyed a near-monopoly on domestic air travel in Australia (Yule 2001).

In 1946 the Federal Government established Trans Australian Airlines (TAA) as a competitor for ANA. From the start, TAA was a better run airline and by the mid-1950s had driven ANA close to collapse. Finally, in October 1957, ANA was sold to Ansett Airways and the two airlines were merged to become Ansett-ANA on 21 October 1957 (Yule 2001).

Ansett Airways was formed in 1936 by Reginald Ansett, and the inaugural flight was on 17 February from Hamilton to Melbourne. In 1937 Ansett Airways moved its headquarters to Essendon Airport and launched a service to Sydney. After World War Two Ansett began developing holiday resorts in the Whitsunday Island in Queensland and in 1950 opened the Royal Hayman Hotel on Hayman Island. In 1953 it introduced a flying boat service in Queensland (Trans-Australia Airlines Museum website).

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As part of the merger, Ansett also assumed control of ANA's subsidiary companies. One of these was the National Instrument Company, which manufactured, tested and repaired the instruments used in aircraft. It was also involved in defence electronics systems. From the early 1950s this was based at Essendon Airport, which was by then the base for ANA (The *Longreach Leader*, 11 September 1953 p.7).

In 1949 ANA purchased this property at the north corner of Matthews Avenue and McIntosh Street, which was then vacant land opposite Essendon Airport, and by 1959 the National Instrument Company had moved to new premises on this site, becoming owner of the property in August of that year (LV, SM). The buildings were designed by Garnet Alsop & Partners who were the architects for ANA almost from their inception (see below). Photographs of the factory in 1959 by renowned photographer Wolfgang Sievers show a modern, light-filled interior staffed by men and women in white lab coats (SLV).

The National Instrument Company was one of several aviation-related companies in the Airport West industrial area in the 1960s. The others included Sir George Godfrey & Partners (Aust) aircraft engineers, Aeronautical Supply Co. Pty Ltd Aircraft Engineers, Normalair (Aust) Pty Ltd aircraft air conditioning engineers, A.E.S. Trading Co. Pty Ltd aircraft supplies and (by 1965) the TAA engineering school (SM).

The National Instrument Company became an associated business of Ansett, and was later known as Ansett Technologies. In 1961 Ansett Transport Industries celebrated 25 years in aviation. At the time, the company employed 2,400 men and women, 58% of whom lived in Essendon. Of these, 1,500 were employed at Essendon, and the National Instrument Company and Ansair Aeronautical Supplies were among a complex of buildings valued at 5,000,000 pounds (Essendon Gazette 15 February 1961). The National Instrument Company was still at this site in 1970 (SM).

### *Garnet Alsop & Partners, architects*

Howard Garnet Alsop (1909-95), a member of a prominent family of Melbourne architects, was the architect for Australian National Airways (ANA) from c.1937 to c.1957. The following short biography of Alsop was prepared for the history of the Essendon Airport precinct in the *City of Moonee Valley Heritage Gap Study* (2006):

*In the early 1930s, he had witnessed the increasing popularity of aviation, and immediately saw the opportunity to become a specialist architect. He joined the Aero Club at Essendon, where he trained as a pilot and made various contacts, including Ivan Holyman, ANA's managing director. Alsop left Australia in early 1937 to study airport architecture overseas, and, on his return, was commissioned to design the ANA terminal (at Essendon Airport). He remained the company's architect until it was taken over by Ansett in 1957.*

Alsop designed buildings for ANA at Mascot in Sydney (1939), Guildford in Western Australia (1945), and Cairns in Queensland (1945, 1950s). Apart from the ANA terminal, Alsop's work at Essendon included an airframe workshop (1941 in Wirraway Road), and the National Instrument Company in Matthews Avenue (c.1959) (Heritage Alliance 2006:58). Alsop's firm also designed a number of commercial, industrial and residential buildings in Victoria in the post-war era. Some examples include the Guardian Assurance Building (Melbourne, 1958) and the Southern Cross Assurance Building (Melbourne, 1962). In 1953 Alsop's firm designed the new headquarters of the Sunbeam Corporation at Sloane Street, Maribyrnong (Sunshine Advocate, 4 September 1953, p.8).

### Sources

Chalmers, R.W., *The Annals of Essendon from 1925 to 1962*  
Heritage Alliance, *City of Moonee Valley Heritage Gap Study, Volume 1: Thematic history and datasheets for heritage precincts*, 2006  
Land Victoria (LV), Certificate of title Vol. 4604 Fol. 633  
Lewis, Miles, '8.10 Metal windows and curtain walling' in <http://mileslewis.net/australian-building/pdf/08-metals/8.10-metal-windows.pdf> [accessed 26 January 2016]  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012

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(MVTEH)

Sands & McDougall Directories (SM)

State Library of Victoria (SLV) 'National Instrument Company (N.I.C.) Essendon Vic.' Wolfgang Sievers Collection  
Trans-Australia Airlines Museum website: [http://www.taamuseum.org.au/TwoAirlinePolicy/Ansett\\_3.html](http://www.taamuseum.org.au/TwoAirlinePolicy/Ansett_3.html) [accessed 24 July 2015]

Yule, Dr Peter, *The forgotten giant of Australian aviation: Australian National Airways*, Melbourne, 2001

Vines, Gary & Matthew Churchward, *Northern suburbs factory study*, 1992

### Description

#### Physical Description

The former National Instrument Company comprises two factory buildings situated on either side of a driveway leading off McIntosh Street, on the north side just to the west of Matthews Avenue.

Typical post-war industrial factories are large span buildings, often clear span to accommodate machinery: i.e., no columns, or perhaps columns set to the edge of the building (although the interior of the building has not been inspected early photographs show that it had a clear span interior). They may also be 'curtain wall' where the structure is separate from the facade (walls or windows) so that the walls are non-loadbearing. This appears to be the case with these buildings where the glazing runs in a continuous band and the columns are set behind. The roofs are saw-tooth with glazing facing south for glare free light delivered to the interior. The eastern building comprises three sawtooth bays, while the western building comprises six, and has a skillion section running along its eastern side. Brickwork is plain and runs in continuous panels under the windows and the side walls have metal cladding. Another original detail is the timber flagpole attached to the south west corner of the building closest to Matthews Avenue.

The main visible alterations include the creation of new openings in the side walls of the buildings, the recladding of some walls, and the replacement of windows in the wall facing the central driveway. A two storey building has been constructed at the rear of the eastern building.

#### Comparative Analysis

As noted in the History, numerous aviation-related businesses were established along Matthews Avenue in the 1950s including Aviation & Engineering Supplies Pty Ltd (corner Parer Road, 1954), Aeronautical Supply Company (cnr. Hood Street, 1956), aircraft engineers Sir George Godfrey & Partners (corner York Street), Normalair (aviation air-conditioning specialists), and the National Instrument Company (corner McIntosh Street, 1959). Later developments included TAA's Engineering School (1962) and Pilot Training School (1966). Virtually all of these buildings, however, have been much altered or demolished.

The former National Instrument Company premises is one of two surviving complexes from the 1950s and compares with the former Aeronautical Supply Company at the corner of Hood Street and Matthews Avenue, which was designed by prominent architect, Harry Norris. The form and design of these two buildings is typical of 1950s industrial architecture. While saw tooth factories had become the standard form of large industrial building by the 1940s (Vines 1992:135), what appear to be 'curtain walls' to the main elevations of the former National Instrument Company are a largely post-war innovation. In Melbourne, the first industrial buildings with significant elements of curtain walling were built at Clayton (Cheseborough building, by Hugh Peck & Associates) and Corio (Shell Refinery administration building, by Buchan Laird & Buchan) in 1953, and in 1954 also at Clayton (Kirstall-Repcor PL, by Hassell & McConnell). These were followed by the boiler and turbine house at APM Fairfield in 1954-55 (architect, Mussen, Mackay & Potter) and the General Motors complex at Dandenong in 1956 (Stephenson & Turner) (Miles

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Lewis).

Early photographs show that the National Instrument Company buildings have a clear span interior with columns mostly set to the edge within a simple rectilinear form. In comparison, the former Aeronautical Supply Company has a very distinctive form, with a central segmental-arched roof flanked by 'butterfly' skillions. It too, however, has been altered with the closing over of the formerly glazed northern elevation and alterations to the side skillions.

Neither of these buildings survive completely intact, however, they remain legible as factory complexes of the post-war era, are the most architecturally distinguished in the Airport West area, and provide a tangible link to the historic importance of this area as an early centre of the aviation industry in Melbourne. In comparison, most of the other surviving 1950s or early 1960s buildings within this area are very basic structures of little architectural distinction and are not directly associated with aviation-related industries.

### Statement of Significance

#### What is significant?

The former National Instrument Company, built by 1959 to a design by Garnet Alsop and Partners, at 8-14 & 16-26 McIntosh Street, Airport West is significant. The complex comprises two post-war factory buildings of similar design situated on either side of a driveway leading off McIntosh Street with what appear to be 'curtain walls' to the main elevations (where the glazing runs in a continuous band and the columns are set behind), and the saw-tooth roofs with glazing facing south for glare free light delivered to the interior. Along the side of the west building (no.8-14) is a skillion section facing the central driveway. Brickwork is plain and runs in continuous panels under the windows and the side walls have metal cladding. Another original detail is the timber flagpole attached to the south west corner of the east building (no.16-26, closest to Matthews Avenue).

Non-original alterations and additions including the two storey building and the structure connecting it to the eastern building are not significant.

#### How is it significant?

The former National Instrument Company at 8-14 & 16-26 McIntosh Street, Airport West is of local historic and architectural significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its association with the industrial development of Airport West after World War Two and in particular as a representative example of the aviation-related industries established here because of the proximity to Essendon Airport. The significance of the place is enhanced by its rarity values as one of the few buildings associated with the early aviation industries to remain today. The complex is also significant for its associations with Ansett-ANA, which became Australia's second domestic airline in 1957 and was based at Essendon Airport. (Criteria A, B & H)

It is also significant as a representative example of a post-war factory complex with typical features such as the south facing sawtooth roofs together with the 'curtain walls' to the main elevations that were introduced to factory design in the post-war era. (Criterion D)

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### Recommendations 2015

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|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place, with no specific controls, as shown in the above table. Extent of the HO to include the whole of the property as defined by the title boundaries.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.





## HERITAGE CITATION REPORT

|                      |   |                                 |
|----------------------|---|---------------------------------|
| <b>Name</b>          | AIRPORT WEST PRE-SCHOOL and INFANT WELFARE CENTRE |                                 |
| <b>Address</b>       | 97 MCNAMARA AVENUE, AIRPORT WEST                  | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Childcare facility, Infant Welfare Centre         |                                 |
| <b>Citation Date</b> | 2015  |                                 |
| <b>Assessment by</b> | Context Pty Ltd                                   |                                 |



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**Recommended** VHR - HI - PS Yes  
**Heritage Protection**

**Architectural Style** Late Twentieth Century (c.1960-  
c.2000)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight - Building community life: 8.3 Providing health and welfare services*

#### Maternal and child health in Victoria

Maternal and child health became a major issue in the first decades of the twentieth century and led to a baby health movement that was driven by committed volunteers frustrated at government inaction. Dr Isabella Younger Ross (1887-1956) who had studied infant health in England helped set up Victoria's first baby health clinic in Richmond in 1917. By 1918 the voluntary Victorian Baby Health Centres Association (VBHCA) was formed to oversee the growing number of centres. Financial support also came from local councils and in 1926 the State government formed the Infant Welfare Section of the Public Health Department and appointed Dr Vera Scantlebury Brown as the first Director (Heritage Victoria).

Some years earlier Dr (later Sir) Frederick Truby King, who was the Superintendent of a New Zealand mental hospital and an infant health specialist began to formulate influential scientific doctrines on nutrition and infant care which aimed to reduce the escalating death rate among babies and children. In 1907, he convinced influential Dunedin women of the need to form a Society to promote a new health regime based on the support and education of mothers. King promoted his beliefs around the world, and the movement was inaugurated in Victoria (in conjunction with the Trained Nurses' Association) by 1913 by Sister M.V. Primrose of South Yarra. However, his methods were 'largely ignored' by the VBHCA (Heritage Victoria).

Baby health (or infant welfare) centres usually commenced in rented accommodation in public buildings before permanent buildings were provided, however, a construction subsidy of 1000 pounds introduced by the State Government after the Second World War encouraged the development of more purpose-built centres. From 1917-76 over 500 centres were established throughout Victoria.

#### Baby health centres in the Shire/City of Keilor

The suburbs of Avondale Heights, Airport West, Niddrie, and Keilor East once formed part of the Shire of Keilor and were mostly undeveloped at the conclusion of World War Two. However, within a few decades this rural land would be 'almost completely covered with houses' as Melbourne's suburbs 'spread out rapidly as post-war migration, the baby boom and housing shortages ... led to a rush of home building' (MVTEH 2012:109). Between 1947 and 1954 the population of the Shire of Keilor trebled to 10,681. A further three-fold increase was recorded by 1961 when the population reached almost 30,000 and the municipality was elevated in status from Shire to a City (Keating).

The rapid growth of these new suburbs placed significant pressure upon existing kindergartens and baby health centres and resulted in the need for new centres. Like schools, the opening of baby health centres was a sign of community growth and formation. From the 1950s onwards baby health centres became known as infant welfare centres and were often co-located with pre-schools.

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As in other municipalities, the first infant welfare centre in the Shire of Keilor was opened in 1946 in the Shire Hall and this would remain the only centre for almost a decade. Due to the rapid growth of the municipality, Keilor's Shire Secretary admitted in 1952 that it had not been possible for Council 'to keep up the various amenities required by the community', and it was not until 1956 that the first purpose-built centre was opened in Matthews Avenue, Niddrie, while a further six years would pass before the next centre was built in Clarendon Avenue, Avondale Heights. This was followed in 1963 by the centre in Emerald Street, West Essendon. Planning for the next centre in East Keilor began in 1965, but it did not open until 1967, just prior to the second Avondale Heights centre (known as the Rhonda Davis centre), which opened in 1968, the same year that plans were prepared for the centre at Airport West, which finally opened in 1971. Until these permanent centres were built temporary facilities were provided in local halls and churches such as the Milleara Church of Christ or the R.G.Ratcliff Community Hall (PROV1, *Essendon Gazette* 13 December 1956 & 22 August 1962).

These purpose-built former Shire/City of Keilor centres, with the exception of the centres at Clarendon Avenue and Niddrie, remain in use today as kindergartens or community centres. The Clarendon Avenue centre, now closed, has been replaced by a new pre-school and maternal and child health centre, directly opposite, while the Niddrie centre has been replaced by a new complex on the same site.

### Place history

In the immediate post-war period Airport West was considered part of Niddrie. By 1955 it was developing and although the streets were not made a new state school was being built and builders were erecting houses, while an industrial estate was beginning along Matthews Avenue. Behind this industrial land were empty paddocks ripe for residential redevelopment and by 1964 it was claimed that one could buy the 'lowest priced cream brick veneer in Melbourne' in Airport West (MVTEH 2012:120).

The Pre-School and Infant Welfare Centre at Airport West opened in early 1971, and replaced a temporary centre in the nearby R.G. Ratcliff Community Hall, which had been open since about 1968 (PROV1).

In May 1968 the City of Keilor wrote to the Department of Health seeking approval of a site for a proposed pre-school and infant welfare centre in McNamara Avenue, Airport West that had been set aside as a drainage reserve. At the same time, the Council also applied for capital grants of \$6,000 for the pre-school and the same amount for the infant welfare centre, required to construct the building (PROV2).

Plans for the building were prepared in May 1968 by J.R. Hulme, City Engineer's Office at the City of Keilor. The plans show a building with a low-pitch skillion roof and brown brick walls ('Nubrick Brown Rock Face'). L-shape in plan, the northern projecting wing containing the pre-school has a slightly higher roof than the southern wing containing the infant welfare centre. Windows in the main elevations extend from floor to ceiling with aluminium framed sliding and fixed sashes above a spandrel of stack bond bricks ('Bendigo Driftwood') with black mortar detail under the windows. 'Nubrick Bendigo Driftwood' was used with manganese sill tiles to all windows. Internally, the centre comprised separate sections for the pre-school and infant welfare centre (IWC) each with its own entrance. The pre-school comprised a playroom, office, kitchen, store and washroom, while the IWC comprised a 'pram park', waiting room with adjacent test feeding room and consulting room. There was also a small shed for playground equipment, erected to a standard plan prepared by the City Engineer's office in 1960. The layout plan was said to be identical to a plan for a combined centre recently constructed in West St Albans, already approved by the Department (City of Keilor Letter, 26 August 1969, G.E. Price City Engineer, on PROV2 file)

The building was completed by November 1970 and commenced operation early in 1971. The centre was worked part time in conjunction with West Essendon (PROV2).

In November 1971 approval was given for the erection of a dividing fence in the playground to prevent adults coming to

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the IWC walking across the pre-school playground and to keep pre-school children from going to the IWC entrance. This was carried out in conjunction with new landscaping and play equipment including a 'fort'. In 1978 a small verandah was constructed at the rear and a sandpit shelter designed by Peter Jensen, B. Arch, was erected in 1984 (PROV2).

The centre remains in use today as the Airport West Maternal and Child Health Centre.

### Sources

Built Heritage, *Survey of post-war built heritage in Victoria. Stage Two: Assessment of community and administrative facilities*, prepared for Heritage Victoria, 2010

Heritage Alliance, *City of Moonee Valley Heritage Gap Study*, 2005, Citation for Emerald Street Community Centre  
Keating, Jenny, 'Keilor' in 'eMelbourne. The city past & present' website: emelbourne.net.au [accessed 21 July 2015]

Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012

Public Records Office of Victoria, VPRS 7882/P1 Unit 1132 (PROV1), VPRS 7882/P1 Unit 1871 (PROV2)

## Description

### Physical Description

The Airport West Pre-School and Infant Welfare Centre has walls of chocolate brown brick and a low-pitch or flat roof. L-shape in plan, the northern projecting wing that originally contained the pre-school has a slightly higher roof than the southern wing that originally contained the infant welfare centre. Windows in the main elevations extend from floor to ceiling with aluminium framed sliding and fixed panes above a spandrel of stack bond bricks with black mortar detail under the windows. What appears to be the original sign 'Airport West pre school & infant welfare centre' remains on the centre section of south wall of the north wing.

The building is setback, at an angle, behind the playground area, which contains some semi-mature exotic trees including a Golden Elm (*Ulmus glabra 'Lutescens'*).

## Comparative Analysis

According to Heritage Victoria the design of baby health centres demonstrated a 'philosophical association with domestic housing design both places traditionally perceived as the domain of women and children' and had a domestic or residential rather than institutional appearance. The model baby health centre constructed in 1951 in Carlton for the Victorian Baby Health Centres Association, which formed part of the Queen Elizabeth Maternal and Child Health Centre, exemplified this approach appearing as a small Moderne-influenced post-war brick house (Allom Lovell & Associates, 1999:26).

In the post-war era, the design of baby health centres evolved. Renamed as infant welfare centres, they were often co-located with kindergartens to provide a range of services for parents and children and by the early 1950s the emergence of a new generation of locally-trained modernist architects 'brought about a significant change in pre-school architecture in Victoria'. Built Heritage (2010:17) identifies three main influences upon kindergarten design:

- The so-called Melbourne Regional style - characterized by brave structural expression, playful forms and bright colours.
- International Modernism - demonstrated by a number of pre-schools designed as ubiquitous flat-roofed boxes with repetitive fenestration.
- A parallel development of the 'organic' style informed by the work of Frank Lloyd Wright and local designers such as

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## HERITAGE CITATION REPORT

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Alastair Knox

As the Shire of Keilor boomed in the post-war period the Council struggled to provide facilities for its ever-expanding population. Buildings constructed during the 1950s, such as the first community hall and infant welfare centre in Matthews Avenue, Niddrie were usually very simple buildings, often constructed of timber, and sometimes intended only to be temporary with the intention of more substantial buildings being erected at a later date.

Upon its elevation to a City in 1961 it appears the Council was able to embark on a program of building improved community facilities and over the next decade several pre-schools and infant welfare centres and halls were constructed throughout the municipality. Most of these were designed by the City Engineer's office, under the direction of Garnett Everett Price, CE, AMIE (1916-1999), who served as Engineer and Building Surveyor to the Shire (and later City) of Keilor for almost twenty years, from c.1955 until c.1973. While still modest buildings, they were usually more substantial, usually being constructed of brick, and designed to be permanent.

In Moonee Valley the only example of the 'Melbourne Regional school' is the former West Essendon or Emerald Street pre-school and infant welfare centre built in 1963 for the City of Keilor, which was designed by Garnett Price. City Engineer Garnett Price's first proposal, prepared in 1960, was for a simple rectilinear building on concrete stumps. This, however, was soon abandoned because of the unsuitability of the site. The reserve was actually a former creek bed that had been used for sand mining and, later, as a rubbish dump. Price's second scheme, prepared during 1962, proposed a triangular-planned building that was elevated above the ground on a tripod-like structure. The three points of contact were founded on bedrock, a considerable distance below the surface, and incorporated screw threads so that the floor level could be manually adjusted (Heritage Alliance). The West Essendon centre is included in the heritage overlay as an individual place: HO332.

The other pre-school centres built by the City of Keilor in the 1960s, on the other hand broadly fit within the 'International Modernism' type. Four of the surviving examples at Avondale Heights (Clarendon Avenue and the Rhonda Davis centre), Airport West and East Keilor are all very similar in design being brick buildings with low-pitch skillion roofs and large windows to the main elevations. They have few distinguishing features, apart from the treatment of the floor to ceiling windows at East Keilor (which feature textured spandrels) and Airport West (spandrels of stacked bond bricks). While all the centres have some characteristics of Modernist houses of the postwar era they are more institutional in appearance than the earlier examples at Aberfeldie (1955) and Essendon (1938).

### Statement of Significance

#### What is significant?

The Airport West Pre-School and Infant Welfare Centre, constructed in 1970-71, at 97 McNamara Avenue is significant. The building, which has walls of chocolate brown brick and a low-pitch or flat roof, is L-shape in plan. The northern projecting wing that originally contained the pre-school has a slightly higher roof than the southern wing that originally contained the infant welfare centre. Windows in the main elevations extend from floor to ceiling with aluminium framed sliding and fixed panes above a spandrel of stack bond bricks with black mortar detail under the windows. What appears to be the original sign 'Airport West pre school & infant welfare centre' remains on the centre section of south wall of the north wing.

Non-original additions and alterations to the building, other buildings on the site, the front fence, and play equipment are not significant.

#### How is it significant?

AIRPORT WEST PRE-SCHOOL and INFANT WELFARE CENTRE  
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The Airport West Pre-School and Infant Welfare Centre is of local historic, architectural and social significance to the City of Moonee Valley.

### Why is it significant?

It is significant as an example of a place associated with an important program that encouraged the provision of modern maternal and child health facilities in suburban Melbourne during the early to mid-twentieth century. It is socially and historically significant as a place that symbolises the determined efforts of the Council and local community to establish a place that would improve the health and welfare of women and children. (Criteria A & G)

It is also historically and socially significant for its association with the development of Airport West and with the civic improvements made in the municipality of Keilor after it was proclaimed as a City in 1961. It was the second community building erected by the City of Keilor in the suburb and demonstrates the efforts of the Council to provide modern and up to date facilities for its citizens. (Criteria A & H)

It is significant as a representative example of a combined pre-school and infant welfare centre of the post-war era. (Criterion D)

### Assessment Against Criteria

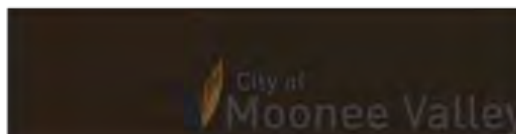
This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |                                |                           |       |
|----------------------|--------------------------------|---------------------------|-------|
| <b>Name</b>          | R.G. RATCLIFF COMMUNITY CENTRE |                           |       |
| <b>Address</b>       | 1A SOUTH ROAD, AIRPORT WEST    | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Hall Public                    |                           |       |
| <b>Citation Date</b> | 2015                           |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                |                           |       |



|  |                               |                            |  |
|--|-------------------------------|----------------------------|--|
| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes             |                            |  |
| <b>Designer / Architect</b>            | Winbush, Harry and Associates | <b>Architectural Style</b> | Late Twentieth Century (c.1960-c.2000) |

|                                       |                       |                 |
|---------------------------------------|-----------------------|-----------------|
| <b>R.G. RATCLIFF COMMUNITY CENTRE</b> | <b>25-Sep-2015</b>    | <b>04:41 PM</b> |
| Hermes No 196104                      | Place Citation Report |                 |

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## HERITAGE CITATION REPORT

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### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Eight - Building community life: 8.4 Forming community organisations; Providing local meeting places*

*Moonee Valley has an abundance of community halls, many established in the nineteenth century by Lodges, Friendly Societies, churches and community groups. The Essendon Town Hall, built as the Essendon and Flemington Institute in the 1880s, is perhaps the most visible and like many other municipal halls, has gone through quite a few structural and use changes over its life (MVTEH, 2012:157).*

*In the post-war years halls have been erected to meet population growth and community needs in areas such as Strathmore, West Essendon, Avondale Heights and Airport West (MVTEH, 2012:158).*

#### Airport West

What are now the suburbs of Avondale Heights, Airport West, Niddrie, Keilor and Keilor East, and Strathmore were mostly undeveloped at the conclusion of World War Two. However, within a few decades this rural land would be 'almost completely covered with houses' as Melbourne's suburbs 'spread out rapidly as post-war migration, the baby boom and housing shortages ... led to a rush of home building' (MVTEH 2012:109).

Between 1947 and 1954 the population of the Shire of Keilor (which included Keilor, Airport West and Avondale Heights as well as parts of Niddrie and Keilor East) trebled to 10,681. A further three-fold increase was recorded by 1961 when the population reached almost 30,000 and the municipality was elevated in status from Shire to a City (Keating).

In the immediate postwar period Airport West was considered part of Niddrie. By 1955 it was developing and although the streets were not made a new state school was being built and builders were erecting houses, while an industrial estate was beginning along Matthews Avenue. Behind this industrial land were empty paddocks ripe for residential redevelopment and by 1964 it was claimed that one could buy the 'lowest priced cream brick veneer in Melbourne' in Airport West (MVTEH 2012:120).

#### Place history

The once rural land that is now the suburb of Airport West was subdivided into suburban allotments after World War Two. In one of these subdivisions the Shire of Keilor in 1959 set aside a reserve 'for drainage purposes'. Part of this reserve would become the site of a community hall and, later, a pre-school and infant welfare centre (PROV).

Plans for the new community hall, prepared in the office of prominent architect, Harry Winbush (the plans, dated 20 May 1966, were drawn by 'J.G.H.'), were approved in August 1966 and the building was completed just over one year later in September 1967. Upon opening it was called the R.G. Ratcliff Community Centre (PROV). Mr Ratcliff was a councillor with the Shire/City of Keilor.

From 1968 to 1971 the hall was also used as an infant welfare centre until a permanent building was constructed on adjoining site facing McNamara Avenue (PROV).

In 1974 a small addition was made to the rear of the hall in accordance with plans prepared by the City of Keilor. In 1985, part of the south rear wall was demolished and rebuilt, and the hall extended (PROV).

R.G. RATCLIFF COMMUNITY CENTRE  
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## HERITAGE CITATION REPORT

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### Sources

Chalmers, R. W. *The Annals of Essendon*, 1850-2000  
Heritage Alliance, *City of Moonee Valley Gap Heritage Study. Volume 1: Thematic History and datasheets for heritage precincts*, September 2005 (Revised November 2006)  
Keating, Jenny, 'Keilor' in 'eMelbourne. The city past & present' website: emelbourne.net.au [accessed 21 July 2015]  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Public Records Office of Victoria (PROV) VPRS 7882/P1 Unit 1758

### Description

#### Physical Description

The R.G. Ratcliffe Hall is composed of rectilinear forms with a central area flanked by symmetrical annexes. A central vertically proportioned window provides the focus to the facade. The smooth blockwork of the main space is contrasted with the rough-face stacked brickwork facades that conceal the entry and amenities area (to the right) and a kitchen (to the left). Affixed to the right wall is the name of the centre in raised letters. The central space is lit with a continuous band of clerestory windows to both sides and there is a porte cochere over the entry on the right side.

The brickwork has been overpainted and additions have been made to the hall on the east side.

### Comparative Analysis

As the Shire of Keilor boomed in the post-war period the Council struggled to provide facilities for its ever-expanding population. Buildings constructed during the 1950s, such as the first community hall and infant welfare centre in Matthews Avenue, Niddrie were usually very simple buildings, often constructed of timber, and sometimes intended only to be temporary with the intention of more substantial buildings being erected at a later date.

Upon its elevation to a City in 1961 it appears the Council was able to embark on a program of building improved community facilities and over the next decade several pre-schools and infant welfare centres and halls were constructed throughout the municipality. Most of these were designed by the City Engineer's office, under the direction of Garnett Everett Price, CE, AMIE (1916-1999), who served as Engineer and Building Surveyor to the Shire (and later City) of Keilor for almost twenty years, from c.1955 until c.1973. While still modest buildings, they were usually more substantial, usually being constructed of brick, and designed to be permanent.

The R.G. Ratcliff Hall is the only known example of a community building in the City of Keilor to have been designed by an architect, in this case, Harry Winbush (1903-1990), who lived in Essendon and had been practicing since the 1930s. Mr. Winbush designed a range of houses, cinemas and other buildings, particularly in Essendon, Moonee Ponds and surrounding suburbs. He also designed fire stations in Port Melbourne, Box Hill and Kew. In the early 1960s he designed the City of Essendon Public Library in Mt Alexander Road (now the Sam Merrifield Library, this has been significantly altered) and the library at Glenroy for the City of Broadmeadows. This hall is his only known commission for the City of Keilor.

Due to postwar building restrictions many of the community halls erected in the 1950s were simple, functional buildings built with an economy of materials and details. Examples include the Strathmore Community Hall and the West Essendon Community Hall (the latter being a recycled building). The R.G. Ratcliff Hall stands apart for its simple, but well-composed Modernist design, particularly the symmetrical composition of the facade with the central vertically

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|---------------------------------------|-----------------------|-----------------|
| <b>R.G. RATCLIFF COMMUNITY CENTRE</b> | <b>25-Sep-2015</b>    | <b>04:41 PM</b> |
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## HERITAGE CITATION REPORT

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proportioned window providing the focus to the smooth blockwork facade, that is flanked by and contrasted with the rough-face stacked brickwork facades of the projecting anterooms.

### Statement of Significance

#### What is significant?

The R.G. Ratcliff Community Centre, designed by the office of Harry Winbush and constructed in 1967, at 1A South Road, Airport West is significant. The hall is composed of rectilinear forms with a central area flanked by symmetrical annexes. A central vertically proportioned window provides the focus to the facade. The smooth blockwork of the main space is contrasted with the rough-face stacked brickwork facades that conceal the entry and amenities area (to the right) and a kitchen (to the left). Affixed to the right wall is the name of the centre in raised letters. The central space is lit with a continuous band of clerestorey windows to both sides, and there is a porte cochere over the entry on the right side.

Non-original alterations and additions to the hall are not significant.

#### How is it significant?

The R.G. Ratcliff Community Centre is of local historic, architectural, aesthetic and social significance to the City of Moonee Valley.

#### Why is it significant?

It is historically and socially significant for its association with the development of Airport West, and with the civic improvements made in the municipality of Keilor after it was proclaimed as a City in 1961. It was the first community building erected by the City of Keilor in the suburb and demonstrates the efforts of the Council to provide modern and up to date facilities for its citizens. As well as being a community meeting place the hall also served as the venue for the Infant Welfare Centre for three years until a permanent facility was built on an adjoining site. (Criterion A & G)

It is architecturally and aesthetically significant as a simply designed, but well-composed example of a post-war hall. Of note is the symmetrical composition of the facade with the central vertically proportioned window providing the focus to the smooth blockwork facade, that is flanked by and contrasted with the rough-face stacked brickwork facades of the projecting entry and cloak room. (Criteria D & E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

## HERITAGE CITATION REPORT

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### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |   |                           |       |
|----------------------|---|---------------------------|-------|
| <b>Name</b>          | RAIL OVER ROAD BRIDGE (ASCOT VALE ROAD) |                           |       |
| <b>Address</b>       | ASCOT VALE ROAD, ASCOT VALE             | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Railway Bridge/ Viaduct                 |                           |       |
| <b>Citation Date</b> | 2015                                    |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                         |                           |       |



RAIL OVER ROAD BRIDGE (ASCOT VALE ROAD)  
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## HERITAGE CITATION REPORT

|  |   |                            |   |
|--|---|----------------------------|---|
| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes                                 |                            |   |
| <b>Designer / Architect</b>            | Victorian Railway Way & Works, Victorian Railways | <b>Architectural Style</b> | Federation/Edwardian Period (1902-c.1918) |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Three - Connecting Victorians by transport and communications; 3.3 Linking Victorians by rail*

*Private companies built Melbourne's first suburban railway lines in the 1850s, the first line opened being that between Flinders Street and Port Melbourne. Private companies also initiated work on railways connecting Melbourne with Geelong and Melbourne with Bendigo. When financial difficulties confronted these companies in the late 1850s, however, the Victorian government took over the lines, and the Victorian Railways Department was formed. A private company, the Melbourne and Essendon Railway Co. built Moonee Valley's first railway line from North Melbourne Station to Essendon, opening it on 22 October 1860. Local landowners and businessmen, including Hugh Glass and Peter McCracken, were shareholders and directors. Five stations were opened on the line at Kensington, Newmarket, Ascot Vale, Moonee Ponds and the terminus at Essendon and there were hopes to extend the line as far as Kilmore and beyond to provide a direct rail link to transport stock to the saleyards which had moved to Newmarket in 1860 (MVTEH, 2012:57-58).*

*Only a year after the line to Essendon opened, the spur line from Newmarket Station to Flemington Racecourse was added, to capitalise on traffic to the races. Though the company's directors had hoped that the opening of the line would attract business and residents to the area and several buyers had purchased land near the railway line in the expectation that this would occur - by 1864 the company's funds were exhausted and the line was closed. The Victorian Government purchased the railway line in 1867, repairing it and reopening the line as far as Essendon in 1871, but also extending it to form the North Eastern Railway to Wodonga. By September 1872, the line extended as far as Seymour. Railway yards were established adjacent to Newmarket Station to cater for stock transported via the North-Eastern line to Newmarket saleyards. Suburban trains, however, still terminated at Essendon and the station buildings at Newmarket, Ascot Vale, Moonee Ponds and Essendon were not substantially completed until 1888-89 (MVTEH 2012:58-59).*

*Proximity to a railway line was a spur to development. By 1890 residents of North Essendon (Strathmore) were pressing for an extension of the suburban railway line to the area around Woodland Park. Similarly, businessmen pressed for the opening of a suburban station at Pascoe Vale. By 1893, stations had opened at North Essendon (Strathmore) and Pascoe Vale, reputedly partially paid for by local interests. However, these were merely stops on the country line for many years to come. Glenbervie Station did not open until 1922. Originally to be called Napier Station, it was called Glenbervie in honour of the Napier family's Scottish home (MVTEH, 2012:59-60).*

#### *Electrification of the Essendon Railway line*

*Melbourne was the first city in Australia to change its suburban train network from steampower to electricity. In 1912, the Victorian Government authorised this scheme and a central power station at Newport was built to distribute electricity via a number of substations. One of these substations, at Newmarket, was completed in 1915. The spur line from Newmarket to Flemington racecourse was used in 1918 to experiment with the new system. The line between Essendon and Sandringham was the first line to be electrified, with the first electric train running on 28 May 1919. Two years later the electrified line was extended to Pascoe Vale. All other existing suburban lines were electrified by 1923, though it took several more decades to extend these services to outer areas of metropolitan Melbourne (MVTEH,*

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|--|------------------------------|-----------------|
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2012:60).

### Place history

As noted above, by 1893 the suburban railway through Essendon had been extended as far north as Pascoe Vale with an intervening stop at North Essendon (now Strathmore). Significant improvements were made to the railway in the early twentieth century, mostly in the two decades from 1905 to 1925. The most important project was the electrification of the line. Other improvements included re-grading of the line, replacement of bridges and construction of new bridges, and opening of new stations and upgrading of existing stations, as patronage increased.

The first railway bridge over Ascot Vale Road was constructed c.1860s and possibly rebuilt c.1871 when the line was extended to Wodonga, and again in 1882 when the line was duplicated between Newmarket and Ascot Vale. The early bridge, which is shown on a 1904 MMBW plan, had stone abutments parallel to the railway on either side, and a single span over Ascot Vale Road, which narrowed as it passed under.

By the early 1900s, the condition of the bridge had been 'rendered unsafe' and the Ascot Vale Progress Association also expressed concern about the speed of traffic passing through the narrow opening, which made it 'impossible for pedestrians to use' (*Flemington Spectator*, 13 May 1915, p.4). For these reasons, and perhaps in anticipation of the proposed electrification of the railway that would result in increased traffic, a decision was made to replace the bridge. Tenders were first called in October, 1915, however, possibly because of World War I the works were delayed and did not commence until early in 1918.

Construction was underway by January 1918 when the new sections of the bridge were placed alongside the existing bridge 'ready to slide along in place of the old one when it is removed'. Each section weighed 50 tons with a single girder weighing 14 tons, and was assembled using pneumatic, rather than manual, riveting. The bridge was being made much wider, for the purpose of accommodating increased road traffic. By April 1918 tenders had been called for the purchase and removal of the old stone abutments and the new bridge was completed by later that year (*Essendon Gazette and Keilor, Bulla and Broadmeadows Reporter*, 9 October 1915, p.9; 17 January 1918; 13 April 1918, p.10). **Sources** Living Histories, *The Moonee Valley Thematic Environmental History* (MVTEH), September 2012 Melbourne & Metropolitan Board of Works (MMBW) Detail Plan No.820, dated 1904 Public Transport Corporation (PTC), Photographic collection of Railway Negatives [http://prov.vic.gov.au/index\\_search?searchid=41](http://prov.vic.gov.au/index_search?searchid=41) viewed 1 June 2014 Turton, Keith, 1973, *Six and a half inches from destiny. The first hundred years of the Melbourne-Wodonga Railway 1873-1973*, Australian Railway Historical Society (Victorian Division), Melbourne

## Description

### Physical Description

This three-span rail over road bridge has abutments and angled wing walls constructed of red-brick with coping of rough-hewn bluestone with tooled margins. At each corner of the abutments is a dwarf brick pylon with bluestone coping. The main span over Ascot Vale Road is carried on brick piers with round-arched openings and has a riveted steel balustrade.

The abutments are mostly intact, apart from the removal of the dwarf brick pylon at the northeast corner. Alterations to the brick piers include the construction of concrete and steel crash barriers at either end of both brick piers, part replacement of the north ends of both piers, and removal of the bluestone coping. Some of the original steel girders have been replaced by concrete beams.

## Comparative Analysis

|   |                       |          |
|---|-----------------------|----------|
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There are several road-over-rail or rail-over-road bridges in the City of Moonee Valley, all along the North-Eastern Railway (the very large viaduct over the Maribyrnong River at Albion and the bridge over the Moonee Ponds Creek have been excluded from this analysis as they are not directly comparable). Surviving bridges of the nineteenth century of either type are characterized by the use of bluestone for abutments and wing walls, while twentieth century bridges saw the predominant use of brick with bluestone detailing.

Examples of nineteenth century railway bridges in the City of Moonee Valley include the rail-over-road bridges at Racecourse Road, Flemington (adjacent to Newmarket Railway Station and partly included in HO380) and Bloomfield Road, Ascot Vale (HO163), and the road-over-rail bridge at Maribyrnong Road (HO296). Of these, the Racecourse Road and Bloomfield Road bridges are very intact, while at the Maribyrnong Road bridge only the original bluestone abutments survive.

This bridge is one of three railway bridges dating from the early twentieth century in the City of Moonee Valley. Of these, this is one of two rail-over-road bridges (the other is at Mt Alexander Road) and there is one road-over-rail bridge between Grice Crescent and Napier Street. The road-over-rail bridge at Kent Street appears to date from the late 1930s or 1940s, while the rail overpass at Pascoe Vale Road north of Strathmore Railway Station was constructed in the 1960s.

All of the early twentieth century bridges have been altered. The Mt Alexander Road bridge is the least intact; only parts of the original substructure (sections of brick abutments) and superstructure survive. By comparison, most of the original (c.1918) Ascot Vale Road bridge substructure including the brick and bluestone abutments, brick piers, and some of the superstructure including the iron girders carrying the tracks appears to be intact, with some additions including concrete and steel crash barriers. The road over rail bridge between Grice Crescent and Napier Street is the most intact of the early twentieth century bridges, with the only visible change being the cutting down of parts of the abutment wing walls.

### Statement of Significance

#### What is significant?

The rail over road bridge, constructed in 1917-18, at Ascot Vale Road, Ascot Vale is significant. This three-span rail over road bridge has abutments and angled wing walls constructed of red-brick with coping of rough-hewn bluestone with tooled margins. At each corner of the abutments is a dwarf brick pylon with bluestone coping. The main span over Ascot Vale Road is carried on brick piers with round-arched openings and has a riveted steel balustrade.

Non-original alterations and additions to the bridge including the concrete and steel crash barriers are not significant.

#### Why is it significant?

The rail over road bridge at Ascot Vale Road, Ascot Vale is of local historic significance to the City of Moonee Valley.

#### How is it significant?

It is significant as a representative example of a rail over road bridge constructed by the Victorian Railways, which is associated with the improvements made to the North Eastern railway line in the early twentieth century. (Criteria A & D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the Heritage Overlay with no specific HO controls, as shown in the above table and apply the 'City of Moonee Valley Permit Exemptions Policy Railway Heritage Places'. The extent of the HO should include the bridge and its brick and bluestone abutments and adjoining land to a minimum of 5 metres from the edges of the bridge.





## HERITAGE CITATION REPORT

|                      |  |                           |       |
|----------------------|--|---------------------------|-------|
| <b>Name</b>          | SEC interwar electrical substations  | <b>Significance Level</b> | Local |
| <b>Address</b>       | ASCOT VALE ROAD, ASCOT VALE LINCOLN ROAD & LEAKE STREET, ESSENDON NICHOLSON STREET, ESSENDON SCOTIA STREET, MOONEE PONDS WELLINGTON STREET, FLEMINGTON 1A SCOTT STREET, ESSENDON 200A PASCOE VALE ROAD, ESSENDON |                           |       |
| <b>Place Type</b>    | Electricity Transformer/Substation   |                           |       |
| <b>Citation Date</b> | 2015   |                           |       |
| <b>Assessment by</b> | Context Pty Ltd  |                           |       |



SEC interwar electrical substations  
Hermes No 197706 Place Citation Report

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Recommended VHR - HI - PS Yes  
Heritage Protection

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Six - Building towns, cities and the garden state: 6.3 Shaping the suburbs; Expanding services to meet demand; Gas and electricity*

#### Electricity supply in Victoria

Early electricity production in Victoria used relatively simple technology, but transmission over even a short distance was difficult. Initially, it was used only for public events - such as the Duke of Edinburgh's visit in 1867 and a night football

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SEC interwar electrical substations  
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match at the MCG in 1879 - and lighting in the theatre. Small scale generating plants were built in Melbourne to serve small areas and industries, however, gas remained the source of street lighting in Melbourne until 1894 when the Spencer Street power station was constructed by the Melbourne City Council. This power station generated enough power to light Melbourne's streets. Other councils embraced Melbourne's initiative and streets in many nearby areas - such as Richmond, Essendon, Hawthorn and South Yarra - were also lit by electricity by the late 1890s.

The first production and supply of electricity in Melbourne was commenced by private companies in the 1880s and 1890s. This led to the passing of the *Electric Light and Power Act* in 1896. The impact of this Act is summarised by Terry McCredden:

*The Act ensured that there would be no private monopoly as it gave important advantages to local councils. Three clauses were very favourable to the councils. Clause 8 said that every council was entitled to an order for its municipal district. Clause 12 would not allow any company the right to an order, unless it had the consent of the municipal government concerned. Clause 43 gave the Councils powers to buy out private companies. (McCredden, 1977:22-23, 26)*

Between 1898 and 1900 the Melbourne City Council acquired the assets of three private companies operating within its municipal boundaries, creating a new company known as the Melbourne City Council Electricity Supply Department (MCCESD). By 1903 it was one of four electricity supply companies in Victoria and supplied 53.6% of total generating capacity.

The response of other Councils to the Electric Light and Power Act varied. Rather than enter the market as producers, some chose to allow the major power producers to distribute within their boundaries, while others decided to enter into the market as distributors rather than producers, purchasing electricity in bulk from one of the major power generating companies and managing its distribution through a local area. Councils that set up their own distribution networks included Footscray (1911), Brunswick (1912-13), Port Melbourne (1912-13), Preston (1912), Nunawading (1912), Northcote (1912), Coburg (1914), Heidelberg (1914), Williamstown (1915-16) and Doncaster (1916). Of these councils, Brunswick, Coburg, Williamstown, Port Melbourne and Footscray obtained their supply from the MCCESD (SECV, Annual Report, 1923, p.6).

Demand for electricity grew rapidly in the early decades of the twentieth century. The bulk of the metropolitan area was supplied by just two companies, the aforementioned MCCESD and the Melbourne Electricity Supply Co (MES Co.). They obtained their supply from the Spencer Street Power Station until the Newport 'A' Power station was built at the mouth of the Yarra at Newport between 1913 and 1918. It was constructed by the Victorian Railways to supply energy for the electrification of the suburban rail system, but also supplied bulk electricity to the MCCESD and MES Co.

With the growth of Melbourne it was expected that demand would surpass the operating capacity of the existing private and municipal companies by the early 1920s and so the State government began to investigate options for the future generation of Victoria's electricity supply. Most of Victoria's power in the early 1900s was generated using black coal; however, the supply of coal from New South Wales was often interrupted by strikes, while the quality of coal from the Victorian State Coal Mine at Wonthaggi was variable and supply was limited. This led the State government to investigate and eventually approve the use of brown coal for power generation (Edwards, 1969:27-29).

In 1918 the Victorian Government passed the *Electricity Commissioners Act* and appointed three part-time commissioners in March 1919. The new commissioners moved quickly, recommending that a power generation scheme using brown coal from a site near Morwell (later renamed 'Yallourn') would best meet the predicted demand within the time available. The commissioners also recommended a single electricity authority and that any power scheme should be 'the first step to a greater one, linking all of the State's power supplies'. The commissioners had already given notice that they expected to take over their biggest rival the MES Co. when its franchise ran out in 1925 (Edwards, 1969:41).

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On the recommendation of the commissioners the State Electricity Commission of Victoria (SECV) was established in 1921 under the chairmanship of Sir John Monash. The first projects of the SECV were the construction of the first brown coal power plants at Newport B (adjacent to the Victorian Railways Newport A traction power station), which came on line in 1923, and Yallourn A (the first Latrobe Valley power station), which opened in stages from 1924. Meanwhile, the SECV began to establish and develop its supply and distribution network. The first stage involved the construction of sub-stations at key locations, which enabled the SECV to progressively assume control for the supply and distribution of power in the metropolitan area. One of the first areas where the SECV took over supply were the suburbs previously supplied by the North Melbourne Electric Tramways & Lighting Co.

### Electricity supply in Moonee Valley

The North Melbourne Electric Tramways & Lighting Co. (NMETLCo.) was established in 1905 and authorised to construct and operate electric tramways through the municipalities of Flemington and Essendon, and provide a municipal electricity supply for a period of thirty years. At the end of the franchise the company's assets and operations would revert to the municipalities, with the exception of the property on which the power station and tram depot was located, which was to be purchased by the Councils. An acre of land on the east side of Mt Alexander Road was purchased for the site of the power station, company offices and tram depot. Construction of the two tram lines commenced in June 1905 and both commenced operations in October 1906 (MVTEH 2012:66-7).

The way that the franchise was established discouraged investment by the NMETLCo. in both the tramway network and the electricity supply. As noted by Edwards (1969:72):

*The Melbourne and Essendon City Councils could, if they wished, take over its assets in 1934. There was thus little future in the Company's spending money on assets in those circumstances; in any case, it had no money. So it neglected the growing demand in the developing Essendon area. Not unnaturally, Essendon ratepayers complained, loudly and frequently. Finally, the Essendon Council asked the SEC to take the company over.*

The SECV itself in its Annual Report noted that:

*The operation of the supply resulted in numerous complaints reaching the Commission of failure to obtain supply, and finally the Essendon Council approached the Commission with the pressing request that the undertaking be taken over by the Government so that the very necessary development works would be no longer retarded. It is the electrical development of this most important section of the metropolis that the Commission is called upon to undertake, and it is hoped that a vigorous policy of construction will do much to improve the existing situation. (SECV, Annual Report, 1922, p.4)*

In August 1922 an Act was passed enabling the SECV to take over the electricity assets of the NMETLCo. The tramways component was sold to the recently formed Melbourne and Metropolitan Tramways Board. Apart from enabling the electricity supply to Essendon and Flemington to be improved, the acquisition of the NMETLCo. was also used by the SECV to support its proposed takeover of the MCCESD by demonstrating that the SECV could supply power cheaper to households than the MCC (SEC Annual Report, 1923, p.6).

Following the acquisition, the SECV set about improving supply to the Essendon area, which included the construction of a new main sub-station at Ascot Vale, conversion of supply from AC to DC current, and the construction of numerous distribution substations of standard design. To oversee the operation the SECV had taken over part of the old NMETLCo. offices in Mt Alexander Road. However, it was found that the building was 'not conducive to the Commission obtaining the best results from the operation of this undertaking' as it was not situated in a central location and, apart from that, the Tramways Board needed the whole of the available space for its own operations. Accordingly, a decision was made to vacate the old office and to construct new offices in Moonee Ponds (SECV, Annual Report, 1923, p.13).

The new offices, which were designed by the Commission's architectural staff, were completed and occupied by

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November, 1923. The 1924 Annual report noted that:

*This enabled the affairs of the undertaking to be placed on a more efficient basis in both the technical and clerical departments, and, as was anticipated, closer co-ordination of the work than was possible under the previous conditions has resulted.*

This was the first metropolitan branch office constructed by the SECV and was constructed just one year after the first head office of the SECV, situated at the corner of William Street and Flinders Lane in Melbourne, which was opened in April 1922. The Moonee Ponds office remained in use by the SECV until the 1980s.

### Place history

As noted above, the SECV in 1922 took over the assets of NMETLCo and immediately began improving and extending the electricity supply to the developed suburban areas within Moonee Valley. In contrast to the NMETLCo, the approach of the SECV was to develop the supply infrastructure in advance of anticipated demand and to 'push on' with all extensions, 'provided there was prospect ultimately of the investment being self-supporting' (SECV, Annual Report, 1923, p.13). In 1924 the SECV was able to report that 'marked progress' had been made:

*This has served to confirm the view expressed to the Government when transfer of this undertaking to the Commission was projected in 1922, that by judicious expenditure, energy could be made available to portions of the territory hitherto undeveloped electrically and that the anticipated growth in the demand would more than warrant this progressive step.* (SECV Annual Report 1923-24 p.15)

In 1924 the SECV had commenced construction of brick distribution sub-stations in the Essendon-Flemington area, which were based upon standard designs and were connected by underground cables for both high and low tension mains. By June 1926 29 6,600-volt sub-stations had been erected, and several more were under construction including one that was described as a 'steel kiosk'. In 1927-28 a further five distribution sub-stations were constructed and it was noted that the development of the Essendon-Flemington district was requiring the closer spacing of sub-stations (SECV Annual Reports 1925-26 p.33, 1927-28 p.30). The number of electricity consumers increased in both numbers and percentage terms from 1923 to 1930 from 8,461 (or 16 per cent) to 14,172 (21.6 per cent) and by 1930 43 substations were in operation (SECV Annual Report 1929-30 pp. 19, 26).

### Sources

Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1886 to 2000*  
Edwards, Cecil, *Brown power: A jubilee history of the State Electricity Commission of Victoria*, 1969  
Lincolne, Gerald, *Electricity Supply in Victoria*, 1955  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
McCredden, T.C., 'The Impact of electricity in Victoria 1880-1920', B.Com. thesis, University of Melbourne, 1977  
*Sands & McDougall Directory*, 1920-26, 1974.  
State Electricity Commission of Victoria (SECV), Annual Reports, as cited

## Description

### Physical Description

This serial listing comprises several small brick electricity distribution sub-stations constructed by the State Electricity Commission of Victoria during the interwar period. There are two basic types:

- The Type 1 substation is a small Free Classical style red brick building with a hipped roof clad in Marseille type terra cotta tiles that appears to float above the building. It is symmetrical in design and has a number of classical style elements

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such as the widened base, the inset panels suggesting columniation, an implied aedicule around the doorway, which contains a pair of framed and ledged timber doors (often with original door hardware), and a projecting brick course and cornice. Terra cotta or metal vents are placed symmetrically at the base and tops of the walls and some have original rainheads and downpipes, which are partially set into the wall.

- The Type 2 substation is similar to Type 1, but lacks some of the classical style details such as the inset panels to the walls. In this type, the roof has often been replaced with flat roof (or was originally concealed behind the parapet walls).

Both types are distinguished by the high-quality of the brick detailing. Identified examples include:

- Ascot Vale Road, Ascot Vale. This example, situated on the west side of Ascot Vale Road, immediately to the north of the railway bridge is a Type 1. It appears to slightly larger than the other examples and has an iron hip roof. Otherwise it is very intact.
- Lincoln Road & Leake Street, Essendon. This example, situated within Lincoln Park at its northern end, is a Type 1. It is very intact.
- Nicholson Street, Essendon. This example, situated on the west side of Nicholson Street adjacent to the Essendon Football Ground, is a Type 1. The roof is clad in iron, and there is a small addition at the rear.
- 200A Pascoe Vale Road, Essendon. This example, situated within a small reserve on the north side of Fletcher/Albion streets between Pascoe Vale Road and Fitzgerald Street, is a Type 1. It is very intact.
- 1A Scott Street, Essendon. This example, situated on the east side of Scott Street just south of Buckley Street, is a Type 2. The roof has been replaced.
- Wellington Street, Flemington. This example, situated on the east side of Wellington Street between Mt Alexander Road and Bignell Street, is a Type 1. The hip roof has been replaced by a flat roof, but it is otherwise relatively intact.
- Scotia Street, Moonee Ponds. This example, situated at the rear of the shop at 254 Maribyrnong Road on the west side of Scotia Street at the corner of a rear laneway, is a Type 2. The roof is concealed behind the parapet and has what appear to be original roof vents (four in total).

Two other identified substations have been excluded from the listing as they lack most of the distinguishing details such as the projecting brick course and cornice or are very different in form. These include the sub-station on the east side of Moore Street, just south of Puckle Street, and the sub-station on the east side of McPherson Street at Moonee Valley Racecourse. There may be other examples that have not been identified.

### Comparative Analysis

The buildings constructed by SECV were designed by their in-house architectural department under the direction of chief architect A.R. La Gersch. Most of the interwar buildings constructed by the SECV are in variations of the classical style, as it was applied during the interwar period. For example, the first administrative offices of the SECV, built in 1922-23 at Yallourn is a two storey brick building in the Inter-war Academic Classical style featuring a portico with giant order Ionic columns. The simplified Free Classical or Greek Revival styles, on the other hand, were applied in many of its electricity network buildings during the early interwar period. This is demonstrated in the 'D' Sub-station at Ascot Vale (refer to separate Hermes record), and the similar 'B' Sub-station at Brunswick, which are redolent of the Greek Revival through their strong massing and a simplified use of Greek classical elements, such as the raking pediment (derived from the Greek temple), and the Greek Cross motif in windows.

The 'Type 1' sub-stations in this serial listing show how this classical design approach was carried through to the simplest buildings through details such as the widened base, the inset panels suggesting columniation, and the implied aedicule around the doorways. Later buildings of the interwar period (e.g. the SEC offices in Flinders Street, Melbourne and the 1930 Richmond Terminal station) also used classical elements, but in a more minimal way often with Art Deco elements in the manner of the Stripped Classical style. All of these buildings demonstrate the commitment of the SECV

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to high quality design, which was also exemplified in the 'model' town of Yallourn that was designed, laid out and developed by the SECV in the 1920s and 1930s on 'Garden City' principles under the direction of A.R. La Gersch.

All of these sub-stations are notable for the high quality brick detailing and are comparable with the sub-stations erected by the MCCESD during the interwar period in the City of Melbourne, and the sub-stations in the present day City of Moreland erected by the former City of Brunswick.

### Statement of Significance

#### What is significant?

The electricity distribution sub-stations, erected by the State Electricity Commission of Victoria (SECV) during the interwar period (c.1922 to c.1940), are significant. There are two basic types. The Type 1 sub-station is a small Free Classical style red brick building with a hipped roof clad in Marseille type terra cotta tiles that appears to float above the building. It is symmetrical in design and has a number of classical style elements such as the widened base, the inset panels suggesting columniation, an implied aedicule around the doorway, which contains a pair of framed and ledged timber doors (often with original door hardware), and a projecting brick course and cornice. Terra cotta or metal vents are placed symmetrically at the base and tops of the walls and some have original rainheads and downpipes, which are partially set into the wall. The Type 2 sub-station is similar to Type 1, but lacks some of the classical style details such as the inset panels to the walls. In this type, the roof has often been replaced with flat roof (or was originally concealed behind the parapet walls). Both types are distinguished by the high-quality of the brick detailing.

Identified examples include:

- Ascot Vale Road, Ascot Vale. This example, situated on the west side of Ascot Vale Road, immediately to the north of the railway bridge is a Type 1. It appears to slightly larger than the other examples and has an iron hip roof. Otherwise it is very intact.
- Lincoln Road & Leake Street. This example, situated within Lincoln Park at its northern end, is a Type 1. It is very intact.
- Nicholson Street. This example, situated on the west side of Nicholson Street adjacent to the Essendon Football Ground, is a Type 1. The roof is clad in iron, and there is a small addition at the rear.
- 200A Pascoe Vale Road. This example, situated within a small reserve on the north side of Fletcher/Albion streets between Pascoe Vale Road and Fitzgerald Street, is a Type 1. It is very intact.
- 1A Scott Street. This example, situated on the east side of Scott Street just south of Buckley Street, is a Type 2. The roof has been replaced.
- Wellington Street. This example, situated on the east side of Wellington Street between Mt Alexander Road and Farnham Street, is a Type 1. The hip roof has been replaced by a flat roof, but it is otherwise relatively intact.
- Scotia Street. This example, situated at the rear of shops is on the west side of Scotia Street at the rear of shops facing Maribyrnong Road, is a Type 2. The roof is concealed behind the parapet and has what appear to be original roof vents (four in total)

#### How is it significant?

The SECV electricity distribution sub-stations are of local historic, architectural and aesthetic significance to the City of Moonee Valley.

#### Why is it significant?

The sub-stations are historically significant for the associations with the establishment and development of the State Electricity Commission's network in the 1920s. The former City of Essendon was one of the first areas to be supplied with electricity by the SECV after it was formed and these sub-stations were amongst the first constructed by the Commission in metropolitan Melbourne. The number and geographic distribution of the substations also provides

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SEC interwar electrical substations

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evidence of the growth of Moonee Valley during the interwar period. (Criterion A & H)

The sub-stations are of architectural significance as representative examples of the metropolitan sub-stations constructed by the SECV during the interwar period. The Classical revival style is most often associated with SECV buildings and the high quality of all of the sub-stations demonstrate the importance placed by the SECV upon the design of even its most modest buildings. (Criterion D)

The sub-stations are of aesthetic significance for the high quality of the brickwork detailing. (Criterion E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

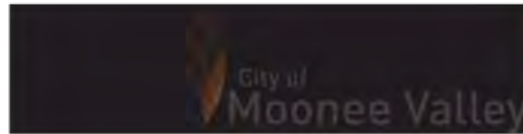
### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as a group or serial listing with a single HO number applied to all. The existing HO302 applied to the Pascoe Vale Road substation may be adapted and used. Extent of HO for each to include the substation and surrounding land to a minimum extent of approximately 2 metres.





## HERITAGE CITATION REPORT

|                      |  |                                 |
|----------------------|--|---------------------------------|
| <b>Name</b>          | BLUESTONE DRAIN  |                                 |
| <b>Address</b>       | ORMOND ROAD, ASCOT VALE (rear of)<br>BRISBANE STREET, ASCOT VALE | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Storm Water Drain  |                                 |
| <b>Citation Date</b> | 2015   |                                 |
| <b>Assessment by</b> | Context Pty Ltd  |                                 |



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Hermes No 196183

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**Recommended  
Heritage Protection**

**VHR - HI - PS Yes**

**Architectural Style**

Federation/Edwardian Period  
(1902-c.1918)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Six - Building towns, cities and the Garden State: 6.3 Shaping the suburbs*

#### Development of Essendon during the nineteenth century

Aldous (1979:69) notes that the municipality of Essendon was a 'product of the land boom':

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*During the 1880s the big estates were subdivided and virtually the entire district fell under the auctioneer's hammer.*

In 1881 there were 488 houses in the Essendon district, most of them situated in the streets and roads adjacent to Mt Alexander Road and the railway line, and the population was 3,100. By 1889 when Essendon was proclaimed a Town the population had climbed to almost 10,000. Over the next 3 years, during the height of the land boom in Melbourne, Essendon's population grew by 50% peaking at 15,245 in 1892 (Aldous, 1979:29, 32, 64).

With the collapse of the land boom the population declined to 13,000 and remained at that level until 1900. As development recovered in the early twentieth century the population grew to 20,000 by 1909 and Essendon was proclaimed a City in April of that year (Aldous, 1979:32).

### Place history

The considerable expansion of the suburban areas of Essendon in the late nineteenth led to the need to improve drainage in the municipality. The increased run-off from urban development led to flooding of low-lying areas and concerns about outbreaks of disease from water pooling in areas where drainage was insufficient. Originally, most storm water and, until reticulated sewerage was laid on, other household waste was conveyed in above-ground channels and drains. Increasingly, stormwater drainage was directed into underground pipes and culverts.

The exact date of the construction of this bluestone drain is not known, but it appears to have been built in the early twentieth century. Melbourne & Metropolitan Board of Works plans dated 1908 show that the south side of Ormond Road at its eastern end was vacant in 1908 and Brisbane Street and Myrnong Street had not yet been formed. The land to the south of Ormond Road was subdivided around 1908 and sold before and after World War I, with the first houses in Brisbane Street appearing around 1909. Typically, the subdivision set aside bluestone laneways at the rear of most properties, but for some reason only a narrow easement was provided along the north boundaries of the properties in Brisbane Street, which became the bluestone channel that exists today.

### Sources

Aldous, Grant, *The stopover that stayed. A history of Essendon*, 1979  
Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1886 to 2000*  
Land Victoria (LV) Vol. 2742 Fol. 384  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Melbourne & Metropolitan Board of Works (MMBW), Detail Plans Nos.1097 & 1098, dated 1908

### Description

#### Physical Description

This semi-circular or spoon drain is constructed of bluestone and is six pitchers wide. It runs along the rear boundaries of properties facing Ormond Road and Brisbane Street in Ascot Vale. At its west end it begins at the corner of Waratah Street and Adelaide street, crosses under Myrnong Crescent, and finally exits into an underground drain behind 51 Brisbane Street.

### Comparative Analysis

|                  |                       |             |          |
|------------------|-----------------------|-------------|----------|
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Rear laneways were a necessity during the Victorian era when nightsoil carts required access to the rear of properties. These rear laneways had largely disappeared in the subdivisions created in the interwar period as the reticulated sewerage network was extended throughout Moonee Valley.

This narrow bluestone drain appears to be a transitional arrangement where a full width laneway was not required but an easement was still required to collect and convey stormwater from properties. The form of this drain using bluestone pitchers is typical example of this construction and remains very intact. It is notable for its length, much longer than other known examples in Moonee Valley. By the interwar period, concrete began to be used in the construction of culverts, and other forms of drainage infrastructure, which were usually placed underground.

### Statement of Significance

#### What is significant?

The bluestone drain at the rear of properties facing Ormond Road and Brisbane Street, Ascot Vale is significant. This semi-circular or spoon drain is constructed of bluestone and is six pitchers wide. At its west end it begins at the corner of Waratah Street and Adelaide street, crosses under Myrmong Crescent, and finally exits into an underground culvert behind 51 Brisbane Street.

#### How is it significant?

The bluestone drain at the rear of properties facing Ormond Road and Brisbane Street, Ascot Vale is of local historic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its associations with the subdivision and development of Ascot Vale in the early twentieth century. It is a representative example of the above ground stormwater culverts that were once common before underground drainage was phased in by the mid-twentieth century. This drain is notable for its considerable length when compared to other examples in Moonee Valley. (Criteria A & D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

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### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO controls as shown in the above table. Extent of HO to include the bluestone drain and adjoining land to a minimum of 2 metres on either side.



## HERITAGE CITATION REPORT

|                      |                             |                                 |
|----------------------|-----------------------------|---------------------------------|
| <b>Name</b>          | PROGRESS KINDERGARTEN       |                                 |
| <b>Address</b>       | 11 BROWN AVENUE, ASCOT VALE | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Childcare facility          |                                 |
| <b>Citation Date</b> | 2015                        |                                 |
| <b>Assessment by</b> | Context Pty Ltd             |                                 |



**Recommended** VHR - HI - PS Yes  
**Heritage Protection**

**Architectural Style** Postwar Period (1945-1965)

## History and Historical Context

### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Six - Building towns, cities and the garden state: 6.3 Shaping the suburbs: Progress associations*

*Progress Associations proliferated in Victoria in the early twentieth century. Formed by residents and businessmen in local areas, they pushed for improvements in services and transport and lobbied local government on local issues. Their popularity was maintained during the post Second World War era as the frontiers of Melbourne expanded. In the Moonee Valley area, the formation of progress associations followed the pattern of residential development and an extraordinary number of progress associations were formed in the Moonee Valley area over the twentieth century. An early association, the Ascot Vale Peoples' Association, is thought to have been formed as early as the 1880s. It lobbied for improvements to*

**PROGRESS KINDERGARTEN**  
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*the Maribyrnong Bridge in 1908. Other early progress associations included the Aberfeldie Progress Association, the Essendon Progress Association, which aimed to build the Essendon Public Hall in Russell Street (now Ukrainian Hall), the Moonee Ponds Progress Association, the Maribyrnong Hill and Bagotville Progress Association (1917), which lobbied for a school (eventually built as Ascot Vale West). Later progress associations represented such areas as North Essendon, Keilor Road, Strathmore, Airport West and Niddrie. While advocating for services, such as the extension of public transport or the provision of education, progress associations within the study areas also aimed to beautify the area and attract visitors. (MVTEH 2012:119-20)*

*Theme Eight - Building community life: 8.3 Providing health and welfare services*

### **Kindergartens in Victoria**

The modern system of pre-school education in Victoria is essentially a twentieth century phenomenon, which traces its origins back to the Free Kindergarten movement of the early 1900s. Victoria's first free kindergarten opened at Burnley in 1906 and the formation of the Free Kindergarten Union in 1909 saw the establishment of several new centres across Melbourne. In 1910 alone, four new centres opened at Fitzroy, central Melbourne, South Melbourne and Prahran (Built Heritage 2010:15).

The first free kindergartens occupied existing buildings rather than purpose-built centres as few could afford to erect their own premises and this established a tradition of temporary accommodation in church halls and other buildings. Victoria's first purpose-built kindergarten was the Lady Northcote Free Kindergarten, opened in 1912, but it was not until the 1920s that other purpose built centres commenced in Melbourne. From 1922 to 1925 at least six new purpose-built centres opened in Melbourne and by the mid-1920s there were more than twenty kindergartens across the metropolitan area. By 1939 this number had increased to thirty (Built Heritage 2010:15).

According to Built Heritage (2010:15) in the late 1930s there were several key developments that would have a profound impact upon the development of Australian kindergartens in the post-war period. The first was the creation of the National Health & Medical Research Council in 1936, which led to a renewed push to upgrade facilities associated with all aspects of maternal and child welfare, including kindergartens. The second was the recommendation by prominent Melbourne paediatrician Dr Vera Scantlebury-Brown that a 'model' kindergarten be established in each state capital. In 1937 the Prime Minister, Joseph Lyons, allocated 100,000 pounds for public health projects, especially in relation to the health of women and children, and in 1939 the Free Kindergarten Unions across Australia were federated to form a new national body. Each state then appointed a committee, not only to establish a central model kindergarten in each capital city, but 'also to promote further public interest in the burgeoning kindergarten movement' (Built Heritage 2010:15).

The first 'model' kindergarten in Victoria, located in Newry Street, Carlton, was officially opened in December 1939. In the following year, Melbourne City Council opened their own 'model' kindergarten in North Melbourne. Following the success of the North Melbourne centre the MCC opened a second model centre in Flemington known as the Hopetoun Free Kindergarten in 1945. By that time, the government had sponsored a report entitled *Pre-School centres in Australia: Building, equipment and programme*, which set out guidelines for the design, planning, fitout and furnishing of modern kindergartens (Built Heritage 2010:16).

However, whilst committees in other local government areas drew up plans for kindergartens the Second World War delayed the realization of these plans for some time, and many kindergartens (like those in the early 1900 and 1910s) were initially established in existing buildings such as church halls. As restrictions on building were lifted by the end of the 1940s and into the early 1950s, a number of local groups began to erect purpose-built kindergartens once again, after 'many years of planning and fund-raising' and were often reliant upon the contribution of a 'long-standing local champion or benefactor' (or, more usually, a benefactress, as the names of many centres attest) (Built Heritage 2010:16).



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### Kindergartens in Moonee Valley

Several kindergartens were constructed throughout the interwar period in Moonee Valley, however, these were mostly associated with various local churches or private schools and were not 'free' kindergartens. The first moves toward establishing a free kindergarten in Essendon were made at meeting held in February, 1937 at the Mayor's Room in the Essendon Town Hall, presided over by the Mayoress, Mrs W.T. Divers. The meeting passed a motion 'That a Free Kindergarten be formed in the District' and a sub-committee was formed to investigate possible sites (*Essendon Gazette* 18 February 1937). Just over a year later in June 1938 the Coronation Free Kindergarten was opened in temporary accommodation at the Church of Christ Hall. Demand for the facility was high: only 20-30 of 100 children enrolled could be accommodated. The kindergarten was officially opened by the Mayor of Essendon, Cr. L. Thompson, on 15 June 1938 (EG 2 & 23 June 1938).

Overcrowding at the temporary centre continued and in 1939 the Coronation Kindergarten committee purchased land in Roseberry Street, Ascot Vale to build a kindergarten and commenced fund raising to erect a suitable building (EG, 11 May & 15 June 1939). The foundation stone of the Coronation Free Kindergarten was laid in February 1941. Sadly, Miss May Rendle, one of the founders of the kindergarten and its first Directress, died on the same day that the foundation stone was laid (EG, 20 February 1941). The Coronation Free Kindergarten was officially opened in August 1941 by the Mayor, Cr. C.D. Elder. Built at a cost of 666 pounds, the fibro-cement building could accommodate 30 children. A memorial tablet to Miss Rendle was unveiled on the same day (EG, 28 August 1941).

The next free kindergarten in Moonee Valley was the Hopetoun centre, established by the City of Melbourne at the corner of Victoria Street and Racecourse Road, which opened in March 1945 (EG, 5 April 1945). As noted above, this was designed as a 'model' kindergarten and was the first of several free kindergartens established in Moonee Valley in the post-war period. In 1947 a Free Day Kindergarten began in the Ascot Vale Congregational Church, which was named the 'E.B. Basford Kindergarten' in recognition of the support given by Cr. E.B. Basford. By 1952 this had moved to a purpose-built building at the west end of South Street (EG 16 October 1947). In February 1949 the first free kindergarten in the Shire of Broadmeadows was opened at a specially modified and equipped Sunday School room at the Strathmore Presbyterian Church. A permanent kindergarten in Strathmore later opened in the Community Hall in 1957 (EG 17 February 1949, 11 July 1957). Other free kindergartens opened in the 1950s in Moonee Valley included Christ Church of England, Essendon (1950), Housing Commission of Victoria Ascot Estate (1953), Progress Kindergarten, Ascot Vale (1953), while several other new kindergartens, possibly free kindergartens, were opened at churches such as St Aidan's in Strathmore (1956).

In April 1959, the recently formed Essendon Municipal Pre-school Association held its first general meeting at the Ascot Vale Free Kindergarten (EG 22 April 1959).

### Progress Kindergarten

The Progress Kindergarten was opened in February 1953. P. Thomas, builder of 25 Geelong Road, Footscray, prepared the plans for the Progress Kindergarten Ladies' Auxiliary of which Mrs H.B. Thomas was the Honorary Secretary. The estimated cost was 4,000 pounds (PROV).

The project was initiated by Cr. E.B. (Ern) Basford who had earlier helped to establish the free kindergarten at Ascot Vale East, which was named in this honour when it opened in 1952. He later recalled:

*"Well, I'm representing Ascot Vale East with this kindergarten, I'd better do something about Ascot Vale West". So I called a public meeting for the Ascot Vale West ones and we drew in the Progress Association there. So the Progress Association took it over and they ran the other kindergarten - it was the Ascot Vale West Progress one.*

Mr. Basford would also help to the establish the kindergarten for the Housing Commission of Victoria Ascot Estate (Frost 1994:32).



## HERITAGE CITATION REPORT

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The original plans for the Progress Kindergarten show a gabled building clad in a Baltic Pine weatherboard dado up to 3ft with fibro cement sheet above, and an asbestos cement roof. There are large square windows in the main elevations comprising nine panes in rows of three, with fixed panes to the upper and lower row and louvers to the middle row. Internally, the building comprised a 'play room' in the main part of the hall, and a wash room, office, store, kitchen and toilets in the rear section (PROV).

The first proprietor of the kindergarten was Mrs. J. Englefield. In August 1953 an inspection found that the kindergarten was open from 9am to midday and then from 1.30pm to 3.30pm with 30 children attending in the morning and 19 in the afternoon. The inspection also noted that there was 'no cover to the sand pit' and no evidence of 'dangerous' neighbours (PROV).

### Sources

Built Heritage, *Survey of post-war built heritage in Victoria. Stage Two: Assessment of community and administrative facilities*, prepared for Heritage Victoria, 2010

*Essendon Gazette* (EG)

Frost, Lenore (ed.), *The Essence of Essendon: The Bicentennial oral history collection*, Oral History Committee Essendon Historical Society, 1994

Living Histories, *Moonee Valley Thematic Environmental History* (MVTEH), September 2012

Public Records Office of Victoria (PROV), VPRS 7882 P1, Unit 1092

### Description

#### Physical Description

The Progress Kindergarten is a simple gabled building clad in weatherboards and rendered cement sheet, with weatherboards used in the gable ends. The symmetrical facade has large square windows on either side of the double entry door, which have the 'Progress Kindergarten' sign in raised letters above. There are further large square windows in the front and side elevations and smaller windows with horizontal glazing bars in the rear section.

The building is in good condition. The window frames have been replaced, but the format/size appears to be about the same as on the original plans.

### Comparative Analysis

The *Survey of Post War Built Heritage in Victoria Stage Two* that, amongst other things, specifically assessed kindergartens as a type concludes that while the first 'model' kindergartens were erected in the 1940s and guidelines had been prepared by 1945, few suburban pre-school committees (often established and managed by local parents themselves) were in a position to afford architect-designed buildings. For this reason, many early post-war kindergartens were 'characterized by the use of basic timber construction and simple forms - low-pitched gable of [sic] skillion roofs, timber or cement sheet cladding, with large windows to provide the natural [light] and ventilation that was thought to contribute to the well-being of the children within' (Built Heritage 2010:16).

However, by the early 1950s the relaxation on wartime restrictions on building materials coupled with the emergence of a new generation of locally-trained modernist architects 'brought about a significant change in pre-school architecture in Victoria'. Built Heritage (2010:17) identify three main influences upon kindergarten design:

- The so-called Melbourne Regional style - characterized by brave structural expression, playful forms and bright colours,

## HERITAGE CITATION REPORT

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- International Modernism - demonstrated by a number of pre-schools designed as ubiquitous flat-roofed boxes with repetitive fenestration, and
- A parallel development of the 'organic' style informed by the work of Frank Lloyd Wright and local designers such as Alastair Knox.

The Progress Kindergarten is typical of the simple kindergartens erected in the early post-war period and is the most intact of the known surviving examples. The first Free Kindergarten in Moonee Valley, the Coronation Free Kindergarten in Roseberry Street, and the 1945 Hopetoun Free Kindergarten have been significantly altered or totally rebuilt.

The most direct comparison of the known surviving examples is the kindergarten at St Aidan's Church, Strathmore (HO347). Designed as an addition to a church hall, it is a simple gabled building.

In Moonee Valley the only example of the Melbourne Regional school is the former West Essendon or Emerald Street pre-school and infant welfare centre built in 1963 for the City of Keilor, whilst the other pre-school centres built by the City of Keilor in the 1960s broadly fit within the 'International Modernism' type.

### Statement of Significance

#### What is significant?

The Progress Kindergarten, constructed in 1953, at 11 Brown Avenue, Ascot Vale is significant. It is a simple gabled building clad in weatherboards and rendered cement sheet, with weatherboards used in the gable ends. The symmetrical facade has large square windows on either side of the double entry doors, which have the 'Progress Kindergarten' sign in raised letters above. There are further large square windows in the front and side elevations and smaller windows with horizontal glazing bars in the rear section.

Non-original alterations and additions and other buildings on the site are not significant.

#### How is it significant?

The Progress Kindergarten is of local historic, architectural and social significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its association with the Free Kindergarten movement and with the significant expansion of free kindergartens that occurred in the post-war period. It is also significant as a representative example of the simply designed kindergartens erected by local committees in the post-war period, which are often simple gabled timber buildings with large square windows. The economical design of the kindergartens reflect postwar building restrictions as well the limited resources of the local committees that established them. (Criteria A & D)

It is socially significant as a building that has been used as a child care centre since 1953. (Criterion G)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

## HERITAGE CITATION REPORT

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### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO controls, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |                             |                                 |
|----------------------|-----------------------------|---------------------------------|
| <b>Name</b>          | HOUSE and STABLES           |                                 |
| <b>Address</b>       | 23 BROWN AVENUE, ASCOT VALE | <b>Significance Level</b> Local |
| <b>Place Type</b>    | House, Stables              |                                 |
| <b>Citation Date</b> | 2015                        |                                 |
| <b>Assessment by</b> | Context Pty Ltd             |                                 |



HOUSE and STABLES  
Hermes No 196186

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## HERITAGE CITATION REPORT

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**Recommended  
Heritage Protection**      **VHR - HI - PS Yes**

**Architectural Style**      Victorian Period (1851-1901),  
Victorian Period (1851-1901)  
Italianate

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History (MVTEH)*:

*Theme Six - Building towns, cities and the Garden State: 6.3 Shaping the suburbs; 6.7 Making homes for Victorians*

#### Development of Essendon during the nineteenth century

Aldous (1979:69) notes that the municipality of Essendon was a 'product of the land boom':

*During the 1880s the big estates were subdivided and virtually the entire district fell under the auctioneers hammer.*

In 1881 there were 488 houses in the Essendon district, most of them situated in the streets and roads adjacent to Mt Alexander Road and the railway line, and the population was 3,100. By 1889 when Essendon was proclaimed a Town the population had climbed to almost 10,000. Over the next 3 years, during the height of the land boom in Melbourne, Essendon's population grew by 50% peaking at 15,245 in 1892 (Aldous, 1979:29, 32, 64).

With the collapse of the land boom the population declined to 13,00 and remained at that level until 1900. As development recovered in the early twentieth century the population grew to 20,000 by 1909 and Essendon was proclaimed a City in April of that year (Aldous, 1979:32).

#### *Ascot Vale (Whiskey Hill-Bagotville)*

The land to the south-west of Epsom Road was subdivided in the 1840s creating long narrow farming allotments, approximately 50 acres in area, extending from Epsom Road to the Saltwater (Maribyrnong) River (LV). In 1880s farming land in Ascot Vale began to be subdivided into suburban allotments as Melbourne grew in the wake of the gold rush. An 1885 subdivision of part of Crown Allotments 32 and 33 created almost 400 lots fronting Charles Street, Brown Avenue, Morphet Avenue, Archer Avenue, Kirk Street, the south side of Doncaster Street and the west side of Morphet Avenue. Land sales commenced in 1885 and continued until 1889 (LV).

Development of the area to the north of Charles Street commenced in the late 1880s, at the height of Melbourne's land boom, but only a small number of houses were completed prior to the 1890s depression, which effectively halted for another twenty years. A few houses were built prior to World War I but development did not re-commence in earnest until the 1920s when Melbourne once again began to grow rapidly. By the 1940s, the area was almost fully developed.

Perhaps because of its physical separation from the other parts of Essendon, this area developed a separate and quite distinct identity and was known as the 'Whiskey Hill-Bagotville Area' by the early twentieth century.

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**HOUSE and STABLES**  
**Hermes No 196186**      **Place Citation Report**

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### *Brown Avenue*

Brown Avenue (originally known as Brown's Terrace) first appears in the Sands & McDougall Directory in 1889 when four houses were listed. By 1891, when the sides were first listed separately, this had increased to 14: eight on the east side (the present-day nos. 4, 6, 8, 12, 14, 26, 28 & 30) and five on the west (the present day nos. 9, 19, 21, 23 & 33) (SM).

The house at No. 1 ('The Crest') was built by 1913 and by the early 1920s there were new houses at nos. 2, 3, 5 & 7. Only five lots remained vacant by 1930 and the street was almost fully developed by 1940 (MMBW, SM).

### **Place history**

This property, now 23 Browns Avenue, comprises allotments 330 and 331 of the original subdivision. After passing through several owners both allotments were, by May 1890, in the single ownership of Charles Nicholls, a merchant of Dimboola, and it appears that it was he who commissioned the building of the house (and stables) as an investment, which was leased out (LV). The first tenant, listed in the 1892 Directory, was Samuel Craig who was still living here in 1905, while a Miss E.J. Craig was the tenant by 1915 (SM).

The 1913 MMBW plan shows the house and stables block at that time. By the 1920s Charles Nicholls Jnr. (a clerk) was living at the house with his wife Alice and they continued living here into the 1930s (LV).

### **Sources**

Aldous, Grant, *The stopover that stayed. A history of Essendon*, 1979  
Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1886 to 2000*  
Land Victoria (LV), LP 920 Vol. 1641 Fol. 016, Vol. 1790 Fol. 944, Vol. 2024 Fol. 644  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.773, dated 1913

## **Description**

### **Physical Description**

The house at 23 Brown Avenue is a typical boom era Victorian asymmetrical villa with two projecting three sided bays containing a return verandah, which is supported on paired posts with a cast iron frieze and brackets. The hipped roof is clad in slate. Constructed of bi-chromatic brick, the house features implied quoining around the windows and at the wall corners, with diaper patterns below the windows, at mid-wall height and at the eaves between the brackets, and to the chimneys that have rendered cornices. There is a stringcourse below the eaves brackets. Windows are double hung sash, paired under the verandah, with bluestone cills.

A discreet addition has been made to the house on the south side, which is detailed to match the house, and there are additions at the rear, which are not visible from the street. The bricks may have been sandblasted.

In the northwest corner of the site is the former stables block. This has a transverse gable roof with gable parapet walls. There are small square segmental arch openings in the south end wall, including one high in the gable indicating the stables originally had a loft. The lower openings have bluestone cills. The stables includes a skillion section along the north boundary.

This property once contained a large Oak at the front boundary; however, this had been removed by 2016. The front fence is sympathetic.

## HERITAGE CITATION REPORT

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### Comparative Analysis

#### *House*

Brickmaker John Glew, of Brunswick, developed production of cream bricks from the early 1860s, which were first used as dressings for bluestone buildings, and then in polychromatic brickwork. Glew supplied cream bricks for Reed and Barnes' St Michael's Uniting Church of 1866-67 (VHR H4), 122 Collins Street, Melbourne, which is considered to have popularized polychrome architecture in Victoria. By the 1880s, there was wider availability of Portland cement, and that began to dominate parapet design, particularly with cast ornament.

In Moonee Valley, the former Borough Hall, constructed c.1863-64, and now at the rear of the interwar shops at 488-500 Mt Alexander Road is a very early bi-chrome brick building. Other examples include the former branch of the English, Scottish and Australian Bank in Mt Alexander Road (HO83), constructed in 1881 and the Primitive Methodist Church, dating from 1881. The earliest residential building appears to be the house at 98 Ascot Vale Road (HO31), which dates from 1884. Most of the other bi-chrome brick houses date from c.1890.

Bi-chrome brick was used to decorative effect to create implied quoining around windows, doors and at wall corners, lines and bands, and diaper patterns. In some examples, the use of the bricks was quite restrained and limited to contrasting brickwork framing windows and doors and as a bands at mid-wall height. In others, all the techniques are used to create a bold and striking effect.

This is a fine example of the use of bi-chrome brick. It is notable for bold patterning created by the quoining around the windows, doors and wall corners, with contrasting bands above the verandah and diaper patterns around the windows, walls, eaves and chimneys. It compares with:

- HO143, House 3 Aberfeldie Street. Late Victorian house of c.1892 with Gothic windows and bold bi-chromatic patterning
- HO 154, House, 7 Athol Street. Late Victorian house of c.1886. Symmetrical with projecting bays and bold bi-chromatic patterning including diaperwork

#### *Stables*

Stables in Moonee Valley broadly fall into one of three categories:

- Private stables associated with residential properties, mostly larger villas and mansions, which were built from the nineteenth century until the early 1900s.
- Commercial stables, sometimes associated with businesses such as dairies, dating from the nineteenth century until the interwar period.
- Stables associated with horse racing, mostly found in the Flemington and Ascot Vale areas, which date from the nineteenth century until well into the twentieth century.

All of the stable blocks currently in the heritage overlay (HO) date from c.1890 to c.1900, with the oldest dating from c.1887: this is the stables at 40 Crown Street, Flemington (HO138), which is also one of the largest and most architecturally distinguished of the stables being brick and gabled with detailing including a string-mould, an oculus vent, a segment-arched opening, decorative stepped corbelling to the gable ends and small segment-arched openings in the side walls lighting the stalls. Like the other large stables at 47-53 Canterbury Street (HO132), which has a central gabled section and side aisles, it is associated with the racing industry. In the area surrounding 23 Brown Avenue there is another large brick stables block associated with the racing industry at 42 Myross Avenue (HO225), which is almost directly behind this site.

This stables block, on the other hand, falls into the first category. It is a small stables associated with a middle class villa and compares with:

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- House and stables, 262 Ascot Vale Road (HO152). The stables at this property has been altered and extended.
- House and stables, 256 Ascot Vale Road. Contributory to HO16 (Ascot Vale Estate Precinct). This is a relatively intact stables with a skillion roof.

Another comparison is the stables block associated with the former dairy at 41 Moore Street, Moonee Ponds. Another comparison at 33A Taylor Street, Moonee Ponds was recently demolished.

The stables at 23 Brown Avenue has comparable integrity and intactness to these residential stables. While some alterations have been made, it generally retains its original form and footprint as shown on the MMBW plan.

### Statement of Significance

#### What is significant?

The house and stables, constructed c.1891, at 23 Brown Avenue, Ascot Vale are significant. The house is a typical boom era Victorian Italianate asymmetrical villa with two projecting three sided bays containing a return verandah, which is supported on paired posts with a cast iron frieze and brackets. The hipped roof is clad in slate. Constructed of bi-chromatic brick, the house features implied quoining around the windows and at the wall corners, with diaper patterns below the windows, at mid-wall height and at the eaves between the brackets, and to the chimneys that have rendered cornices. There is a stringcourse below the eaves brackets. Windows are double hung sash, paired under the verandah, with bluestone sills. In the northwest corner of the site is the former stables block. This has a transverse gable roof with gable parapet walls. There are small square segmental arch openings in the south end wall, including one high in the gable indicating the stables originally had a loft. The lower openings have bluestone sills. The stables includes a skillion section along the north boundary.

Non-original alterations and additions to the house and the stables are not significant.

#### How is it significant?

The house and stables at 23 Brown Avenue, Ascot Vale are of local historic and aesthetic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant as a representative example of a nineteenth century house with the original stables, which provides a tangible reminder of the importance of horse-drawn transport during the nineteenth century. The significance of the place is enhanced by the rarity value of the stable block, as one of the few remaining examples in Moonee Valley. (Criteria B & D)

The house is aesthetically significant as a fine example of a bi-chromatic brick villa. The use of bi-chrome brick was popular in the 1880s and this house is notable for the high quality of the brickwork, particularly the bold patterning created by the quoining around the windows, doors and wall corners, with contrasting bands above the verandah and diaper patterns around the windows. (Criterion E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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### Recommendations 2015

|                                  |             |
|----------------------------------|-------------|
| External Paint Controls          | -           |
| Internal Alteration Controls     | -           |
| Tree Controls                    | -           |
| Fences & Outbuildings            | Yes Stables |
| Prohibited Uses May Be Permitted | -           |
| Incorporated Plan                | -           |
| Aboriginal Heritage Place        | -           |

### Other Recommendations

Add to heritage overlay (HO) with outbuilding control applied to the stables, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.



## HERITAGE CITATION REPORT

|                      |  |                           |       |
|----------------------|--|---------------------------|-------|
| <b>Name</b>          | ASCOT VALE FIRE STATION (FORMER) and RESIDENCE |                           |       |
| <b>Address</b>       | 17 & 19 FERGUSON STREET, ASCOT VALE            | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Fire Station, House                            |                           |       |
| <b>Citation Date</b> | 2015   |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                                |                           |       |



ASCOT VALE FIRE STATION (FORMER) and RESIDENCE  
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## HERITAGE CITATION REPORT

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Recommended VHR - HI - PS Yes  
Heritage Protection

Architectural Style Victorian Period (1851-1901)  
Italianate, Federation/Edwardian  
Period (1902-c.1918)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Six - Building towns, cities and the garden state: 6.3 Shaping the suburbs; Fire services*

#### Fire brigades in Melbourne

The following history is from the Melbourne Fire Brigade website:

*The first known volunteer Fire Brigade in Melbourne was the Melbourne Fire Prevention Society which commenced to operate in 1845. With the development of early Melbourne came the inevitable increase in fire risk. Over a period of years a number of volunteer Brigades were formed bearing the names of insurance companies and municipalities, and other institutions eg. Carlton Brewery, Fitzroy Temperance. Intense rivalry existed between Brigades. Buildings had wooden or metal plaques in the form of an Insurance Brigades coat of arms or Firemark affixed to their exteriors denoting which insurance company had the building under its care. When the fire alarm was given many companies would rush to the scene, the mark would be inspected, and only the Brigade that owned the mark would fight the fire while the other companies would do their best to hinder the operation.*

*The 1890 Fire Brigades Act had its genesis because of these chaotic conditions which existed at the time and the many serious fires causing loss of life and property. Several major fires occurred in 1889 with substantial property damage, and six firefighters lost their lives that year. This was the catalyst that caused the unification of the rival brigades. The Melbourne Fire Brigade was established under the Act passed in December 1890. The first meeting of the board was held on March 6 1891. Shortly afterwards, on April 30 1891, the then existing 56 volunteer fire brigades operating in Melbourne were disbanded. Any firefighters who wished to join the new Melbourne Fire Brigade were given the option to do so.*

*On May 1 1891 the Melbourne Fire Brigade became the main fire brigade in Melbourne. The first annual report gave the strength of the Brigade in 1891 as 59 permanent firefighters, 229 auxiliary firefighters, four steam fire engines, 25 horse drawn hose carts and 58 hose reels. There were only 33 horses and 48 stations in 1891, and the Brigade attended 816 calls and 485 fires, of which 188 fires were classified as serious.*

The history prepared for the Essendon North Melbourne Fire Brigade Station (Hermes 24277) also notes that:

*Until 1913, fire stations were manned under a continuous duty roster which meant long hours away from families in single men's dormitories on the fire station premises. Single men's living quarters were very spartan and as a result of the long hours, separation from families and poor pay, the brigade had difficulty finding and then keeping trained men. In 1913, the new Fire Chief, Harrie B. Lee drew up plans to incorporate married quarters and more commodious and comfortable single men's quarters into fire station designs. He started a campaign to encourage married life for firemen as a means of keeping men who might become officers, and he increased allowances for married men. He arranged for recreation rooms and bath heaters to be installed at all stations and wanted to encourage sense of the fire brigade as a*

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ASCOT VALE FIRE STATION (FORMER) and RESIDENCE  
Hermes No 196199 Place Citation Report

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family.

The new stations incorporating married quarters were not built until after World War I. At some older stations (e.g. Burnley/Richmond in Lord Street) the MFB built freestanding houses alongside to provide suitable accommodation. In other places private houses were sometimes purchased or rented for use by firemen and their families until new stations with living quarters were built.

### Fire brigades in Moonee Valley

The first volunteer fire brigade in Moonee Valley, formed in 1878, was based at the rear of the Town Hall (MVTEH). In 1882 the Flemington and Kensington Volunteer Fire Brigade was formed and was soon followed by the Essendon Volunteer Fire Brigade, which held its first meeting in 1883 (Chalmers). In 1888 the Ascot Vale Volunteer Fire Brigade commenced and by 1890 it was one of four brigades in the area, the others were: Essendon, Essendon Town (originally known as Moonee Ponds) and Flemington (*Essendon Gazette*, 13 February, 1890; *North Melbourne Advertiser*, 28 November 1890 p.2).

Following the formation of the Melbourne Fire Brigade (MFB) in 1891 each municipality in Melbourne was assigned to a district with a main or 'head' station. The municipality of Essendon formed part of 'G' district. Over the next few decades, the MFB built new stations to supplement or replace the old volunteer brigade stations beginning in 1894 with the station in Elizabeth Street, Moonee Ponds, which was followed in 1896 by the station at the corner of Finsbury Street and Wellington Street in Flemington. In 1905 a new Essendon station was built on Mt Alexander Road within the wide central median, and the reelhouse and tower at the Ascot Vale was replaced by a new building in 1906.

The fire stations constructed by the MFB in Moonee Valley prior to World War I were all eventually replaced with new stations that incorporated living quarters in accordance with the new policy of the MFB adopted in 1913. For example, the 1906 Ascot Vale Fire Station was replaced by the new station and quarters in Union Road in 1927, while the Essendon North Fire Station at corner of Bulla Road and Woodland Street, opened in 1930, superseded the 1905 Essendon Fire Station that was removed when tram tracks were duplicated and placed down the centre of Mt Alexander Road (Chalmers).

### Place history

The Ascot Vale Volunteer Fire Brigade was formed in 1888 and in 1890 the brigade erected a reelhouse and 60 foot high lookout tower on this site in Ferguson Street, Ascot Vale. Tenders were called in September 1890 and the facility was opened by the Mayor of Essendon in December 1890 in the presence of a large gathering of townspeople and visitors. At the conclusion of the ceremony a torchlight procession comprising a number of suburban brigades led by the band of the Williamstown V.F.B. proceeded to a hall in Union Road where a concert in aid of the building fund was given by the A.N.A. Novelty Minstrels. (*Essendon Gazette* 18 September 1890; *North Melbourne Advertiser*, 28 November 1890, p.2).

At the time of the opening of the reelhouse the brigade consisted of 13 working members, 12 honorary members, and 2 life members and it was described as 'one of the best managed bodies in the colony'. The brigade had been called out 38 times, many of these being false alarms, but had recently attended a fire at the top of St Leonard's Road where the brigade arrived in time to save a number of cottages (*North Melbourne Advertiser*, 28 November 1890, p.2).

The reelhouse was designed by Cr. Cowan who was described as the 'honorary architect for all the local brigades and other useful institutions'. This is presumed to have been the architect, J.C. Cowan. The contractors were Messrs. Woodruff and Crosbie. The property containing the station was purchased for 50 pounds, which was 'kindly advanced' by Mr. Samuel Clay, while the cost of building was advanced by another benefactor, Mr. W.H. Bloomfield. The monies were loaned without interest and it was expected that they would be repaid in 'a very short time' (ibid).

In April 1906 the MFB erected a new Ascot Vale Fire Station on this site (Chalmers). The 1906 fire station was closed in

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|--|-----------------------|----------|
| ASCOT VALE FIRE STATION (FORMER) and RESIDENCE | 25-Sep-2015           | 04:41 PM |
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1927 after a new Metropolitan Fire Brigade Station was opened at 258 Union Road, Moonee Ponds (Hermes 23978).

The adjoining house at No.19 was constructed c.1891 for owners Samuel, John and George Moore as an investment, which was rented out (LV, SM). In 1916 it was purchased by Millard T. Warby, a fireman, of 122 Lord Street, Richmond; Mildred Warby was listed as resident from 1901 and Millard Warby from 1905 and so it appears that it was used as a residence in association with the reelhouse/fire station from c.1901. In 1909 M.T. Warby is described for the first time in the Directory as 'Off. in chg.' of the fire station and also as resident of no.19. In 1920 the Officer-in-Charge, John C. Price, is listed as resident at No.19 (LV, SM).

### Sources

Chalmers, Bob, 'The Annals of Essendon from the 1850s to 1924'

Land Victoria (LV) Certificates of title Volume 2377 Folio 256, Vol. 2167 Fol. 270

Living Histories, *The Moonee Valley Thematic Environmental History* (MVTEH), prepared for MVCC, September 2012

Melbourne Fire Brigade History: <http://www.mfb.vic.gov.au/About-Us/Our-History.html> [accessed 26 July 2015]

Melbourne & Metropolitan Board of Works (MMBW) Detail Plan no.827, dated 1904

Sands & McDougall Melbourne Directory (SM)

Wilde, Sally, *Life Under the Bells: A History of the Metropolitan Fire Brigade, Melbourne 1891-1991*, 1991, Melbourne

## Description

### Physical Description

The former Ascot Vale Fire Station is a Federation red brick building, of a scale similar to a single storey shop, built to the frontage and the side boundaries. The facade has no pedestrian doors; there is a square vehicular opening with a concrete lintel and a steel I-beam projecting above it. To the right-hand side is a double hung timber window with a flat brick arched lintel and bluestone sill, all of domestic scale. The gabled roof is concealed by the flat parapet, which is detailed with a stringcourse, cornice and coping using moulded bricks. The parapet returns at each side before raking down to become an angled wall. One chimney with a terracotta pot is visible.

The adjoining house at no.19 is a typical double-fronted late Victorian Italianate timber villa with a M-hip roof. The symmetrical facade is clad in ashlar board and features tripartite windows on either side of the entrance door, which has a top light. There are two rendered chimneys with stringcourses and cornices. The verandah with cast iron frieze may be a sympathetic reproduction.

## Comparative Analysis

This is one of three fire stations in Moonee Valley that date from prior to World War I. All were constructed by the MFB after its formation in 1891. The others are:

- Former MFB Moonee Ponds Fire Station (HO228, individually listed). Opened in 1894, this is a single storey building with a distinctive Classical pediment.
- Former MFB Flemington Fire Station (Contributory place within HO23). Opened in 1896, this is a substantial two-storey building with the distinctive 'horseshoe' vehicular opening used at many of the early fire stations.

Compared with the above fire stations, the Ascot Vale Fire Station is a much simpler building, perhaps because it was intended as a secondary station within the district to the (now demolished) 1905 Essendon Station. Images of that station show that was of a similar scale and design to Flemington.

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ASCOT VALE FIRE STATION (FORMER) and RESIDENCE  
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The adjoining house, which became a residence for firemen at the station from 1916, demonstrates how the change in policy of the MFB from 1913 to encourage 'married life' for firemen led to the need to purchase or build houses close to fire stations until new fire stations with married quarters could be built. It is the only known example in Moonee Valley of a fireman's house separate from the fire station.

### Statement of Significance

#### What is significant?

The former Ascot Vale Fire Station, constructed in 1906, at 17 Ferguson Street and the adjoining former fireman's residence at 19 Ferguson Street Ascot Vale, are significant. The former Ascot Vale Fire Station is a Federation red brick building, of a scale similar to a single storey shop, built to the frontage and the side boundaries. The facade has no pedestrian doors; there is a square vehicular opening with a concrete lintel and a steel I-beam projecting above it. To the right-hand side is a double hung timber window with a flat brick arched lintel and bluestone sill, all of domestic scale. The gabled roof is concealed by the flat parapet, which is detailed with a stringcourse, cornice and coping using moulded bricks. The parapet returns at each side before raking down to become an angled wall. One chimney with a terracotta pot is visible. The adjoining house at no.19 is a typical double-fronted late Victorian Italianate timber villa with a M-hip roof. The symmetrical facade is clad in ashlar board and features tripartite windows on either side of the entrance door, which has a top light. There are two rendered chimneys with stringcourses and cornices. The verandah with cast iron frieze may be a sympathetic reproduction.

Non-original alterations and additions to the buildings are not significant.

#### How is it significant?

The former Ascot Vale Fire Station and residence are of local historical significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant as a representative example of a small suburban fire station, which demonstrates the simple buildings constructed by the Metropolitan Fire Brigade in the early twentieth century. The adjoining house is important for its historic associations, as the residence for firemen at the station from the early 1900s until its closure in 1927. It demonstrates how firemen with families often lived off site as accommodation was only provided for single men at fire stations until the Metropolitan Fire Brigade changed its policy to encourage 'married life' for firemen and began to construct fire stations with integrated quarters suitable for families. (Criteria A & D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

## HERITAGE CITATION REPORT

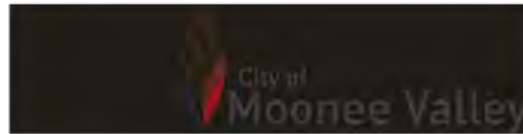
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### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) with no specific HO controls, as shown in the above table. The extent of the HO should include the whole of both properties as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |  |                           |       |
|----------------------|--|---------------------------|-------|
| <b>Name</b>          | Fisher Parade and Leonard Crescent                                       | <b>Significance Level</b> | Local |
| <b>Address</b>       | 16 & 16A LEONARD CRESCENT, ASCOT VALE<br>42-50 FISHER PARADE, ASCOT VALE |                           |       |
| <b>Place Type</b>    | Residential Precinct, House, Stables                                     |                           |       |
| <b>Citation Date</b> | 2015   |                           |       |
| <b>Assessment by</b> | Context Pty Ltd  |                           |       |



Fisher Parade and Leonard Crescent  
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## HERITAGE CITATION REPORT

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**Recommended** VHR - HI - PS Yes  
**Heritage Protection**

**Architectural Style** Interwar Period (c.1919-c.1940),  
Postwar Period (1945-1965)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History (MVTEH)*:

*Theme Five - Building Victoria's industries and workforce; 5.8 Working; Working conditions and environment*

*The emergence of horse racing as a sport, entertainment and business enterprise also created jobs for many people in diverse roles. It began with thoroughbred racing in the 1840s when the Racecourse was established at Flemington, followed by the Moonee Valley Racecourse established by WS Cox at Moonee Ponds in 1883. From 1883 until 1942 JL Reilly's (later John Wren's) Ascot Racecourse was the place for pony racing and later trotting in the area east of the Melbourne Showgrounds. In addition, from 1946 night trotting (a new departure) was held at the Showgrounds, moving to the Moonee Valley Racecourse in 1976 and continuing there until 2010. These tracks and facilities have provided a working environment for trainers, jockeys, farriers, stable-hands, saddlers and caterers, both on the racecourses and in neighbouring precincts. Many horse trainers set up homes and stables in the area known as 'The Hill' (sometimes called Whiskey Hill), the area immediately west of Flemington Racecourse and the Showgrounds and including Langs Road, Fisher Parade, Leonard Crescent and Watson Terrace. From the 1970s these included Bart Cummings, Colin Hayes and in the 1980s Lee Freedman. From the 1880s at least 15 Melbourne Cup winners and other champion racehorses, including 'Manfred' and 'Dulcify', have been stabled and trained from The Hill. 'Sainly Place' at 22-24 Leonard Crescent, operated by Cummings, is one of the few remaining stables. In the Moonee Ponds area Joseph Cripps, who trained the 1893 Melbourne Cup winner 'Tarcoola', resided and trained at a large property at 25 Park Street (on the corner of Margaret Street). In West Essendon from 1948 until 1964 former champion jockey-turned-trainer, Alexander Fullarton, trained a steady stream of hurdle and steeplechase winners from his stables near the Maribyrnong River (MVTEH 2012:111-12).*

#### Precinct history

Fisher Parade and Leonard Crescent were created in 1882 as part of the subdivision known as the *Bagotville Estate* and this area was also known as *Whiskey Hill* or *The Hill*. Due to the remoteness of the area from transport and services (while the subdivision was adjacent to the Flemington Racecourse Railway Station this did not provide a regular commuter service, operating only on race days) little development occurred in the nineteenth and early twentieth centuries. Most early landowners were speculators who did not build on their properties and properties often changed hands several times before a house was built (LV).

However, the proximity of the estate to Flemington Racecourse ensured that it would soon attract people associated with horse racing who began to build houses and stables blocks on the allotments by the early twentieth century. Until the 1960s, horse trainers built their own stables in the neighbourhoods surrounding Flemington and walked their horses to the course each day (VRC website).

Development of Fisher Parade and Leonard Crescent began in the decades before and after World War I. In 1925 there were five residents listed on the east side of Fisher Parade and two on the west. Of these, one, a Mr. H. Morton, was described in the Sands & McDougall Directory as a horse trainer (the occupations of the others were not specified). By 1930 there were six residents listed on the east side of Fisher Parade and of these four were described as horse

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trainers. Apart from Mr. Morton the others were Thomas Byrnes, Frank Sleap and Edward Miller. There was also a 'racing stables' on the west side of Fisher Parade. In 1935 all but one of the six residents on the east side of Fisher Parade were horse trainers and there were the same number in 1954 when the present street numbering had been adopted. At that time, the horse trainers on the east side of Fisher Parade were at no.12 (R. Sinclair), 32 (R.J. Shaw), 44 (W.A. McInnes), 46 (Edward Miller) and 50 (G.A. Allesio). The 'racing stables' on the west side of Fisher Parade were at that time managed by F.A. Simpson (SM).

A similar pattern of development occurred in Leonard Crescent, where a cluster of houses and stables was built at nos. 16-28 during the interwar period (there were also houses and stables on the east side until the late twentieth century). No.16 was purchased in 1926 by Charles Robertson, a horse trainer, who built the house and stables on the site by 1930. Robertson had previously lived on the east side of Leonard Crescent. This was the first of a group of houses and stables built by jockeys and horse trainers that by the end of the 1930s also included nos. 20-28 (LV, SM).

In the 1960s, the Victoria Racing Club (VRC) built its first on-course stables at Flemington Racecourse, which were first leased to Tony Lopes as Chicquita Lodge, and in 1967 extended the Smithfield Road area stables, originally built in the 19th century as 'stripping sheds' for trainers bringing horses to Flemington for training. Between 1997 and 2003 the VRC constructed an entire village of training stables on the south-eastern section of the racecourse, and these can now accommodate 800 horses (VRC website). As a consequence, the Smithfield Road stables were demolished in 2006 and many of the private stables in the area surrounding Flemington have also been demolished. For example, the houses and stables at nos. 22-28 Leonard Crescent, including the 'Saintry Place' stables complex, were demolished c.2014, while No.20 Leonard Crescent contained a house and stables until 2015, but was in the process of demolition early in 2016.

### Sources

Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1986 to 2000*  
Land Victoria (LV) LP 402, Certificates of title Vol. 3818 Fol. 410 (16 Leonard), Vol. 3149 Fol. 676 (18 Leonard), Vol. 5953 Fol. 486 (20 Leonard)  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, October 2012  
Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.844, dated 1900  
Sands & McDougall Directory (SM)  
Victoria Racing Club (VRC) website <https://www.flemington.com.au/about-us/trainers-and-stables> [viewed 30 August 2015]

## Description

### Physical Description

This precinct comprises two groups of houses with associated stables in Fisher Parade and Leonard Crescent, Ascot Vale. The houses date from the inter-war to early post-war period and the stables appear to be of similar date to the houses.

### Fisher Parade

The Contributory places in Fisher Parade are:

#### 42 Fisher Parade

This is a c.1920s brick house with a hipped roof and a projecting gabled porch supported on timber posts with curved brackets. There are paired double hung sash windows. At the rear is a brick stables block with small square openings. The stables may be connected to the stables on the adjoining site at no.44.

#### 44 Fisher Parade

This is c.1920s brick house with a hipped tile roof and projecting gable front and a porch with timber posts and a ladder

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valance to one side. There are brick chimneys with terracotta pots. Alterations include the replacement of windows and there is an addition at the side. At the rear is a brick stables block with a skillion roof and small square openings, and timber doors opening on to the laneway.

### *50 Fisher Parade*

This is a late interwar or early post-war timber house. It has a hip roof with a transverse ridge and a projecting hip set off centre. Windows are double hung sash and are placed at the corner showing the Moderne influence. In the projecting hip, the corner windows are placed on either side of the cream brick chimney that has a dark band at the top. There is a flat-roofed porch over the door, which is supported on wrought iron posts. The house is complemented by a low cream brick and iron front fence. A hipped roof addition has been made at the rear.

At the rear is a timber stables block with a hipped roof, which may pre-date the house. U-shaped in plan around a courtyard that is open to the west, it has double timber doors and a metal door opening on to the rear laneway. The east wall is clad in weatherboards and the south wall in corrugated iron. The building, which does not appear to be in use as a stables, is in poor condition.

### **Leonard Crescent**

The Contributory places in Leonard Crescent are:

#### *16 Leonard Crescent*

The house is a interwar bungalow with a hipped tile roof and projecting twin gables on either side of a verandah continuous with the roof that is supported on chunky brick and render piers. The projecting gables have bow windows and half-timbering. There is a boxed pair of double-hung sash windows under the verandah and double entrance doors at one side. A visible second floor addition has been made to the house.

#### *16 Leonard Crescent*

16A Leonard Crescent, at the rear of no.16, contains a gabled stables block with lower walls of brick and upper walls of weatherboard, as well as other buildings.

## **Comparative Analysis**

This precinct is distinguished within Moonee Valley by the tangible associations with the theme of horse racing, which is demonstrated by the stables blocks constructed at the rear of the houses. While individual houses with stables are included in the heritage overlay, there are no other clusters of houses with stables in one area, and stables blocks on private properties within the Ascot Vale/Flemington area (and throughout Moonee Valley more generally) are becoming increasingly rare as most stables and training facilities have been consolidated on-course at Flemington Racecourse.

A comparable area is Crown Street and the adjoining section of Ascot Vale Road, Flemington that once included several houses and stables complexes from the nineteenth until the early twentieth century. This included the house at 24 Ascot Vale Road that once extended through to Crown Street and contained the house (still extant) and a large complex of stables at the rear. These stables have since been demolished, as have interwar stables complex that was (until c.2014) at no.63 Crown Street. The large brick stables on the east side of Crown Street (HO138), and an interwar timber stables complex at the rear of 17 Crown Street still remain, as does a shoeing forge at 528 Racecourse Road (east corner of Crown Street). The other precinct that includes some stables is the Canterbury Street & Dover Street precinct, which contains the Old Canterbury Stables (HO132) as well as at least one other stables block, at the rear of the adjoining house at 57 Canterbury Street.

When this precinct was first identified in 2013 it also included 22-28 Leonard Crescent, which contained 1920s brick houses and stables blocks including the famous 'Sainty Place' stable complex at no.24. At the time it was assessed in

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2015, all of these buildings have since been demolished and since then the adjoining house and stables at no.20 has also been demolished. The remaining houses and stables are therefore rare evidence of the important associations of this area with Flemington Racecourse and contains the only known remaining examples of interwar houses and stables (another property at 14-16 Fisher Parade contains a house and stables, but this appears to date from the late 1950s or 1960s).

### Statement of Significance

#### What is significant?

The Fisher Parade & Leonard Crescent Precinct, comprising the houses and stables at 42, 44 & 50 Fisher Parade, and 16 & 16A Leonard Crescent, Ascot Vale is significant. The contributory elements are the houses and associated stables blocks constructed of brick or timber, which date from the interwar to early post-war period, as follows:

- 42 Fisher Parade contains an interwar brick house with a hipped roof and a projecting gabled porch supported on timber posts with curved brackets. There are paired double hung sash windows. At the rear is a brick stables block with small square openings. The stables may be connected to the stables on the adjoining site at no.44.
- 44 Fisher Parade contains an interwar brick house with a hipped tile roof and projecting gable front and a porch with timber posts and a ladder valance to one side. There are brick chimneys with terracotta pots. The non-original alterations and additions to the house are not significant. At the rear is a brick stables block with a skillion roof and small square openings, and timber doors opening on to the laneway.
- 50 Fisher Parade contains a late interwar or early post-war timber house. It has a hip roof with a transverse ridge and a projecting hip set off centre. Windows are double hung sash and are placed at the corner showing the Moderne influence. In the projecting hip, the corner windows are placed on either side of the cream brick chimney that has a dark band at the top. There is a flat-roofed porch over the door, which is supported on wrought iron posts. The house is complemented by a low cream brick and iron front fence. The hipped addition at the rear of the house is not significant. At the rear is a timber stables block with a hipped roof, which is U-shaped in plan around a courtyard that is open to the west and has double timber doors and a metal door opening on to the rear laneway. The east wall is clad in weatherboards and the south wall in corrugated iron. The building, which does not appear to be in use as a stables, is in poor condition.
- 16 Leonard Crescent contains an interwar bungalow with a hipped tile roof and projecting twin gables on either side of a verandah continuous with the roof that is supported on chunky brick and render piers. The projecting gables have bow windows and half-timbering. There is a boxed pair of double-hung sash windows under the verandah and double entrance doors at one side. The second floor addition is not significant.
- 16A Leonard Crescent contains a gabled stables block with lower walls of brick and upper walls of weatherboard, as well as other buildings.

#### How is it significant?

The Fisher Parade & Leonard Crescent Precinct is of local historic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its associations with the horse racing industry in Moonee Valley and demonstrates how until the mid-twentieth century houses and small private stables owned and occupied by horse trainers were clustered in the former Bagotville Estate area due to its proximity to Flemington Racecourse. As Flemington Racecourse has now established a large stables and training complex on-site many of these small private stables have been demolished and this precinct contains the only known remaining interwar examples in the Bagotville Estate area. (Criteria A, B & D)

## HERITAGE CITATION REPORT

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

External Paint Controls

-

Internal Alteration Controls

-

Tree Controls

-

Fences & Outbuildings

Yes Stables at 42-50 Fisher Parade and 16A Leonard Crescent

Prohibited Uses May Be Permitted

-

Incorporated Plan

-

Aboriginal Heritage Place

-

### Other Recommendations

Add to the heritage overlay (HO) as a precinct with the HO applied to the properties at 42-50 Fisher Parade and 16 & 16A Leonard Crescent, as defined by the title boundaries. Apply outbuildings control to stables, as noted in the above table.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.



Map derived from [www.land.vic.gov.au](http://www.land.vic.gov.au), State Government of Victoria

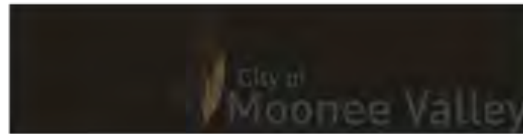
#### Legend

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| <span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Individually significant | <span style="display: inline-block; width: 15px; border-bottom: 2px solid red;"></span> Proposed precinct boundary   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Contributory          | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightgrey; border: 1px solid black;"></span> Moonee Valley Heritage Overlay |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Non contributory       | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black;"></span> Cadastral boundary  |

#### Proposed Fisher Parade and Leonard Crescent Precinct, Ascot Vale

27/01/2016





## HERITAGE CITATION REPORT

|                      |  |                                 |
|----------------------|--|---------------------------------|
| <b>Name</b>          | MARIBYRNONG-BAGOTVILLE HILL WAR MEMORIAL |                                 |
| <b>Address</b>       | 2 LANGS ROAD, ASCOT VALE                 | <b>Significance Level</b> Local |
| <b>Place Type</b>    | War Memorial, Park or Garden Precinct    |                                 |
| <b>Citation Date</b> | 2015                                     |                                 |
| <b>Assessment by</b> | Context Pty Ltd                          |                                 |



MARIBYRNONG-BAGOTVILLE HILL WAR MEMORIAL  
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## HERITAGE CITATION REPORT



Recommended VHR - HI - PS Yes  
Heritage Protection

Architectural Style Interwar Period (c.1919-c.1940)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Six - Building towns, cities and the garden state: 6.3 Shaping the suburbs: Progress associations*

*Progress Associations proliferated in Victoria in the early twentieth century. Formed by residents and businessmen in local areas, they pushed for improvements in services and transport and lobbied local government on local issues. Their popularity was maintained during the post Second World War era as the frontiers of Melbourne expanded. In the Moonee*

MARIBYRNONG-BAGOTVILLE HILL WAR MEMORIAL  
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*Valley area, the formation of progress associations followed the pattern of residential development and an extraordinary number of progress associations were formed in the Moonee Valley area over the twentieth century. An early association, the Ascot Vale Peoples' Association, is thought to have been formed as early as the 1880s. It lobbied for improvements to the Maribyrnong Bridge in 1908. Other early progress associations included the Aberfeldie Progress Association, the Essendon Progress Association, which aimed to build the Essendon Public Hall in Russell Street (now Ukrainian Hall), the Moonee Ponds Progress Association, the Maribyrnong Hill and Bagotville Progress Association (1917), which lobbied for a school (eventually built as Ascot Vale West). Later progress associations represented such areas as North Essendon, Keilor Road, Strathmore, Airport West and Niddrie. While advocating for services, such as the extension of public transport or the provision of education, progress associations within the study areas also aimed to beautify the area and attract visitors. (MVTEH 2012:119-20)*

*Theme Eight - Building community life: 8.5 Preserving traditions and commemorating; Remembering the impact of war upon Victorian communities*

*To commemorate the end of the Boer War in 1902 the Borough of Essendon constructed a memorial rockery in the centre reserve of Mt Alexander Road at Moonee Ponds. The rockery no longer exists, but visitors to Queens Park can view the 1936 memorial stone, bearing the names of 40 local men who served in South Africa. The rockery was the first of many memorials constructed in Moonee Valley and reflects the value that residents placed on defending the British Empire and the Australian nation through successive wars (MVTEH, 2012:161).*

### Place history

The war memorial in Victory Park, Ascot Vale West was unveiled by Brigadier General H.E. 'Pompey' Elliot, C.B., C.M.G., D.S.O., D.C.M. on 30 April 1922. It was erected by the residents of Maribyrnong-Bagotville Hill (this is understood to be the area generally to the west of Epsom Road and bounded by Langs Road, the Maribyrnong River and Maribyrnong Road) in honour of the men from that area who served in the Great War 1914-19. Memorial plaques have since been added, which are dedicated to all men and women who served in the Australian Forces in the Boer War, World War I, World War II, BCOF, Korea, Malaysia, Vietnam and other conflicts, and listing those who served in World War II.

The erection of the memorial in 1922 was an initiative of the Maribyrnong-Bagotville Returned Soldiers' Reception Committee. An article published in the *Essendon Gazette* at the time the memorial was unveiled noted:

*The area dealt with by the Committee covered 114 houses, and of these, 40 contained no residents eligible for active service. From the 74 houses remaining, no less than 67 men were sent to the front. Of these, 44 have returned home and been welcomed and each presented with a gold medal. Nine were killed, and their mothers or next of kin were also the recipients of medals. (cited by Frost)*

The Maribyrnong-Bagotville Returned Soldiers' Reception Committee was formed in 1915 and organized 'welcome home' receptions for returning soldiers. At the first meeting, held in August 1915, it was decided that 'suitable token and receptions be given to the boys (either collectively or individually)', and to hold the first reception for Private Charles Dangerfield, who had been wounded and invalided home. A fund was initiated and received 'hearty support' (*Essendon Gazette and Keilor, Bulla and Broadmeadows Reporter*, 26 August 1915, p.3). The welcome home receptions were held in the Temperance Hall and the Ascot Vale Picture Theatre. Gold memorial medals were presented to returned soldiers and to next of kin of fallen soldiers (Williams, cited in Frost).

Victory Park, where the memorial is situated, was created in 1918 on six acres of land purchased by the City of Essendon and in October of that year the Committee wrote to the Council requesting permission to erect a memorial in the park to the 'Honor of the brave lads who have enlisted from this hill' (Frost). Soon afterward the Committee and Maribyrnong

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Hill and Bagotville Progress Association approached the Council seeking permission to celebrate 'Peace Day' by planting trees at Victory Park. The tree planting was duly carried on 19 July 1919. Trees were planted by relatives of returned soldiers and Essendon City councilors took part (*The Argus*, 16 July 1919 p.5 & 31 July 1919, p.8). In 1922 when the war memorial was unveiled ten trees in the park were dedicated to the fallen soldiers, one for each of the nine who died and the 10th for all soldiers who made the supreme sacrifice. The reserve, from this time, became known as 'Victory Park' (*Essendon Gazette* 27 April & 4 May 1922; Chalmers 2015).

With the close of the war the final presentation evening for returned soldiers was held on 29 April 1920 at the Council Chambers, Royal Agricultural Showgrounds. The Committee then turned its attention to the question of a suitable memorial. By July 1921 a quote for 250 pounds had been obtained from A & G. Ballantine, monumental sculptors, of Carlton. The quote specified the memorial would be constructed of Harcourt Granite with a bluestone step and inscriptions in raised lead letters. Two designs were submitted, which were of similar memorials recently erected at Heidelberg and Phillip Island. The Committee had 220 pounds in hand and initiated fundraising for the balance (Frost).

The memorial was originally located midway along the western boundary, but at some times in the 1930s it was relocated to the southern side. Originally, Victory Park did not extend through to Epsom Road, with part of the land along that frontage used by the State Electricity Commission, and part by the Royal Agricultural Society as a car park. In February 1984 Essendon City Council acquired this land as an extension to the Park (Chalmers 2015). The present low brick wall around the memorial may have been built around this time.

### Sources

Chalmers, Bob, 'Parks and gardens No.11 Victory Park, Ascot Vale', in *Essendon Historical Society Newsletter Issue No.230*, April-May 2015

Frost, Lenore, 'Maribyrnong-Bagotville Hill Memorial, Victory Park' in 'The Empire Called and I Answered': [empirecall.blogspot.com.au](http://empirecall.blogspot.com.au) [accessed 24 July 2015]

Frost, Lenore, 'Maribyrnong-Bagotville Welcome Home Committee' in 'The Empire Called and I Answered': [empirecall.pbworks.com](http://empirecall.pbworks.com) [accessed 24 July 2015]

Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, June 2012

Williams, Frank, *The history of the Maribyrnong Bagotville Hill Returned Soldiers' Reception and Memorial Committee*, Ascot Vale, 1979 (as cited in Frost)

## Description

### Physical Description

The World War I soldiers' war memorial in Victory Park is in the form of a Harcourt Granite obelisk on a stepped base of granite and bluestone. On the east side is inscribed the dedication: 'Erected by the residents of Maribyrnong-Bagotville Hill in honour of their men who served in the Great War 1914-1919. Unveiled by Brigadier General H.E. Elliot, C.B., C.M.G., D.S.O., D.C.M. 30th April 1922'. with the insignia of the Australian Imperial Forces below, and the names and ages of those served are inscribed on the other sides. At the base on the east side is a plaque with the inscription: 'Dedicated to all men and women who served in the Australian Forces in the Boer War, World War I, World War II, BCOF, Korea, Malaysia, Vietnam and other conflicts. City of Essendon April, 1989. On behalf of the citizens of Essendon'.

The memorial is located within the centre of the reserve and faces east toward Epsom Road. It is situated within a circular, graveled area partially enclosed by low brick walls with two openings. To the south of the memorial on either side of one of the wall openings are two plaques listing those from Ascot Vale West who served in World War II. These plaques, and the low brick walls all date from the late twentieth century and it is not clear whether the present position of the 1922 memorial is the original one. A c.1921 plan showing the proposed layout of Victory Park (cited in Frost - see

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history) has the memorial situated near the west boundary, with trees planted in double rows around the perimeter. If this was carried out, none of the early trees have survived and all plantings are of relatively recent origin.

### Comparative Analysis

The two world wars and other conflicts have been commemorated in the City of Moonee Valley in various ways. The first war memorial in Moonee Valley was a memorial stone and rockery constructed in 1902 to commemorate the end of the Boer War and the accession of Edward VII. Constructed in the centre reserve of Mt Alexander Road of Moonee Ponds the rockery was later dismantled and the memorial stone moved in 1936 to Queen's Park. Queen's Park is also the site of the impressive cenotaph for the City of Essendon, which was unveiled in 1929.

Other war memorials have included the Avenue of Honour at The Boulevard (1920, replanted 1999), Essendon State School No.483 (c.1922), 58th Battalion memorial (1936, 2010), as well as various memorials at local churches including windows, halls (e.g. St Thomas' Anglican, 1920) and the towers at St John's Uniting (dedicated to World War I) and St Thomas' Anglican (World War II).

The Maribyrnong-Bagotville war memorial is notable within the municipality as a memorial erected for a specific district. It is an important reminder of the Maribyrnong-Bagotville Hill Returned Soldiers' Reception Committee and as an expression of the strong identity of this area as a separate community within Moonee Valley prior to World War Two.

### Statement of Significance

#### What is significant?

The Maribyrnong-Bagotville Hill War Memorial, unveiled in 1922, at Victory Park, Ascot Vale West is significant. It is in the form of a Harcourt Granite obelisk on a stepped base of granite and bluestone. On the east side is inscribed the dedication: 'Erected by the residents of Maribyrnong-Bagotville Hill in honour of their men who served in the Great War 1914-1919'. Unveiled by Brigadier General H.E. Elliot, C.B., C.M.G., D.S.O., D.C.M. 30th April 1922, with the insignia of the Australian Imperial Forces below, and the names and ages of those served are inscribed on the other sides. At the base on the east side is a plaque with the inscription: 'Dedicated to all men and women who served in the Australian Forces in the Boer War, World War I, World War II, BCOF, Korea, Malaysia, Vietnam and other conflicts. City of Essendon April, 1989. On behalf of the citizens of Essendon'. The two plaques listing the names of those from Ascot Vale West who served in World War II contribute to the significance of the place.

The low brick walls and the landscaping and trees within Victory Park are not significant.

#### How is it significant?

The Maribyrnong-Bagotville Hill War Memorial is of local historic and social significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant as a memorial to World War I and demonstrates the profound impact the war had upon communities in Victoria. It is historically and socially important as a reminder of the Maribyrnong-Bagotville Hill Returned Soldiers' Reception Committee and as an expression of the strong identity of this area as a separate community within Moonee Valley prior to World War Two. The later plaques to other conflicts demonstrate the continuing importance of the memorial as a place of remembrance for the local community. (Criteria A, G & H)

The 1922 memorial is significant as a typical example of a World War I memorial in the form of an obelisk. (Criterion D)

## HERITAGE CITATION REPORT

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### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO controls, as shown in the above table. The extent of the HO should include the memorial and all of the land within the area enclosed by the low circular walls.



## HERITAGE CITATION REPORT

|                      |                                  |                                 |
|----------------------|----------------------------------|---------------------------------|
| <b>Name</b>          | ASCOT VALE BABY HEALTH CENTRE    |                                 |
| <b>Address</b>       | 147 MARIBYRNONG ROAD, ASCOT VALE | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Infant Welfare Centre            |                                 |
| <b>Citation Date</b> | 2015                             |                                 |
| <b>Assessment by</b> | Context Pty Ltd                  |                                 |



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## HERITAGE CITATION REPORT

**Recommended  
Heritage Protection**      **VHR - HI - PS Yes**

**Architectural Style**      Interwar Period (c.1919-c.1940),  
Interwar Period (c.1919-c.1940)  
Moderne

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight- Building community life: 8.3 Providing health and welfare services*

#### Maternal and child health in Victoria

Maternal and child health became a major issue in the first decades of the twentieth century and led to a baby health movement that was driven by committed volunteers frustrated at government inaction. Dr Isabella Younger Ross (1887-1956) who had studied infant health in England helped set up Victoria's first baby health clinic in Richmond in 1917. By 1918 the voluntary Victorian Baby Health Centres Association (VBHCA) was formed to oversee the growing number of centres. Financial support also came from local councils and in 1926 the State government formed the Infant Welfare Section of the Public Health Department and appointed Dr Vera Scantlebury Brown as the first Director (Heritage Victoria).

Some years earlier Dr (later Sir) Frederick Truby King, who was the Superintendent of a New Zealand mental hospital and an infant health specialist began to formulate influential scientific doctrines on nutrition and infant care which aimed to reduce the escalating death rate among babies and children. In 1907, he convinced influential Dunedin women of the need to form a Society to promote a new health regime based on the support and education of mothers. King promoted his beliefs around the world, and the movement was inaugurated in Victoria (in conjunction with the Trained Nurses' Association) by 1913 by Sister M.V. Primrose of South Yarra. However, his methods were 'largely ignored' by the VBHCA (Heritage Victoria).

Baby health (or infant welfare) centres usually commenced in rented accommodation in public buildings before permanent buildings were provided, however, a construction subsidy of 1000 pounds introduced by the State Government after the Second World War encouraged the development of more purpose-built centres. From 1917-76 over 500 centres were established throughout Victoria.

#### Baby health centres in Moonee Valley

The first baby health centre in the City of Essendon opened in temporary premises at the cloak room of the Town Hall in 1923, and in 1926 the foundation stone for the first permanent baby health centre building was laid at the corner of St Thomas Street (now Kellaway Avenue) and Pascoe Vale Road (MVTEH 2012:152). Then Mayor of the City of Essendon, Cr. A.A. Thomas, when laying the foundation stone, declared:

*Victoria is proud of its education system but the baby health movement was equally important for, by creating a strong babyhood, the community was doing the finest thing towards the establishment of a strong nation.*

Further centres were opened as the City of Essendon grew rapidly during the interwar period. A 'sub-centre' was opened in 1925 at the Scout Hall on the corner of Ardmillan and Clarinda roads and the first centre in North Essendon opened in the Methodist Church Hall in 1930 (*Essendon Gazette*, 23 & 30 July 1925; *The Argus*, 15 March 1938). However, it

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was not until 1936 that the second permanent baby health centre was opened, this time in Maribyrnong Road, Ascot Vale to replace the temporary centre operating out of a small shop in St Leonards Road. This was followed two years later by the third permanent centre in North Essendon, which was opened in Lincoln Road in 1938 (MVTEH 2012:153).

By 1941 there were four centres in the City of Essendon, one serving each ward, at Ascot Vale, Moonee Ponds, Essendon North and Aberfeldie, which received a combined total of 19,416 visits with 2,240 babies registered on the roll. This compared with 4,103 visits and 472 babies in 1924. The 'baby boom' of the postwar era, which by 1948-49 saw the number of visits climb to 26,000 with 3,198 babies enrolled, resulted in the building of new centres at Beaver Street, Aberfeldie, Niddrie, Avondale Heights and Airport West from the mid-1950s onwards (*Essendon Gazette*, 31 July 1941, 3 August 1950; MVTEH 2012:153).

Following the opening of the first centre in 1923 a Baby Health Centres Committee was formed, which reported annually to the City of Essendon. Most of the people on the committee and otherwise involved in the management, operation and support of the baby health centres were women, and many had very long associations with the centres. In 1952 several women were made Life Members of the Essendon Baby Health Centre, and a bronze plaque was unveiled at the Moonee Ponds Baby Health Centre in honour of Mrs. E.E. Mott for her services to the Essendon Baby Health Centres committee from 1923 to 1951 (*Essendon Gazette*, 22 May & 24 July 1952). In 1955 Sister Hall, who took charge of the first baby health centre in the Essendon Town Hall in 1923, retired after 28 years of continuous service (*Essendon Gazette*, 4 August 1955) and in the following year St Thomas Street was renamed Kellaway Avenue to 'perpetuate the memory of the late Mrs. Leslie Kellaway who carried out wonderful social work in the district and supported the Baby Health Centre Committee' (*Essendon Gazette*, 4 October 1956).

### Ascot Vale Baby Health Centre

As noted above, the Ascot Vale Baby Health Centre was the second permanent centre built by the City of Essendon and replaced a temporary centre that operated from a shop in St Leonards Road.

The Mayor of Essendon, Cr. W.K. Park, J.P., laid the foundation stone of the Ascot Vale Baby Health Centre on 11 December 1935 and presided over the official opening on 18 May 1936 (*Essendon Gazette*, 21 May 1936). Speakers included Dr. Vera Scantlebury Brown, the city health officer, Mr. Holland, MLA, and Dr. Constance Ellis, representing the Victorian Baby Health Centres' Association (*The Argus*, 20 May 1936, p.14).

The building, which the Essendon Baby Health Centres Committee claimed was the 'finest in Melbourne', comprised a waiting room and consulting-room (which could be combined into one for lecturing purposes), an office for the sister in charge, a test feeding room, a doctors' room, and 'perfectly equipped' kitchen (*The Argus*, 20 May 1936, p.14).

The full cost of 1,300 pounds was provided by Essendon Council. Plans of the centre were prepared by W.M. Pullar, Essendon City Engineer (PROV).

### Sources

Allom Lovell & Associates, 1999, *Former Carlton Refuge, conservation analysis and comment on proposed registration*  
Heritage Victoria, Echuca Baby Health Care Centre, File No. HER/2000/000033  
Living Histories, September 2012, *Moonee Valley Thematic Environmental History* (MVTEH)

## Description

### Physical Description

The Ascot Baby Health Centre has the domestic scale, detailing and setting characteristic of baby health centres, but in

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this instance with a parapeted front concealing the hipped roof that is more usually associated with commercial buildings of the interwar period. The flattened, geometric form of the facade (which demonstrates the influence of the Moderne style) and the pairing of a textured stucco finish with tapestry brick detailing are typical of 1930s architecture. The symmetrical facade contains four sash windows with margin glazing and brick lintels and sills, two on either side of an original wall-mounted lantern that is directly above the foundation stone, which set into the base of the wall and framed in tapestry bricks. Entry is via an open porch on the east side of the building, which has a large cantilevered flat-roofed awning. The building has a high degree of external integrity and intactness. The garage, set back at the southeast corner, appears to be a later addition.

The building has a deep setback to Maribyrnong Road. The front yard contains the driveway and a lawned area containing a semi-mature Jacaranda tree.

### Comparative Analysis

According to Heritage Victoria the design of baby health centres demonstrated a 'philosophical association with domestic housing design both places traditionally perceived as the domain of women and children' and had a domestic or residential rather than institutional appearance. The model baby health centre constructed in 1951 in Carlton for the Victorian Baby Health Centres Association, which formed part of the Queen Elizabeth Maternal and Child Health Centre, exemplified this approach appearing as a small Moderne-influenced post-war brick house (Allom Lovell & Associates, 1999:26).

As the first baby health centre in the City of Essendon, built in 1926 at the corner of what is now Kellaway Avenue and Pascoe Vale Road, has been demolished the Ascot Vale Baby Health Centre is now the oldest surviving centre in the City of Moonee Valley. While domestic in scale, detailing and setting, the centre has a more institutional or commercial form overall. This is in large part due to its massing, as houses at the time often had an asymmetrical facade and some sort of projecting entrance porch at the front, while the parapeted front is more like a commercial building.

The design of the two baby health centres constructed in 1938 (North Essendon) and 1955 (Aberfeldie), both designed by Essendon City Engineer S.C. Steele, are more typical of the approach, resembling small brick veneer houses. Both centres are in good condition and are externally very intact to their original design.

Later baby health centres of the post-war era (by then known as infant welfare centres) in the former Shire/City of Keilor retain the domestic scale of their predecessors but demonstrate Modernist influences through the use of flat or skillion roofs and window walls.

As group, the interwar and post-war centres in the City of Moonee Valley demonstrate that while the philosophy did not change, the design of centres was adapted in line with changing styles of domestic architecture during the twentieth century.

### Statement of Significance

#### What is significant?

The Ascot Vale Baby Health centre, designed by W.M. Pullar and constructed in 1936, at 147 Maribyrnong Road, Ascot Vale is significant. It has the domestic scale, detailing and setting characteristic of baby health centres, but in this instance with a parapeted front concealing the hipped roof that is more usually associated with commercial buildings of the interwar period. The flattened, geometric form of the facade (which demonstrates the influence of the Moderne style) and the pairing of a textured stucco finish with tapestry brick detailing are typical of 1930s architecture. The symmetrical facade contains four sash windows with margin glazing and brick lintels and sills, two on either side of an original wall-

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mounted lantern that is directly above the foundation stone, which set into the base of the wall and framed in tapestry bricks. Entry is via an open porch on the east side of the building, which has a large cantilevered flat-roofed awning.

Later additions and alterations to the place are not significant.

### How is it significant?

The Ascot Vale Baby Health Centre is of local historic, social and architectural significance to the City of Moonee Valley.

### Why is it significant?

It is historically and socially significant as an example of a place associated with an important program that encouraged the provision of modern maternal and child health facilities in suburban Melbourne during the early to mid-twentieth century. It is socially and historically significant as a place that symbolises the determined efforts of the Council and local community to establish a place that would improve the health and welfare of women and children. (Criteria A & G)

It is historically significant as the oldest baby health centre in Moonee Valley and is associated with the growth of Ascot Vale during the interwar period. (Criterion A)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

**Name** SHOPS  
**Address** 444-446 MT ALEXANDER ROAD, ASCOT VALE **Significance Level** Local  
**Place Type** Shop  
**Citation Date** 2015  
**Assessment by** Context Pty Ltd



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## HERITAGE CITATION REPORT

**Recommended  
Heritage Protection**      **VHR - HI - PS Yes**

**Architectural Style**      Interwar Period (c.1919-c.1940),  
Interwar Period (c.1919-c.1940)  
Free Classical

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Five - Building Victoria's industries and workforce: 5.3 Marketing and retailing - Serving local needs*

#### Commercial development of Mt Alexander Road, Ascot Vale

The first retail area in Moonee Valley was Mt Alexander Road, which in 1851 became the main route to the Victorian goldfields. Businesses which were set up to service travellers included blacksmiths, saddlers, bootmakers, wheelwrights, stock feed and dry goods suppliers. Clusters of shops and businesses developed along the length of Mt Alexander Road, beginning near Flemington Bridge in the south.

For quite some time, any further movement northward up the hill was prevented by the large areas of land occupied by the Glass and McCracken estates, which bordered both sides of Mt Alexander Road, with Ailsa extending up to Kent Street, and Flemington House as far as today's Baroda Street. After that, land on the east side was still only sporadically available for development due to a number of smaller residential estates.

After the economic depression of the 1890s, there was little development of the commercial area south of Maribyrnong Road until a small surge of activity in the early 1920s. The major development of that time was the rebuilding of the Prince of Wales Hotel in its present form in 1924 (Context, 2014:53). To the south, a wave of private estate subdivision occurred in the 1920s and 1930s, at which time the Travancore Estate was marketed successfully as a 'Model Garden Suburb' by Henry Madden who had purchased Hugh Glass's Flemington House (Madden renamed the mansion Travancore after the British Army post in India to which he had successfully exported horses). The estate was subdivided in three stages, beginning in 1918 with the northern section, then another section in 1921 and finally the Travancore Golf Links Estate on the lower section near the Moonee Ponds Creek in 1924. Travancore was settled fairly rapidly in the 1920s and 1930s (MVTEH 2012: 41).

#### 444-446 Mt Alexander Road, Ascot Vale

The pair of shops and residences at the north-east corner of Mount Alexander Road and Mascoma Street was built in 1925 for a Mr Taylor (Building Permit records). The plans are titled 'Knight & Harwood, designers, builders'. Knight & Harwood are best known as a very successful firm of Melbourne real estate agents and auctioneers from 1919 until 1935, when Mr Harwood established his own business in Camberwell (*Argus*, 8 Jan. 1935:2). During the first half of the 1920s they also advertised their expertise as 'Builders and Contractors' offering 'Bungalows, Villas, Shops or Factories built to Order' (S&McD, 1926:229). Cuffley (2007:52) notes of their houses that 'Melbourne builders Knight and Harwood worked closely to Californian designs, most likely using American bungalow books'.

In 1926 the corner shop (No. 444) was occupied by a butcher, W. J. Webb and the other shop by P. Middlemiss, a fruiter (S&McD 1927). W. J. Webb still occupied the corner shop in 1941 (S&McD 1942). It appears from the street directories that the occupant of No.446 changed almost annually. In 1929 the shop is listed as vacant and in 1930 the business changed from fruiterer to confectioner until it became the Viola Tearooms by 1941 (S&McD 1927-1942).

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Prior to the construction of these shops, this block of Mount Alexander Road had been largely occupied by the Ascot Timber Company, a (horse) shoeing forge and motor repair business. Owner Taylor may have also occupied a confectioners and dairy shop in the row of shops just north of Warrick Street in this period (S&McD, 1927).

### Sources

*The Argus*, as cited.

Building Permit Records of the former City of Essendon, held by the Essendon Historical Society.

Cuffley, P, 2007, *Australian Houses of the Twenties and Thirties*.

Living Histories, 2012, *Moonee Valley Thematic Environmental History* (MVTEH).

Sands & McDougall's street directories (S&McD), as cited.

### Description

#### Physical Description

The shops at 444-446 Mt Alexander Road are a pair of two-storey brick shops on the south-east corner of Mt Alexander Road and Mascoma Street. The shops are distinctive for their picturesque roofline comprising curved parapets framed by piers, typical design motifs of the Free Classical style which was popular from the Edwardian period to the mid-1920s. The shops present an asymmetrical facade, with a double bays to Mt Alexander Road and Mascoma Street, with a narrow bay and blind splay corner bay between them. The wide bays have a segmental arched pediment and the narrow bays have a round arched pediment, in both cases defined by banded red brick and roughcast render engaged piers that rise above the parapets. At their tops they have a rectangular brick panel, and at the base they have protruding headers (like modillions) above a band of clinker brick. The two end bays contain a pair of one-over-one double-hung timber windows. A single window is centred in the narrower second bay to Mt Alexander Road. The walls between the piers are roughcast rendered except for a band of smooth render above the lintel line. A square ventilator is centred in this band above each window which matches the square brick detail in the top of each pier.

A single cantilevered verandah runs across the combined width of the shop's frontage and corner return. The shopfronts have profiled metal framed windows above tiled stallboards (overpainted). Both have a recessed entry with red and cream tiles to the floors and timber-framed glazed doors. The return shopfront addressing Mascoma Street retains original highlights of leaded glass around the broad corner entry with splayed sides.

A two-storey red brick residential wing is located behind the shops with an elevation fronting Mascoma Street and matching windows.

Unsympathetic alterations include the overpainting to the tiling, and the removal of leaded glass and some tiles from the stallboard of No. 446, and the rendering of the clinker brick band below the first-floor windows of No. 446.

### Comparative Analysis

The interwar period was one of great stylistic eclecticism for both domestic and commercial architecture. In the commercial realm, common styles ranged from the Free Classicism so popular in the Edwardian period and characterised by curvilinear parapets framed by piers; the more geometric and simplified Stripped Classicism, one variant of which is the Neo-Grec; the more decorative but geometric Jazz Moderne and horizontal Streamlined Moderne; and the 'exotic' Spanish Mission, drawing inspiration from Baroque Spain and its colonies.

While the interwar period is well represented in the commercial building stock of Moonee Valley, it is not reflected as well in the Heritage Overlay. In Ascot Vale, the only interwar commercial buildings in the Heritage Overlay are a small

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group of Contributory buildings in the Union Road Precinct (HO15). The situation is similar in the two other main shopping centres of Moonee Valley - Racecourse Road and Puckle Street - there are a few interwar shops that are Contributory to these mainly 19th-century precincts. One exception is 72-80 Puckle Street - a large shop of 1920 half of which was remodelled in the Moderne style in 1935 (HO274).

Apart from that, other Individually Significant interwar commercial buildings (shops and hotels) in Moonee Valley are the following:

- 1033-1041 Mt Alexander Road, Essendon (HO202), a row of four two-storey brick shops with simple geometric parapets and box windows to the first floor. One retains its original shopfront.
- The Junction Buildings, 942-950 Mt Alexander Road & 3-17 Napier Street, Essendon (HO314), a two-storey Stripped Classical building containing a number of shops on a triangular site. The two-storey section at the corner has lost its shopfronts, but a number survive on Napier Street below single-storey parapets with simple geometric designs created in roughcast and smooth cement render.
- The Prince of Wales Hotel, Ascot Vale (HO364), the 1854 hotel on this site was rebuilt in 1924 in the Free Classical style. It is a two-storey building of face brick with cement-render dressings and is distinguished by the tower-like breakfronts at either end, which sport simplified rustication, and a broad archivolt to the central window with an exaggerated keystone reaching up to the top of the parapet. The ground floor has been altered.
- The former Essendon Hotel (HO204), a Streamlined Moderne clinker-brick building of 1936, designed by Robert McIntyre & Associates. Only the front facade survives as part of an apartment conversion.
- The Brickmakers' Arms Hotel (HO353), Essendon, a Stripped Classical building of 1927 of which only the facade survives.
- In the Holmes Road and Norwood Crescent Precinct (HO307), which focuses on interwar commercial development, Significant places include two two-storey Stripped Classical shops with interesting combinations of materials and window forms at 18 and 19 Homes Road, one of which retains its original shopfront (No. 19), and along Norwood Crescent are two rows that retain their original shopfronts: gabled Edwardian shops at Nos. 1-5, and very simple Stripped Classical shops of 1919 at Nos. 7-11. The weight given to the retention of original shopfronts in the grading within this precinct reflects the frequency with which original shopfronts have been replaced. While not as rare as the timber Victorian-era shopfronts, they are still relatively rare survivors within Moonee Valley. Interwar shopfronts are also valued for their general high level of detail with typical features such as leadlight windows as highlights, profiled window framing covered with copper-based metal alloys, tiles with matching ceramic vents to stallboards and piers, recessed entries ('ingos') with tiled floors and timber-framed glazed doors.

The shops at 444-446 Mt Alexander Road are Free Classical in style, of a type that originated during the Edwardian period but was popular until the mid-1920s. It compares well to 19 Holmes Road, another intact two-storey interwar shop with an interesting variety of materials, finishes and openings to its first-floor elevation and an intact shopfront below. The shops can also be compared to the earlier Essendon Railway Station of 1909 (VHR H1562) which was one of the earliest examples of the Edwardian Free Classical style to the area, with the characteristic picturesque roofline achieved by an undulating parapet motif framed by piers.

### Statement of Significance

#### What is significant?

The shops at 444-446 Mt Alexander Road, Ascot Vale, are significant. The pair of shop-residences were built in 1925 by

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real estate agents and designer-builders Knight & Harwood for the owner.

The two-storey shops are in the Free Classical style with arched parapets between raised piers. The parapets alternate between wide (with a segmental arch) and narrow (with a round arch). The shops are finished with red and clinker faced brick as well as roughcast and smooth render. Both shops retain their original shopfronts, though the leadlight highlight windows have been removed from No. 446.

Later alterations and additions are not significant.

### How is it significant?

The shops are of local architectural/aesthetic significance to the City of Moonee Valley.

### Why is it significant?

The shops are architecturally significant as an intact and well detailed representative example of the Free Classical style, characterised by its undulating curved parapets framed by piers, and the use of banding and accents in a range of finishes, here clinker and red brick as well as roughcast and smooth cement render. The striking picturesque roofline of the shops and their highly visible corner location make them a local landmark. They are also of aesthetic significance for the retention of original shopfronts with details including leadlight highlight windows to No. 444, metal-framed shop windows, tiles to the stallboards and piers (overpainted), red and cream tiles to the ingo floors, and timber-framed glazed doors. (Criteria D & E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table. Extent of the HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |                                       |                                 |
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| <b>Name</b>          | SHOPS                                 |                                 |
| <b>Address</b>       | 488-500 MT ALEXANDER ROAD, ASCOT VALE | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Shop                                  |                                 |
| <b>Citation Date</b> | 2015                                  |                                 |
| <b>Assessment by</b> | Context Pty Ltd                       |                                 |



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| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes  |                            |   |
| <b>Designer / Architect</b>            | Plaisted, Arthur W | <b>Architectural Style</b> | Interwar Period (c.1919-c.1940),<br>Interwar Period (c.1919-c.1940)<br>Stripped Classical |
| <b>Maker / Builder</b>                 | Plaisted, WJ       |                            |   |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Five - Building Victoria's industries and workforce: 5.3 Marketing and retailing; Serving local needs*

#### Commercial development of Mt Alexander Road, Ascot Vale

The first retail area in Moonee Valley was Mt Alexander Road, which in 1851 became the main route to the Victorian goldfields. Businesses which were set up to service travellers included blacksmiths, saddlers, bootmakers, wheelwrights, stock feed and dry goods suppliers. Clusters of shops and businesses developed along the length of Mt Alexander Road, beginning near Flemington Bridge in the south.

For quite some time, any further movement northward up the hill was prevented by the large areas of land occupied by the Glass and McCracken estates, which bordered both sides of Mt Alexander Road, with Ailsa extending up to Kent Street, and Flemington House as far as today's Baroda Street. After that, land on the east side was still only sporadically available for development due to a number of smaller residential estates.

One notable early commercial establishment built on the east side of the road was the Prince of Wales Hotel, which was trading by 1854. A commercial and community hub began to form around it. Local residents clearly identified it as a centre for community activities, and in 1862 after the formation of the Borough of Essendon and Flemington, the majority of local ratepayers and newly elected councillors opted to build their new municipal offices, hall and courthouse next to the Prince of Wales Hotel. This spurred the development of a collection of shops in the 1880s just south of Maribyrnong Road, including the ES&A Bank of 1884. By that time the Essendon Borough Council had moved to its new chambers at Moonee Ponds Junction (now the Clocktower Centre).

After the economic depression of the 1890s, there was little development of the commercial area south of Maribyrnong Road until a small surge of activity in the early 1920s. The major development of that time was the rebuilding of the Prince of Wales Hotel in its present form in 1924 (Context, 2014:53).

#### 488-500 Mt Alexander Road, Ascot Vale

The row of attached shops on the north-east corner of Mount Alexander Road and Warrick Street was constructed c1922 (CWW). The owner was Adolphe Frederic Seeley, who had purchased the site containing the Flemington and Essendon Borough Hall in 1915 (LV Vol 3443, Fol 607).

The builder of the shops was Walter Benjamin Plaisted, of 35 Ewart Street, Malvern. His son, architect Arthur Plaisted (1891-1965), had been practicing since c1916 and may have been the designer.

Arthur Plaisted was a pioneer of flat design in Melbourne and used a wide range of styles. His Hampden Flats at 74 Barkly Street, St Kilda (1919-20) is credited with being the first Old English style flats in Melbourne, while Hartpury

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Court (1923) in Milton Street, Elwood is widely regarded as one of the finest of that style in Melbourne (it is included on the Victorian Heritage Register). He also helped to introduce the Spanish Mission style in Melbourne in the 1920s (Context, 2013:35).

The Mt Alexander Road shops first appear in street directories in 1924, and all were tenanted; housing N. Gordon, fruitier, Mrs Margaret M. Sexton, milliner, Mrs Amy G. Staley, ladies draper, M. O'Keeffe, pastry shop, R. G. R. Denman, dairy produce, J. Wilson, fishmonger and T. Cox, hardware (S&McD 1924).

The construction of the shops in 1922 occupied the front setback of the former Flemington and Essendon Borough Offices, built in 1863-64, and obscured its front facade. The two-storey bichrome brick building was designed by architects Matthews & Sons in a conservative classical style and was designed to face Mt Alexander Road with a landscaped curtilage. The hall was used as a Congregational Church in 1885 when the newly formed Essendon Borough moved to the Mechanics' Institute at Moonee Ponds Junction. By 1896 it was being used as a school known as the Melbourne College which occupied the hall until c1901 (S&McD 1896-1901).

Prominent brewer and local identity Alexander McCracken purchased the site 1910 and following his death in 1915, the site was sold to Seeley. Seeley died in 1922 (the same year the shops were constructed). The shops and hall were then purchased that same year by Gordon and Emma Dickinson, of 50 Myrmong Crescent, Ascot Vale. Emma held the title to the shops and hall until her death in 1977 (LV Vol 7049, Fol 659).

### Sources

City West Water (CWW), Plan of drainage, No. 52923.  
Context Pty Ltd, 2013, *Residential Flats in Stonnington: Heritage Citations Project*.  
Context Pty Ltd, 2014, *Moonee Valley Thematic Places Study*  
Land Victoria (LV), Certificate of Title, Volume 7049 Folio 659.  
Living Histories, 2012, *Moonee Valley Thematic Environmental History* (MVTEH).  
Sands & McDougall's street directories (S&McD), as cited.

## Description

### Physical Description

The building at 488-500 Mt Alexander Rd comprises a row of seven single-story Stripped Classical shops constructed in 1922 on the south-east corner of Mt Alexander Road and Warrick Street. The shops are constructed in red brick with cement-render dressings, visible as a shared parapet above a continuous cantilevered verandah.

The high brick parapet is modelled into three main sections creating a cohesive composition for the row. The central section of the parapet, over the middle two shops, is raised to create a shallow arched pediment with a line of modillions beneath the render coping. This pediment is framed by cast-cement consoles whose unusual geometric form suggests the influence of the Jazz Moderne. The two end shops have a recessed panel to their parapet with a shallow step above.

The row is distinguished by the high level of details shown in the surviving shopfronts. The original window glazing includes highlights of leaded glass, which are arched over the shared ingos to shops Nos. 490-492 and 494-496. A corner arch sits above the splayed entry of No. 488 on the corner. The shopfront and verandah of this shop return for one bay around the Warwick Street corner. The three ingos retain tiny white hexagonal tiles with black detail. At the base of the metal-framed windows is a stallboard finished with tiny square-format black tiles with pink stripes between rows and pink vent bricks.

The shops at Nos. 492-494 are very shallow in depth as they were built in front of the 1863-64 former Essendon and

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Flemington Borough Hall, whose front half is visible inside the shops.

The southern five shops are highly intact, while the two northern ones (Nos. 498-500) have suffered unsympathetic alteration. This includes the overpainting of the face brickwork parapet and removal of the original shopfronts.

### Comparative Analysis

The interwar period was one of great stylistic eclecticism for both domestic and commercial architecture. In the commercial realm, common styles ranged from the Free Classicism so popular in the Edwardian period and characterised by curvilinear parapets framed by piers; the more geometric and simplified Stripped Classicism, one variant of which is the Neo-Grec; the more decorative but geometric Jazz Moderne and horizontal Streamlined Moderne; and the 'exotic' Spanish Mission, drawing inspiration from Baroque Spain and its colonies.

While the interwar period is well represented in the commercial building stock of Moonee Valley, it is not reflected as well in the Heritage Overlay. In Ascot Vale, the only interwar commercial buildings in the Heritage Overlay are a small group of Contributory buildings in the Union Road Precinct (HO15). The situation is similar in the two other main shopping centres of Moonee Valley - Racecourse Road and Puckle Street - there are a few interwar shops that are Contributory to these mainly 19th-century precincts. One exception is 72-80 Puckle Street - a large shop of 1920 half of which was remodelled in the Moderne style in 1935 (HO274).

Apart from that, other Individually Significant interwar commercial buildings (shops and hotels) in Moonee Valley are the following:

- 1033-1041 Mt Alexander Road, Essendon (HO202), a row of four two-storey brick shops with simple geometric parapets and box windows to the first floor. One retains its original shopfront.
- The Junction Buildings, 942-950 Mt Alexander Road & 3-17 Napier Street, Essendon (HO314), a two-storey Stripped Classical building containing a number of shops on a triangular site. The two-storey section at the corner has lost its shopfronts, but a number survive on Napier Street below single-storey parapets with simple geometric designs created in roughcast and smooth cement render.
- The Prince of Wales Hotel, Ascot Vale (HO364), the 1854 hotel on this site was rebuilt in 1924 in the Free Classical style. It is a two-storey building of face brick with cement-render dressings and is distinguished by the tower-like breakfronts at either end, which sport simplified rustication, and a broad archivolt to the central window with an exaggerated keystone reaching up to the top of the parapet. The ground floor has been altered.
- The former Essendon Hotel (HO204), a Streamlined Moderne clinker-brick building of 1936, designed by Robert McIntyre & Associates. Only the frontfacade survives as part of an apartment conversion.
- The Brickmakers' Arms Hotel (HO353), Essendon, a Stripped Classical building of 1927 of which only the facade survives.
- In the Holmes Road and Norwood Crescent Precinct (HO307), which focuses on interwar commercial development, Significant places include two two-storey Stripped Classical shops with interesting combinations of materials and window forms at 18 and 19 Homes Road, one of which retains its original shopfront (No. 19), and along Norwood Crescent are two rows that retain their original shopfronts: gabled Edwardian shops at Nos. 1-5, and very simple Stripped Classical shops of 1919 at Nos. 7-11. The weight given to the retention of original shopfronts in the grading within this precinct reflects the frequency with which original shopfronts have been replaced. While not as rare as the timber Victorian-era shopfronts, they are still relatively rare survivors within Moonee Valley. Interwar shopfronts are also

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valued for their general high level of detail with typical features such as leadlight windows as highlights, profiled window framing covered with copper-based metal alloys, tiles with matching ceramic vents to stallboards and piers, recessed entries ('ingos') with tiled floors and timber-framed glazed doors.

The shops at 488-500 Mt Alexander Road can be considered Stripped Classical in style, which was popular for commercial buildings in the 1920s, with geometric consoles to the central pediment that foreshadow the Jazz Moderne (aka Art Deco) style. The shops are unusual in the Moonee Valley context as a row that is massed and expressed (thanks to the dominant parapet) as a single architectural composition. The vast majority of 19th and early 20th century shops are articulated as individual elements, even within a long terrace, often divided by pilasters to the first floor and/or parapet, and with parapet details repeated above each tenancy, as seen at 1033-1041 Mt Alexander Road and 7-11 Norwood Crescent. There are some exceptions, though unusually on a smaller scale than is seen at the Mt Alexander Road shops. Victorian examples include the Ascot Vale Hall, 140-144 Union Road, Ascot Vale (HO287), which has a prominent classical aedicule defining the centre of three tenancies, and the Flemington-Kensington Hall, 321 Racecourse Road, Flemington (Contributory in HO25), which also has a concentration of detail to the central of three tenancies.

Among the interwar commercial buildings in Moonee Valley's precincts and individual places, the most closely comparable example is the Junction Buildings in Essendon (HO314), built 1921-23. It is a group of two-storey shops at the narrow corner with mostly single-storey shops to the north, facing Mt Alexander Road and Napier Street. While the single-storey shops have repetitive parapets divided by piers, as is common, the two-storey corner shops are massed as a single composition. The first-floor elevations have alternating breakfronts with a large round-arched windows and recessed bays with one or two rectangular windows. One two-storey bay with an arched window is repeated at the north end of the Mt Alexander Road frontage. While most of the single-storey shops facing Napier Street retain their original shopfronts, none survive to the two-storey section. The surviving shopfronts have a similar standard of materials and details as 488-496 Mt Alexander Road, including small black tiles with a chequered band, hexagonal tiles to ingo floors, and elaborate leadlight highlights incorporating arches.

Building permit plans held by the Essendon Historical Society document that the northern part of the complex was designed by Norman G Peebles, resident of Essendon and partner of the prominent architectural practice Bates, Peebles and Smart. As the complex is cohesive in its detailing, and had a single owner when built, it appears that the two-storey section at the corner was also the work of architect Peebles (or one of his colleagues, as Peebles left the practice to work on his own in 1922 then died in June 1923 - *Argus*, 14 June 1923:8).

The shops at 488-500 Mt Alexander Road can also be compared to the long, unified facade composition of large hotels, such as the Prince of Wales next door (that was built two years later).

### Statement of Significance

#### What is significant?

The row of seven shops at 488-500 Mt Alexander Road, Ascot Vale, are significant. The shops were built in 1922 for owner Adolphe Frederic Seeley. The builder is recorded as Walter Benjamin Plaisted and, considering the sophistication of the composition, it is likely that his son, architect Arthur Plaisted, was the designer.

The shops are of face brick with cement-render dressings and are united in a cohesive composition by the shared parapet which has a shallow arched pediment over the central two shops, and a panel element below a shallow step above the two outermost shops. The shops share a continuous cantilevered verandah which returns at Warwick Street as does the shopfront of No. 488. The five shops at Nos. 488-496 retain their original shopfronts.

The modern shopfronts to Nos. 498-500 are not of significance.

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### How is it significant?

The shops are of local architectural/aesthetic significance to the City of Moonee Valley.

### Why is it significant?

The shops are of architectural/aesthetic for their skilful design that masses and expressed the row of seven as a single architectural composition by way of modulating its high and continuous parapet, and also for including the cast-cement consoles whose unusual geometric form suggests the influence of the Jazz Moderne. Nos. 488-496 are of aesthetic significance for the retention of high-quality original shopfronts with details including leadlight highlight windows that are arched over the shared ingos to shops Nos. 490-492 and 494-496, and to the corner ingo of No. 488, cuprous metal-framed shop windows, black and pink tiles to the stallboards and piers with pink ceramic vents, and tiny white and black hexagonal tiles to the ingo floors. (Criterion E)

The shops are of architectural historical interest for their possible association with prominent interwar architect Arthur Plaisted.

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

External Paint Controls

-

Internal Alteration Controls

-

Tree Controls

-

Fences & Outbuildings

-

Prohibited Uses May Be Permitted

-

Incorporated Plan

-

Aboriginal Heritage Place

-

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table. Extent of the HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |  |                           |       |
|----------------------|--|---------------------------|-------|
| <b>Name</b>          | ST PAULS ANGLICAN MEMORIAL PARISH<br>HALL and VICARAGE (FORMER)  |                           |       |
| <b>Address</b>       | 7-9 ROXBURGH STREET, ASCOT VALE                                  | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Church Hall, Presbytery/Rectory/ Vicarage/Manse, War<br>Memorial |                           |       |
| <b>Citation Date</b> | 2015   |                           |       |
| <b>Assessment by</b> | Context Pty Ltd  |                           |       |



## HERITAGE CITATION REPORT



|                                 |                   |                     |   |
|---------------------------------|-------------------|---------------------|---|
| Recommended Heritage Protection | VHR - HI - PS Yes |                     |   |
| Designer / Architect            | Gawler & Drummond | Architectural Style | Interwar Period (c.1919-c.1940),<br>Interwar Period (c.1919-c.1940)<br>Gothic |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight - Building community life: 8.1 Maintaining spiritual life; Churches as a marker of social status or ethnic origin*

*Successive groups of migrants settling in Moonee Valley have brought with them their religious beliefs, establishing churches as the focal point of their communities. In the early days of settlement, church congregations often gathered in very rudimentary buildings before raising money to build substantial places of worship. As congregations grew, they established schools, sporting clubs and facilities to cater for the spiritual, educational and social needs of their constituents.*

*Protestant religions predominated in Moonee Valley in the nineteenth century. The first churches established were those of the Anglican, Methodist (Wesleyan) and Presbyterian denominations. These were spiritual communities which wished to transplant and replicate the belief systems of their British heritage and the architecture of their churches mostly conformed to designs favoured in their homeland. The Anglican congregation of St Thomas' at Moonee Ponds first met in a timber building in 1849 and began constructing the church that now stands at 760 Mt Alexander Road after land was granted for the purpose in 1857 (cited directly from MVTEH, 2012: 148-9).*

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### Contextual history

Aldous (1979:69) notes that the municipality of Essendon was a 'product of the land boom':

*During the 1880s the big estates were subdivided and virtually the entire district fell under the auctioneers hammer.*

In 1881 there were 488 houses in the Essendon district, most of them situated in the streets and roads adjacent to Mt Alexander Road and the railway line, and the population was 3,100. By 1889 when Essendon was proclaimed a Town the population had climbed to almost 10,000. Over the next 3 years, during the height of the land boom in Melbourne, Essendon's population grew by 50% peaking at 15,245 in 1892 (Aldous, 1979:29, 32, 64).

With the collapse of the land boom the population declined to 13,00 and remained at that level until 1900. As development recovered in the early twentieth century the population grew to 20,000 by 1909 and Essendon was proclaimed a City in April of that year (Aldous, 1979:32). Another development boom followed World War I and between 1910 and 1925 the population of Essendon almost doubled, increasing from 21,190 to 39,500 (MVTEH, 2012:113; VMD).

The triangle of land between Maribyrnong, Ascot Vale and Epsom roads comprises 320 acres and was granted to William Fletcher on 24 February 1847 as Crown allotment 3. The area was gradually broken up into smaller holdings and then in the 1880s, was almost entirely subdivided for housing. The 111 acres west of Union Road was subdivided as "Temperance Township" with 359 lots. East of Union Road, now known as Rothwell Hill, the first major subdivision was the 31 acre Hoffman's Paddock, running from the south side of St Leonards Road to Maribyrnong Road. The Knoll Estate, along Bloomfield Road and Francis Street was subdivided in 1907, and The Rothwell Estate (McCully Street and Bloomfield Road east of Rothwell Street) in 1924. Development impetus was created on the north side of Roxburgh Street to St Leonards Road in 1919 when Thomas Brunton's "Roxburgh" estate was subdivided into 25 villa allotments, creating a very homogenous and high quality interwar development (*Argus*, 9 July 1919:2). While "Roxburgh" house is gone, "Goodwood", built in 1904 for son Stuart Brunton, survives on the north-west corner of Roxburgh Street and Bloomfield Road.

### St Paul's Anglican Church

St Paul's Anglican Church, Ascot Vale, was founded in 1889, with the first service held on 8 July in the Union Hall, at the corner of Union Road and Roxburgh Street. A timber church was soon built, standing where the Vicarage is now (9 Roxburgh Street), with the first service held in it on 2 March 1890 (*Essendon Gazette*, 15 June 1939 & 6 Feb. 1890). A timber Sunday School Hall was built beside it (at 7 Roxburgh Street, where the Memorial Hall is now) in 1899, to a design by architects Laver, Fick & Vance (PROV).

A new brick and timber church with a slate roof was erected on the corner of Rothwell Street and opened in June 1916 (*Essendon Gazette*, 29 June 1916). The designers were renowned church architects North & Williams (PROV), though it was reportedly never completed to the original design ('Anglican Churches in Ascot Vale').

The timber Sunday School Hall of 1899 was replaced with the brick St Paul's Memorial Parish Hall, designed by architects Gawler & Drummond, the builder Mr H Moulds. The foundation stone was laid on 13 November 1926 and reads (in part): 'To the Glory of God and in memory of those who served in the Great War 1914-1918. This foundation stone was laid by the Archbishop of Melbourne'. Construction was completed in March 1927. The new building was built to the front boundary and had a small two-storey section at its rear (*Essendon Gazette*, 11 Nov. 1926; PROV).

The impulse to memorialise those who served and those who fell in World War I was felt strongly across Australia in the

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| ST PAULS ANGLICAN MEMORIAL PARISH HALL and VICARAGE (FORMER) | 25-Jan-2016           | 04:09 PM |
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1920s, giving rise to countless war memorials, most of them cenotaphs or statues of an anonymous digger, but some took the form of memorial halls, whether built as part of a church complex or as the local community hall. There are over 75 such memorial halls documented in Victoria, the best known of them include the Returned Soldiers Memorial Hall in Bendigo (1921, VHR H1339) and the Soldiers and Citizens Memorial Hall and former Municipal Chambers, Jeparit (1924, VHR H1744).

A new brick Vicarage was built in 1928. To make room for it, the old timber church of 1890 was sold and moved to Oakleigh (it was destroyed by fire in 1960) ('Anglican Churches in Ascot Vale'). Designed by architects Gawler & Drummond, the foundation stone was laid on 7 July 1928, and the vicarage was dedicated by Venerable W. Hancock, Archdeacon of Melbourne, in September 1928 (*Argus*, 9 July 1928:9 - illustrated; *Essendon Gazette*, 20 Sept. 1928).

The architectural partnership of Gawler & Drummond was formed in 1914. Gawler & Drummond were commercially successful. Gawler was elected as a fellow of the RVIA in 1923 (RVIAJ, Jan 1923:153) and the partnership went on to design a number of significant buildings within Victoria during the 1920s, '30s and '40s. England-born John Gawler is noted for his many commissions for the Anglican Church, beginning with St Agnes, Black Rock, of 1913. Notable church designs of the practice include the Arts & Crafts Baptist Church, Coburg, 1918 (Moreland HO364), the former Holy Trinity Anglican Church, Kensington (Melbourne HO223), and the Romanesque Revival Chapel for the Deaf & Dumb Society, Jolimont, 1929-30 (Melbourne HO921). They served as 'in-house' architects for the University of Melbourne, including the design for the Grainger Museum (1935-38). After Walter Drummond's death in 1940, John Gawler partnered with Eric Churcher, and after World War II they formed Gawler, Churcher & Blackett with WAM Blackett (Goad, 2012:269).

The 1916 brick church fell victim to an arson attack in 1959, which destroyed the vestry and sanctuary. This was a single-storey section, facing Rothwell Street, which sat beneath a low hip roof, separate from the high gable roof of the church nave (*The Age*, 16 April 1959; Walking Melbourne). Following the fire, in 1975, this end of the building was refurbished to a design by architect Vanne Trompf. The east end of the church was left in its truncated form, and the Gothic tracery window on this elevation was replaced by a large eye-shaped window (PROV; 'Anglican Churches in Ascot Vale').

Around 2010 the church and the Memorial Hall were converted to flats. This brought major changes to the appearance of the church. The hip-roof aisle along the Roxburgh Street frontage was rebuilt to house rooms with bi-fold doors at ground-floor level and a large continuous balcony above, accessed by doors punched into the upper wall. The entrance porch, at the west end of this elevation, was demolished. The Roxburgh Road facade of the Memorial Hall was left unaltered, though ground-floor garages and lightwells in the roof are visible on the east side of the building down a laneway.

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### Description

#### Physical Description

The former St Paul's Anglican Church complex stands on the south-west corner of Roxburgh and Rothwell streets. The church itself stands on the corner, with the Memorial Hall and Vicarage to the west on Roxburgh Street, where the land slopes down to the west. All three are of red brick and have prominent gable roof forms. Due to the extensive alterations to the church - chronicled in the History section - only the Memorial Hall and Vicarage will be described here.

The 1926-27 St Paul's Memorial Parish Hall is an Arts & Crafts Gothic design, with use of planar parapeted gables. The body of the church has a rose window with metal-framed glazing set between two simple piers which extend above the gable. These piers are repeated on either side of the porch entrance, though here they are angled for visual interest. On either side is a bay with a parapeted gable, each decorated with inlaid tiles at the apex. The same dark grey tiles are used above the slightly pointed blind arch above the ledged entry doors. Metal framed windows with a lancet detail are used on either side of the entry. Sheet-metal rainwater heads form a decorative accent on either side of the entry bay. While the walls are predominately jointed red brick, clinker bricks are used as a decorative accent, in the tympanum above the door, as window lintels, in a band at sill height, and for the plinth.

The west side elevation has exposed rafter ends below the roof, and wide pointed-arch windows with clinker bricks to the top set between piers. Modern metal windows have been inserted. On the east elevation, there has been much more extensive alteration in its conversion to residential units. All windows have been removed and replaced with an opening to the garages. Bands of the gabled roof have been recessed to create internal balconies. The double-storey wing at the rear has been partially clad in corrugated metal and the window units replaced.

Next door, the former Vicarage is essentially an attic-storey Bungalow with an ecclesiastical front porch. The large brick front porch has a parapeted gable front, pointed-arch openings and piers suggestive of buttresses. It referenced the entrance porch of the church (located at the west end of the Roxburgh Street elevation, removed as part of the residential conversion). The red bricks of the porch walls are set off by dark clinker bricks along the top of the parapet and above the arches. The rest of the house has a tiled transverse gabled roof balanced by a slightly projecting bay with timber shingles and attic windows in its gable. Ground-floor windows are pairs of six-over-one sashes with a clinker-brick lintel. They sit in box frames, popular in the 1920s, resting on moulded brick corbels. The Vicarage does not have any chimneys, which were presumably removed. The brick has recently been tuckpointed, which would have been somewhat unusual by the late 1920s.

### Comparative Analysis

By the end of the nineteenth century the Gothic style had been adopted by most of the Protestant churches, and during the interwar period the Gothic style was continued in church design, but was increasingly simplified or abstracted. A number of transitional styles and influences also emerged, such as Arts & Crafts, Spanish Baroque and Neo Grec, which were either combined with traditional Gothic forms or used on their own.

After the boom of the 1880s and early 1890s, the second great wave of church construction took place in the former City of Essendon in the interwar period (c1915-c1940). During this time many small or timber 19th-century churches were replaced with larger brick structures, either on the same site or nearby. Often, the early church was retained as the church hall, as seen at St John's Presbyterian (Uniting), Essendon, and Christ Church, North Essendon, but in most cases the early church/halls have since been demolished. Less common are purpose-built church halls of this era. In a few cases, particularly for the later established Church of Christ, the interwar church building was the first for the congregation. Construction of Protestant churches and their subsidiary buildings slowed to a halt during the depression of the early 1930s, with a small revival in the late 1930s.

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The former St Paul's Memorial Parish Hall of 1926 and the Vicarage of 1928 can be compared to other purpose-built halls and church-related residences of the interwar period.

As noted above, in the interwar church building boom, many 19th-century churches were repurposed as the church hall. For this reason, there are few purpose-built church halls of this period in Moonee Valley. Those in the Heritage Overlay and assessed as part of the current heritage study are the following:

- HO85 St Thomas' Anglican church hall, Moonee Ponds, built in 1920 as the Soldiers' Memorial Hall (or Clubroom) in memory of the parishioners who were killed in World War I. It is a T-shaped red brick gabled building that backs on to Pascoe Vale Road. Ecclesiastical touches include engaged buttresses and crosses in the gables, though the windows and rest of the detailing is standard for the period.

- South Essendon Methodist Sunday School Hall (recommended for the HO), designed by local architect Victor G Cook and built in 1923. A muscular Arts & Crafts brick building with only hints of a Gothic influence. The strong gable to the facade with a broken pediment framing a semi-circular window are the main design features. The gable apex has a discrete pattern of diamond-shaped tiles. The doorway has been relocated and enlarged on the facade and a canopy added.

In comparison, St Paul's Memorial Parish Hall is a later and more elaborate and publically displayed example of the impulse to memorialise Victoria's fallen, as seen in the St Thomas' Soldiers' Memorial Hall. St Paul's Memorial Hall shares an Arts & Crafts influence with the South Essendon Methodist Hall, expressed in the simplified forms and use of detailing such as inset tiles in the gables. The hall at St Paul's, however, has a more complex massing, typical of churches of the period, with a three-bay entrance porch before the gabled 'nave'. This form can be compared to churches of the period such as HO87 St John's Presbyterian (Uniting) Church, of 1927, Moonee Ponds and churches recommended for the Heritage Overlay by this study: Essendon Church of Christ (1925) and the Ascot Vale Methodist Church (1926).

There is one known war memorial church of this period: Christ Church, Essendon, designed by local architect Daniel R Dossetor (HO203) of 1921, with distinctive crenelated towers (*Essendon Gazette*, 29 April 1920).

The church residences on the Moonee Valley Heritage Overlay all date from the Victorian era, apart from one Federation example (HO135 St Monica's Presbytery). Most of them take the form of a substantial residence of their time, but would not be recognised as having a church function (apart from their location). In some cases this is because an existing house was adapted for use, such as HO125 St Brendan's Presbytery, Flemington. In two cases the manse has a Gothic Revival influence, suggesting its church connection. These are HO198 Wesleyan Manse (former), Flemington, of c1875, which adopted the polychrome brickwork and (depressed) pointed window heads of the church it once stood next to. HO73 'Naperby' (former Essendon Presbyterian Manse) is a large two-storey house with simple Gothic Revival details to its gables.

In comparison with these examples, the former St Paul's Vicarage is the most explicit in declaring its connection to the hall and church. While the house itself is a medium-sized attic-storey bungalow typical of the 1920s, its gabled brick porch is clearly Tudor Gothic inspired and mirrored that of the church entrance porch (since removed).

### Statement of Significance

#### What is significant?

The former St Paul's Anglican Memorial Parish Hall, of 1926-27, and the former Vicarage of 1928, at 7-9 Roxburgh Street, Ascot Vale. Both buildings were designed by architectural practice Gawler & Drummond. The Hall is an Arts & Crafts Gothic design, which takes a form typical of interwar churches: a three-bay entrance porch before the

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gabled body. The Vicarage takes the form of a typical brick attic-storey bungalow, with the addition of an ecclesiastical front porch, which has a parapeted gable front, pointed-arch openings and piers suggestive of buttresses. It referenced the entrance porch of the nearby 1916 church (since removed).

The form, external materials and detailing all contribute to the significance of these buildings. Later alterations and additions are not significant.

The adjacent 1916 church, at 18 Rothwell Street, designed by architectural practice North & Williams, has been extensively altered in a recent residential conversion. While it provides a historic context to the Hall and Vicarage, it is no longer of local heritage significance.

### How is it significant?

The Hall and Vicarage are of local historical and architectural significance to the City of Moonee Valley.

### Why is it significant?

They are historically significant as a tangible reminder of St Paul's Anglican Church, founded in 1889, which closed after 2000. The current buildings at the site illustrate the interwar building boom in this period in Moonee Valley generally, and the Rothwell Hill area particularly where a number of large estates were subdivided in the 1910s and '20s. (Criterion A)

The Hall is architecturally significant as a skilful Arts & Crafts Gothic design by prominent interwar-era architects Gawler & Drummond. Its design is far more complex than most church halls, making it more comparable to typical churches of the era. Details of note include angled piers around the entry, quatrefoil and lancet-pattern metal windows, inset tile detail to the gables, and contrast between red and clinker bricks. (Criterion E)

The Vicarage is architecturally significant for its clear expression of its original use through its gabled and buttressed brick porch which referenced the entrance porch of the nearby 1916 church. (Criterion E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

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Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.  
Extent of the HO to include the whole of the property as defined by the title boundaries.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.



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|                      |   |                           |       |
|----------------------|---|---------------------------|-------|
| <b>Name</b>          | ST MARY OF THE IMMACULATE CONCEPTION CHURCH, PRESBYTERY and SCHOOL      |                           |       |
| <b>Address</b>       | 123 ST LEONARD'S ROAD, ASCOT VALE 80<br>ROSEBERRY STREET, ASCOT VALE    | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Church, Presbytery/Rectory/<br>Vicarage/Manse, Grotto, School - Private |                           |       |
| <b>Citation Date</b> | 2015  |                           |       |
| <b>Assessment by</b> | Context Pty Ltd   |                           |       |



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| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes                             |                            |  |
| <b>Designer / Architect</b>            | O'Connor, P J, Conolly, WP, Kempson & Conolly | <b>Architectural Style</b> | Interwar Period (c.1919-c.1940), Federation/Edwardian Period (1902-c.1918), Interwar Period (c.1919-c.1940) Romanesque, Federation/Edwardian Period (1902-c.1918) Bungalow |

## History and Historical Context

### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight - Building community life: 8.1 Maintaining spiritual life; Churches as a marker of social status or ethnic origin & Establishing institutions based on religious denominations and spiritual connections*

*Successive groups of migrants settling in Moonee Valley have brought with them their religious beliefs, establishing churches as the focal point of their communities. In the early days of settlement, church congregations often gathered in very rudimentary buildings before raising money to build substantial places of worship. As congregations grew, they established schools, sporting clubs and facilities to cater for the spiritual, educational and social needs of their constituents.*

*The Catholic community organised themselves a bit later in Moonee Valley. Originally the congregation was administered from St Augustine's in Kellor (on the route to the goldfields) where land was reserved for the purpose in 1853. The first Catholic church at Essendon - an iron-prefabricated building - was erected on land granted in 1855 on the Five Mile Creek (corner of Glass Street and Pascoe Vale Road). In 1883 the Catholic diocese established St Monica's*

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*Church and School in Essendon and in 1891 St Brendan's in Flemington. The Catholic population of Essendon grew from 15 percent in 1891 to around 42 percent in 1971 (cited directly from MVTEH 2012:148-149).*

### Temperance Township

Land in Moonee Valley has been privately subdivided for sale as housing estates from the 1880s to the 1980s. ... The 1880s period in Melbourne's history has been labelled the 'land boom' because of the wild speculation in real estate and inflation of property values at this time. Several estates were marketed in Essendon, Moonee Ponds and Ascot Vale and even as far west as West Essendon during the 1880s. Several of the estates offered villa and mansion sites. A rare example that offered cottage sites, as well as those for villas and businesses (shop) sites was Temperance Township, which was first marketed in 1882. Bounded by Maribymong, Epsom and Union Roads, the estate was subdivided by temperance advocates who forbade the sale or fermentation of liquor on any premises within the estate. Marketed to 'investors, merchants artisans and others', it promised to be the 'Pioneer Temperance Township of Victoria'. By 1886, there were at least 200 houses in the estate (cited directly from MVTEH 2012:39-40).

The City of Essendon grew rapidly in the second half of the first decade of the twentieth century, following the inauguration of the electric tramlines in 1906. Between 1905 and 1909 over 1,000 houses were built in the municipality. Another development boom followed World War I and between 1910 and 1925 the population of Essendon almost doubled, increasing from 21,190 to 39,500 (MVTEH, 2012:113; VMD).

### St Mary of the Immaculate Conception

In 1895 the Gothic Revival timber St Mary of the Immaculate Conception Catholic Church was built on St Leonards Road, to a design by distinguished architectural practice Reed, Smart & Tappin. At the time, it was in the Moonee Ponds Parish, established that same year. In 1912 Ascot Vale became a parish of its own and Father A May was appointed the first Parish Priest, ushering in a period of great activity for St Mary's (PROV; Parish History).

That year the church engaged architect William Patrick Connolly of Kempson & Connolly to design a brick school on Roseberry Street, enlarge and refurbish the timber church, and remodel an existing villa the church had purchased next to the church. All three were opened in early 1913 with great fanfare by the Archbishop of Melbourne who exclaimed that "In all his experience he has never been asked to open on one and the same day a church, a presbytery, and a school in a single parish" (PROV; *Advocate*, 1 March 1913:30-31 - the church and school are illustrated in this article).

In July 1916, Melbourne's Archbishop laid the foundation stone for a purpose-built brick presbytery, to replace the converted villa. Again, the architect was Mr Connolly of Kempson & Connolly, and the builder was a Mr O'Donnell (*Tribune*, 20 July 1916:6). The following year the burgeoning parish purchased the former Temperance Hall at the corner of St Leonards Road and Holdsworth Street, and converted it for use as the parish hall (since demolished) (*Essendon Gazette*, 15 Feb. 1917).

By 1924, the school had well exceeded its planned capacity of 250 students, and a brick extension comprising three more classrooms was constructed, in keeping with the original school building (PROV). Another extension was made to the school in 1978, and an extension and renovations in 1994 and a refurbishment in 2014.

In 1919, St Mary's first Parish Priest, Father A May, was replaced by Father H Bakker, who was to lead the Ascot Vale parish until his death in 1950 (Parish History). It was Fr Bakker's driving force and devotion to beauty that led to the largest building campaign St Mary's had seen, stretched across the Depression years of the 1930s. It resulted in the construction of a massive brick Romanesque Revival church, designed by architect PJ O'Connor, as well as 'tastefully set out' church grounds complete with grottoes, statues and shrines. Reportedly, 'Fr. Bakker had searched the whole of Europe to get ideas for the structure. He gave his ideas to the architect, and between them they planned the beautiful church which was the realisation of Fr. Bakker's dreams.' Fr Bakker had undertaken two study tours of Europe's cathedrals, in 1925 and 1932 (PROV; *Advocate*, 5 July 1934:18 & 19 May 1938:12; *Essendon Gazette*, 19 May 1938).

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The first stage was constructed in 1934 by contractors WC Borne & Sons. It comprised the section of the church set farthest from St Leonards Street: the curved apse, transept and the two rear bays of the nave, joined to the much smaller nave of the timber church. It also featured a grand baldachin of marble and bronze over the High Altar. The foundation stone was laid on 1 July 1934, and this phase of the new church was blessed and officially opened on 23 December 1934, both times by Archbishop of Melbourne Mannix (*Advocate*, 5 July 1934:18 & 19 May 1938:12).

Fr Bakker then paused, to allow the debt on the parish to be paid down, and then launched into the second phase of construction: the rest of the nave, facade and towers. This was part of a comprehensive design prepared by PJ O'Connor, and was carried out by builder W Donald of Ascot Vale. Archbishop Mannix blessed and opened the completed church on 15 May 1938.

The Catholic Church was subject to criticism that it 'spent too much on churches and other buildings' and this was certainly a grand edifice for 'the industrial parish of Ascot Vale [where] people had no great wealth' (*Advocate*, 19 May 1938:12). Archbishop Mannix responded that Catholics had consciously dug deep and increased spending on building and other works 'to carry out an active building policy in a period of depression' in order to 'meet the needs of the people and for the benefit of the whole community'. The money would go to carpenters, bricklayers, other craftsmen and building material suppliers. In 1934 some £50,000 was spent by Catholics in the City of Essendon alone, on the first stage of St Mary's as well as the new churches of St Monica's and St Teresa's. Archbishop Mannix went on to criticise the State Government for limiting its depression-era spending to the dole, but not borrowing more for capital works that would not only support workers but leave a lasting legacy (*Advocate*, 5 July 1934:18).

### *Kempson and Connolly, architects*

CG Kempson and WP Connolly, both of whom had been senior draftsmen with the prominent church architects Gilbert, Tappin & Denehy, formed a partnership in 1890 and had an office in Oxford Chambers, Bourke Street, Melbourne. The firm executed many designs for the Catholic Church, including presbyteries in Seymour, Camberwell, Daylesford and Shepparton (all in 1890), a convent in Heidelberg (1891), St Brendan's Senior School, Flemington (1914), St Mary's Boys' School (1910) and St Mary's Girls' School, both North Melbourne (1914); other works included a villa in Acland Street, St Kilda, and three two-storey shops in Richmond (1910). Kempson & Connolly also formed a partnership with Charles Oldham in about 1890-4, and their works included a convent in Daylesford (1891), a school for the Christian Brothers in Collingwood (1892), additions to St Mary's in Kyneton (1892) and additions to the Yea Shire Hall (1894). Connolly later practised alone, and was responsible for many Catholic Church commissions, including completion of the Sacred Heart Church, St Kilda (1922) and St John's Catholic Church, East Melbourne (1930) (cited from St Mary Star of the Sea citation, VHR H2182).

### *PJ O'Connor, architect*

John O'Connor, the son of PJ O'Connor, provided the following background to his father's career:

*Patrick Joseph O'Connor was born at Melbourne on 23 February 1901, one of thirteen children of John O'Connor, stationmaster, and his wife Margaret (nee Whelan). He was educated at a Catholic school in Carnegie and at an early age entered the Victorian Railways Architects Office as an articled pupil. He studied architecture at night classes conducted at the Working Men's College and after gaining experience in the Railways Department, he set up in practice as an architect in Collins Street in 1926. He took James Thomas Brophy into partnership in 1946, after which the practice was known as O'Connor & Brophy.*

*P. J. O'Connor specialised in ecclesiastical and liquor industry work, and designed many Catholic churches, convents, presbyteries and schools in Victoria between 1926 and his death in 1959. His most accomplished works include the St John of God Hospital in Ballarat and St Roch's Church in Glen Iris. (St Patrick's Presbytery, Camperdown, citation accessed 21/03/11)*



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O'Connor also designed the churches (Catholic unless otherwise indicated) of St Agatha, Cranbourne (1929); St Roch, Glen Iris (1938); St Joan of Arc, Brighton (1938); St Joseph, Korumburra (1939); Our Lady of the Immaculate Conception, Sunshine (1940); Sacred Heart, Newport (1942); Flinders Naval Depot chapel (1948); Uniting (Methodist), Albion (1951); and St Margaret Mary's, Spotswood (1953) (Coleman, 1996:64). He also designed Catholic convents in Warracknabeal (1930), Warragul (1939) and Birchip (1940), as well as St Mary's School in Donald (1929). In addition, O'Connor designed the Great Britain Hotel in Flinders Street. His residential work included Catholic presbyteries and private homes. They include St Patrick's Presbytery, Camperdown of 1927-28; his own house at 452 Warrigal Road, Ashburton of 1930-32; St Mary's Presbytery, Manning Road, Malvern East of 1931; and Bradoc House, 32-38 George Street, East Melbourne of 1933. His offices were located at 317 Collins Street (*Argus*, 9 April, 1938).

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St Patrick's Presbytery, Camperdown, citation.

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Victorian Municipal Directory (VMD).

### Description

#### Physical Description

The St Mary's Immaculate Conception Church complex comprises over half of the block bounded by St Leonards Road, Holdsworth, Ferguson and Roseberry streets. The 1934-1938 Church stands mid-block on the south side of St Leonards Road, between the basketball courts to the west and the 1916 Presbytery. Directly behind the Church stand the school buildings along Roseberry Street. Other post-war and 21st century buildings associated with the school are located in the eastern part of the site. The Church was completed in two stages; the southern end of the church was constructed first and comprised the curved sanctuary, transept and the two rear bays of the nave. The nave, facade and towers were completed during the second phase of construction with a minimal setback to St Leonards Road behind a low c1930s brick fence whose effect is a dramatic contrast in scale which lends the Church a monumental presence.

The Church is a striking red brick building in the Romanesque Revival style. The high nave and transepts are flanked on each side by different height volumes forming the aisles and front and rear porches. The prominent facade is dominated by two octagonal stepped towers with a series of rectangular and round arch openings and faience detailing and brick houndstooth patterning. The towers are flanked by the original baptistry and a chapel with two small round arch windows to the north and three round arch windows to the side elevations, with parapeted gable roofs. A double height archivolt contains a large traceried rose window above a projecting faience entrance portico supported by pairs of simplified Corinthian columns. A statue of Mary sits above the portico and the two separated front doors which have a traditional coffered form covered in bronze. The transepts have prominent parapeted gables with rose windows below a small round arch opening, above the parapeted porch, that have a row of three round arch openings. The parapets are accentuated by an arcaded corbel table and terracotta pantiles as parapet capping. The large apse is semi-circular in plan. The roof is

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covered in fine terracotta shingles. The nave is divided into five bays by shallow pilasters, the rear four containing a pair of round arch windows with brick hood moulds and the fifth bay containing a single round arch window.

The front fence is of the same red brick with bullnose capping to the top of the balustrade and a 'gable' capping to the piers. The interwar landscaping survives with the original design retained, complete with statues and shrines, and a grotto located between the Church and the Presbytery.

The 1916 Presbytery is located to the east of the church and is largely obscured from St Leonards Road by a recent high red brick fence with the same pier detailing as the church fence. The residence is Federation style Bungalow constructed in red brick with a hip slate roof with terracotta ridgecapping and finials. Chimneys have a red brick shaft and band of roughcast render at the top. They retain pairs of terracotta chimney pots. The front facade was originally asymmetrical with the western projected gabled room a modern addition (c1980s). The original gabled wing has buttressed corners (suggesting its ecclesiastical connection) and retains a pair of double-hung windows below a shallow skillion roofed return verandah supported at the building facade by battered brick pilasters with diagonal timber bracing. The gable apex is painted roughcast render below a lined gable eave. The modern addition is identified by simplified equivalent detailing, clean brickwork, and a pair of double hung leadlight windows. The front door is set far back, between the two projecting gables and beneath the roofline, and retains fine leadlights in its sidelights and highlight glazing.

The 1913 brick School building's long elevation stretches along Roseberry Street. The 1924 extension is not legible, as it used identical materials and details, and was probably extended lengthwise to construct the additional three classrooms. The gable ends are finished with Federation-era half timbering with a circular louvered vent to the gable apex above three rectangular window openings, although the western end is largely obscured by a contemporary entranceway. Regular fenestration to the Roseberry Street facade is divided into four bays by engaged 'buttresses' with painted cement render dressings to their battered top (and sides). The western bay has been remodelled in c2010 with the brick 'piers' between windows extended above a new gable front constructed in vertical black brick. Further extensions were made, perpendicular to the rear of the school building, in 1978 and 1994 which are not visible from the street. There is a brick two-storey building (c1950s) constructed to the west with a contemporary c2010 addition to its west elevation.

### Comparative Analysis

After the boom of the 1880s and early 1890s, the second great wave of church construction took place in the former City of Essendon in the interwar period (c1915-c1940). During this time many small or timber 19th-century churches were replaced with larger brick structures, either on the same site or nearby. Often, the early church was retained as the church hall, as seen at St John's Presbyterian (Uniting), Essendon, and Christ Church, North Essendon, but in most cases the early church/halls have since been demolished. In a few cases, particularly for the later established Church of Christ, the interwar building was the first for the congregation. Construction of Protestant churches slowed to a halt during the depression of the early 1930s, with a small revival in the late 1930s. The Catholic Church had the opposite strategy. Instead of conserving funds during hard times, they accelerated their building program with ambitious new buildings as well as bringing forward cyclical maintenance works. While this provided Moonee Valley with some of its most impressive edifices, including the churches of St Monica, St Therese and St Mary of the Immaculate Conception, it was also intended to act as an informal 'public works' program that would provide work for local tradespeople and business for materials suppliers during hard times.

Catholics were considered the purest exponents of the Gothic Revival in Australia during the mid-Victorian period. In the 1880s they made an extraordinary volte face toward 'red brick essays in Renaissance and Baroque'. Architect AA Fritsch developed this tradition toward the Byzantine and Romanesque Revival in the early 20th century. This led to a simplified Romanesque Revival form, sometime known as Neo-Romanesque, in the interwar period (Lewis, 1991:24).

In Moonee Valley as well, the Gothic Revival and variations of it (particularly Arts & Crafts) was the dominant style

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for churches of all denominations built from the 19th century up to World War II. The exceptions are a handful of Catholic churches which adopted variants of the Romanesque Revival. The earliest of these is HO125 St Brendan's, Flemington, of 1923 by distinguished church architect AA Fritsch. Here the Romanesque is expressed in the use of round arches with banded voussoirs. The other two are St Mary of the Immaculate Conception and St Therese's, both designed in 1934 and recommended for the Heritage Overlay by this study. While both are monumental in size with soaring towers and use signature historicist elements of the style - particularly the round arch and corbel table - St Therese's is more stripped back and modern in its architectural expression. In comparison, St Mary's is more academic, incorporating details in brick and faience that would have been faithful to the Romanesque churches Fr Bakker saw on his European study tours. His influence in the design is clear, as PJ O'Connor's churches are usually in the Gothic Revival style, with two exceptions in Spanish Mission. The use of the Romanesque, and in such a purist form, must be due to Fr Bakker's involvement.

The St Mary's complex, with its earlier School and Presbytery, can be compared with similar church complexes in Moonee Valley. The St Brendan's complex (HO125) includes a Victorian presbytery (formerly a private home) and a 1914 school, also designed by Kempson & Connolly. The St Brendan's School is a more ornate and intact building than the St Mary's example. Another comparable complex is that of St Monica's, Moonee Ponds (VHR H1217). The sandstone church also dates to 1934 and is of the same monumental scale as St Mary's and St Therese, though in a stripped Spanish Gothic style. It retains a 1918 Boys' School (HO136) and 1901 presbytery (HO135) designed by Reed, Smart & Tappin which has unusual Chinese-inspired fretwork.

### Statement of Significance

#### What is significant?

St Mary of the Immaculate Conception Church and its landscaping including the grotto, Presbytery and School at 123-125 St Leonards Road and 80 Roseberry Street, Ascot Vale, are significant. The monumental brick Church was built in two stages, in 1934 and 1938, to a Romanesque design by architect Patrick J O'Connor. Landscape elements around it, such as the grotto on its east side, were planned by Parish Priest Father Bakker to complement the new Church. The low brick fence along the north boundary also dates from the 1930s. The Presbytery was built in 1916 to a Federation Bungalow design by architect Patrick Connolly of Kempson and Connolly. Connolly was also the designer of the oldest building on the site: the 1913 School (and extended in kind in 1924) on Roseberry Street.

Later additions and alterations to the Church, Presbytery and School building are not significant. The later (post-war) school buildings on the site are not significant either.

#### How is it significant?

The St Mary's complex is of local historical, architectural/aesthetic, social and associative significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant as a tangible illustration of the beginnings of the Ascot Vale Catholic Parish, founded in 1912, as evidenced by the survival of one of the original buildings: the School of 1913. It is also significant as an ambitious example of the Catholic Church's conscious decision to accelerate building programs during the 1930s depression as a form of social support by providing employment and business for many local tradesmen and suppliers. (Criterion A)

The Church is architecturally significant as a monumental and highly intact example of the Romanesque Revival applied in a relatively academic manner. It is distinguished by its high-quality materials and details, including the red brick walls with arched corbel tables and a decorative houndstooth pattern in the double-height archivolt above the entrance and in inset panels, and sandstone-coloured faience used for the entrance portico and tower screens. (Criteria D & E)

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The grotto on the east side of the Church is aesthetically significant as a survivor of the beautification works put in place by Fr Bakker to provide an appropriate setting to the grand church. (Criterion E)

It has associative significance for the long association with architect William Patrick Connolly of practice Kempson & Connolly, who was the preferred parish designer under Father A May (1912-19). Connolly's designs during this time included an enlargement and remodelling of the 1895 timber church an existing house for the presbytery (both since replaced), the 1913 school on Roseberry Street, and the current 1916 Presbytery. Connolly, both in practice with CG Kempson and in private practice, was a prolific designer for the Catholic Church from the 1890s to the 1920s.

It also has associative significance as the life's work of Father H Bakker whose was the driving force behind the monumental Romanesque Revival church of 1934 & 1938 and associated beautification of the grounds, including grottos, statues and shrines. Fr Bakker made two study trips to Europe to get ideas for the new church, and then worked closely with his chosen architect, Patrick J O'Connor (another prolific designer for the Catholic Church), to bring his vision to fruition. (Criterion H)

It is socially significant as the centre of Catholic worship in Ascot Vale since 1895. (Criterion G)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |  |
|----------------------------------|--|
| External Paint Controls          | -  |
| Internal Alteration Controls     | -  |
| Tree Controls                    | -  |
| Fences & Outbuildings            | Yes Front brick fence on St Leonards Rd & Grotto |
| Prohibited Uses May Be Permitted | -  |
| Incorporated Plan                | -  |
| Aboriginal Heritage Place        | -  |

### Other Recommendations

Add to the heritage overlay as an individual place with Fence Controls in the HO schedule, as shown in the above table. Extent of the HO to include the church, fence and presbytery on St Leonards Road and the early school building on Roseberry Street and surrounding land to a minimum extent of 5 metres.



## HERITAGE CITATION REPORT

|                      |                             |                                 |
|----------------------|-----------------------------|---------------------------------|
| <b>Name</b>          | SHOP                        |                                 |
| <b>Address</b>       | 13 THE CRESCENT, ASCOT VALE | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Shop                        |                                 |
| <b>Citation Date</b> | 2015                        |                                 |
| <b>Assessment by</b> | Context Pty Ltd             |                                 |



## HERITAGE CITATION REPORT



**Recommended  
Heritage Protection**

**VHR - HI - PS Yes**

**Architectural Style**

Interwar Period (c.1919-c.1940),  
Interwar Period (c.1919-c.1940)  
Free Classical

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Five - Building Victoria's industries and workforce: 5.3 Marketing and retailing; Serving local needs*

#### Commercial development of The Crescent, Ascot Vale

The land between The Crescent, Bloomfield Road and McCully Street was known as The Rothwell Estate and subdivided into 20 shop and residential allotments in 1924 and auctioned off in November of that year (*Essendon Gazette*, 15 Nov. 1924). The northern section of The Crescent had already been subdivided in 1881 as the Hoffman's Paddock subdivision, taking advantage of its location next to the Ascot Vale Railway Station, which had opened in 1860 (SLV). By 1926 there were 22 businesses in this part of The Crescent between Bloomfield and St Leonards roads (S&McD 1926).

#### 13 The Crescent

The shop and dwelling at the north-west corner of The Crescent and Bloomfield Road was built in 1925 (Building Permit records). It was built by James & Son Builders for G. Trigg who operated it as a greengrocer and confectioners shop from 1926 (S&McD, 1926).

During the mid-1920s, James & Son Builders advertised for sale a number of large 'modern homes' with all the conveniences they had constructed in Essendon. At the time they were based at 69 Glass Street, Essendon (*Age*, 16 March

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1926:4; *Argus*, 26 March 1927:29; 4 Aug. 1928:15).

George Trigg, greengrocer, was still listed at 13 The Crescent in 1942 (S&McD, 1942).

### Sources

*The Age*, as cited.

*The Argus*, as cited.

Building Permit Records of the former City of Essendon, held by the Essendon Historical Society.

*Essendon Gazette*, as cited in R Chalmers, *Annals of Essendon*, Vols. 1-4, 1998 & 2005.

State Library of Victoria (SLV), 'Sale of the celebrated Hoffman Paddock', 1881, Vale Collection.

Sands & McDougall's street directories (S&McD), as cited.

### Description

#### Physical Description

The building at 13 The Crescent is a double-storey red brick shop and residence on a narrow corner site at the junction of The Crescent and Bloomfield Road. The shop is distinctive for its sharp corner massing and its Free Classical style undulating parapets framed by piers. The building takes up the entire western half of the site, with a narrow elevation to the Crescent, a splayed corner bay above the entrance, and a long elevation to Bloomfield Road. A cantilevered verandah wraps around the building to the extent of the shopfront.

At first floor level, the original inset porch facing The Crescent, has been infilled with window glazing between the red brick piers, above a clinker brick balustrade with rectangular indentations. The splayed corner above the entrance contains a single one-over-one double-hung window. The corner and The Crescent elevation are rendered at first floor level, and have been overpainted. The southern elevation is finished in face brick and contains two one-over-one double-hung windows at the first floor level, and four windows at ground level. The north elevation, made visible by the setback of the adjacent building, retains traces of an early painted sign reading 'Nestle Milk & Nut-Milk Chocolate'.

The original shopfront window glazing includes upper sections of leaded glass, metal framed shop windows, and brown tiles with chequered stripes to the stallboard and piers. The entrance retains a leaded glass highlight, though the door itself has been replaced.

### Comparative Analysis

The interwar period was one of great stylistic eclecticism for both domestic and commercial architecture. In the commercial realm, common styles ranged from the Free Classicism so popular in the Edwardian period and characterised by curvilinear parapets framed by piers; the more geometric and simplified Stripped Classicism, one variant of which is the Neo-Grec; the more decorative but geometric Jazz Moderne and horizontal Streamlined Moderne; and the 'exotic' Spanish Mission, drawing inspiration from Baroque Spain and its colonies.

While the interwar period is well represented in the commercial building stock of Moonee Valley, it is not reflected as well in the Heritage Overlay. In Ascot Vale, the only interwar commercial buildings in the Heritage Overlay are a small group of Contributory buildings in the Union Road Precinct (HO15). The situation is similar in the two other main shopping centres of Moonee Valley - Racecourse Road and Puckle Street - there are a few interwar shops that are Contributory to these mainly 19th-century precincts. One exception is 72-80 Puckle Street - a large shop of 1920 half of which was remodelled in the Moderne style in 1935 (HO274).

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Apart from that, other Individually Significant interwar commercial buildings (shops and hotels) in Moonee Valley are the following:

- 1033-1041 Mt Alexander Road, Essendon (HO202), a row of four two-storey brick shops with simple geometric parapets and box windows to the first floor. One retains its original shopfront.
- The Junction Buildings, 942-950 Mt Alexander Road & 3-17 Napier Street, Essendon (HO314), a two-storey Stripped Classical building containing a number of shops on a triangular site. The two-storey section at the corner has lost its shopfronts, but a number survive on Napier Street below single-storey parapets with simple geometric designs created in roughcast and smooth cement render.
- The Prince of Wales Hotel, Ascot Vale (HO364), the 1854 hotel on this site was rebuilt in 1924 in the Free Classical style. It is a two-storey building of face brick with cement-render dressings and is distinguished by the tower-like breakfronts at either end, which sport simplified rustication, and a broad archivolt to the central window with an exaggerated keystone reaching up to the top of the parapet. The ground floor has been altered.
- The former Essendon Hotel (HO204), a Streamlined Moderne clinker-brick building of 1936, designed by Robert McIntyre & Associates. Only the front facade survives as part of an apartment conversion.
- The Brickmakers' Arms Hotel (HO353), Essendon, a Stripped Classical building of 1927 of which only the facade survives.
- In the Holmes Road and Norwood Crescent Precinct (HO307), which focuses on interwar commercial development, Significant places include two two-storey Stripped Classical shops with interesting combinations of materials and window forms at 18 and 19 Homes Road, one of which retains its original shopfront (No. 19), and along Norwood Crescent are two rows that retain their original shopfronts: gabled Edwardian shops at Nos. 1-5, and very simple Stripped Classical shops of 1919 at Nos. 7-11. The weight given to the retention of original shopfronts in the grading within this precinct reflects the frequency with which original shopfronts have been replaced. While not as rare as the timber Victorian-era shopfronts, they are still relatively rare survivors within Moonee Valley. Interwar shopfronts are also valued for their general high level of detail with typical features such as leadlight windows as highlights, profiled window framing covered with copper-based metal alloys, tiles with matching ceramic vents to stallboards and piers, recessed entries ('ingos') with tiled floors and timber-framed glazed doors.

The shop at 13 The Crescent is Free Classical in style, of a type that originated during the Edwardian period but was popular until the mid-1920s. It is comparable to the shop at 23 Holmes Road (Contributory to HO307), with a similar palette of materials, an undulating parapet, and intact shopfront (apart from the door) with brown glazed tiles. The Crescent shop stands out, however, by the elegant line of its parapet and its striking corner site.

The shop can also be compared to other corner shops in Moonee Valley. Prior to widespread car ownership and home refrigeration, neighbourhood corner stores were an important amenity in residential areas, where day-to-day needs could be purchased. A corner store was often an early development in a newly subdivided area, providing an important marker of its origins. In low-density suburbs the shop was usually paired with an adjoining or attached dwelling that housed the shopkeeper and family. On denser commercial strips, the predominant type was a two-storey building with a residence upstairs. Both types were common until the post-war era when growing automobile ownership allowed shop owners to commute from home to work. While corner stores remained popular through the 1950s and '60s, often called 'milk bars' during those decades, most have since become redundant and are converted to new uses such as offices or residences.

There is one such neighbourhood corner shop individually listed in the Moonee Valley Heritage Overlay: the Grandview Store, 79 Holmes Road, Moonee Ponds, of 1888 (HO191). It is a two-storey building (residence above), with a splayed corner and arcaded timber shop windows (boarded over and believed to be altered).

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### Statement of Significance

#### What is significant?

The corner shop at 13 The Crescent, Ascot Vale, is significant. The shop was built by Essendon-based builders James & Son in 1926 for Mr G Trigg, who ran a greengrocer and confectioners here for several decades.

The two-storey shop, with residence above, is in the Free Classical style with tall undulating parapets between piers. The shop stands on a narrow corner site, giving it a distinctive massing and visual prominence. The piers and parapets are of smooth render, with red and clinker brick between them. At ground floor level, the shop retains its return cantilevered verandah, and original shopfront detailing apart from the door.

Later alterations and additions are not significant.

#### How is it significant?

The shop is of local historical and aesthetic significance to the City of Moonee Valley.

#### Why is it significant?

The shop is historically significant as tangible evidence of the interwar subdivisions that took place in the Rothwell Hill area, relatively late for Ascot Vale. The land between The Crescent, Bloomfield Road and McCully Street was known as The Rothwell Estate and subdivided into 20 shop and residential allotments and auctioned in November 1924. The shop was built the following year. It also demonstrates a bygone aspect of pre-WWII life: Prior to widespread car ownership and home refrigeration, neighbourhood corner stores were an important amenity in residential areas, where day-to-day needs could be purchased. The painted signage advertising Nestle's chocolate is a tangible reminder of the building's former use. (Criterion A)

The shop is aesthetically significant for its picturesque roofline of undulating parapets on a highly visible corner location make it a local landmark, and for the retention of its original shopfronts with details including leadlight highlight windows, metal-framed shop windows, and brown glazed tiles with chequered bands to the stallboards. (Criterion E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

#### External Paint Controls

-

#### Internal Alteration Controls

-

#### Tree Controls

-

#### Fences & Outbuildings

-

#### Prohibited Uses May Be Permitted

-

#### Incorporated Plan

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#### Aboriginal Heritage Place

-

### Other Recommendations

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Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.  
Extent of the HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |   |                                 |
|----------------------|---|---------------------------------|
| <b>Name</b>          | DOCTORS SURGERY, DENTISTS SURGERY and RESIDENCE |                                 |
| <b>Address</b>       | 57-59 THE CRESCENT, ASCOT VALE                  | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Doctor's Surgery, Dentist Surgery, Residence    |                                 |
| <b>Citation Date</b> | 2015  |                                 |
| <b>Assessment by</b> | Context Pty Ltd                                 |                                 |



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## HERITAGE CITATION REPORT

**Recommended** VHR - HI - PS Yes  
**Heritage Protection**

**Architectural Style** Federation/Edwardian Period (1902-c.1918), Federation/Edwardian Period (1902-c.1918) Bungalow, Interwar Period (c.1919-c.1940) Free Classical, Victorian Period (1851-1901)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Six - Building towns, cities and the Garden State: 6.3 Shaping the suburbs*

#### Development of Essendon

Aldous (1979:69) notes that the municipality of Essendon was a 'product of the land boom':

*During the 1880s the big estates were subdivided and virtually the entire district fell under the auctioneers hammer.*

In 1881 there were 488 houses in the Essendon district, most of them situated in the streets and roads adjacent to Mt Alexander Road and the railway line, and the population was 3,100. By 1889 when Essendon was proclaimed a Town the population had climbed to almost 10,000. Over the next 3 years, during the height of the land boom in Melbourne, Essendon's population grew by 50% peaking at 15,245 in 1892 (Aldous, 1979:29, 32, 64).

With the collapse of the land boom the population declined to 13,000 and remained at that level until 1900. As development recovered in the early twentieth century the population grew to 20,000 by 1909 and Essendon was proclaimed a City in April of that year (Aldous, 1979:32). Another development boom followed World War I and between 1910 and 1925 the population of Essendon almost doubled, increasing from 21,190 to 39,500 (MVTEH, 2012:113; VMD).

#### Place history

The residence at number 59 The Crescent was originally built c1889 and called "Woongarra" (Essendon Historical Society). Francis Dakin of "Corimma", Railway Crescent, purchased the property in December 1890, and resided there during the 1890s. He died in 1903. In the first years of the 20th century, the occupants changed frequently, with at least five different residents listed between 1900 and 1914 (LV V2673 F428; S&McD).

The 1889 dwelling is shown on the 1904 MMBW plan which depicts a house with a front return verandah set well back from the street with gravelled paths through the front yard (MMBW 831, 1904). The vacant lot on the south side of Nos. 57-59 (now a park) appears to have been associated with "Craigielea" house facing Rothwell Street.

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*Punch* records that Dr Sydney J Newing transferred from his post at St Vincent's Hospital, Sydney to "return" to Melbourne in 1912, moving to the City of Essendon (*Punch*, 11 July, 1912; *Essendon Gazette*, 11 February 1937). He purchased 59 The Crescent in June 1914, and married Irene McCormack of Tallarook on 29 September 1915 (LV V2673 F428; *Seymour Express*, 1 October 1915). In October Newing announced that he was 'resuming' medical practice at The Crescent (*Essendon Gazette*, 28 October, 1915:3).

Newing renovated the house-surgery in c.1918 and added 2 rooms to the front of the house, concealing its Victorian origins. The builder was Thomas O'Donnell of Ascot Vale (Building Permit records).

The small building at 57 The Crescent was built in 1922 for Dr S. J. Newing as a dentist's surgery, also by Thomas O'Donnell (Building Permit records). The narrow four roomed surgery was occupied by Irene's brother, dental surgeon Ambrose J. McCormack from 1923 until after 1956 (V Arthur 2015; S&McD, 1923; *Argus*, 7 July 1956:29). His son Peter, also a dentist, now practices in Glenroy.

While in residency at The Crescent, Dr Newing was elected honorary secretary of the Newman Society of Victoria (a society formed of Catholic University Students in 1910), served on the Board of Directors of the Ascot Vale Theatre and was president of the Northern Gold Club (*Essendon Gazette*, 28 May, 1914 & 8 February, 1937). He left The Crescent in late 1936, to travel in Europe, before resuming his medical practice at rooms on Collins Street, just off Spring Street (*Argus*, 8 June, 1938:12), but remained active in the area, serving on the Essendon City Council from 1939 until joining the Medical Corp from 1942-1945. Dr Newing died in 1950 in Essendon (*Essendon Gazette*, 2 July 1950).

Dr Edward (Ted) J. Grieve replaced Dr Newing as the surgery's doctor in 1936, purchasing No. 59 in 1940, and practiced there until 1980 (Plaque on gate; LV V2673 F428). His daughter, Helen, became a doctor and married Dr Peter McCleave. The couple took over Dr Grieve's practice after his death in 1980, and 57-59 The Crescent transferred to them in 1982 (LV: V9471 F791). Helen died in 2003, after which Dr Peter McCleave closed the practice (B Blake).

### Sources

Aldous, Grant, *The stopover that stayed. A history of Essendon*, 1979.  
Arthur, Vin, 2015, personal communication (relation of the McCormack family).  
Blake, Barry, 2015, personal communication (NB: Blake has resided near The Crescent since his birth in 1937).  
Building Permit Records of the former City of Essendon, held by the Essendon Historical Society.  
*Essendon Gazette*, as cited in R Chalmers, *Annals of Essendon*, Vols. 1-4, 1998 & 2005.  
Land Victoria (LV), title certificates, as cited.  
Sands & McDougall's street directories (S&McD), as cited  
*Seymour Express*, 'Wedding Bells: Newing-McCormack', 1 October 1915.  
State Library of Victoria (SLV) 'Sale of the celebrated Hoffman Paddock', 1881, Vale Collection  
Victorian Municipal Directory (VMD)

## Description

### Physical Description

The doctor's surgery-residence at 59 The Crescent and dental surgery at 57 The Crescent are located mid-block on the west side of The Crescent, facing the Ascot Vale Railway Station, between St Leonards Road and McCully Street. The residence is a Federation Bungalow dwelling set back from The Crescent behind a brick fence (non-original) and landscaped front garden. To the south of the residence, the Free Style dental surgery is constructed to the front boundary, presenting an angled facade to meet The Crescent.

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The doctor's surgery incorporates a single-storey 1889 hip-roofed dwelling hidden behind an L-shaped two-room addition of c1918. This front wing has a gabled slate roof and a prominent projecting front gable, with a massing that looks forward to the California Bungalows that were so popular during the 1920s. The walls are constructed in red face brick with dark tuckpointing. The gable treatment comprises half-timbering of pressed-metal sheets (to look like roughcast) and timber battens jettied over timber corbels. The wide eaves of the gable rest on triangular timber brackets. Beneath the projecting gable is a front porch accessed via a cement-render round-arch opening. Its form is mirrored on the wall behind it by a circular window with a broad render dressing and pictorial leadlight. The front facade contains two bow windows with leadlight highlights and casement windows, below eaves with decorative rafter tails.

The 1922 dental surgery is constructed in red face brick with faded white tuckpointing and unpainted cement-render dressings. The single storey surgery has a tiled hip roof hidden behind the front parapet. The front parapet is raked-stepped, flanked by two piers that extend above the parapet with cement-render coping and decorative vertical lines below. The distinctive parapet form is repeated below in a cement-render stylised blind arch with T-shaped tie, above a continuous unpainted cement lintel to the entrance and window. On the left-hand side of the facade the original inner and outer entrance doors have been lost, though black and red tessellated floor tiles survive. The front door and large front window retain geometrical leadlight highlights, and the front window has arched joinery. The south elevation presents a uniform brick wall to the vacant lot, while the northern elevation, visible due to the setback of the doctor's residence contains two one-over-one double-hung windows with leaded glass to the upper section and painted cement-render lintels. The aluminium grilles to the entrance and front window are recent additions.

### Comparative Analysis

Like many doctor's surgeries around Victoria, 59 The Crescent is domestic in appearance, fitting in entirely with its residential context. In this it can be compared to another residence-cum-surgery built in the same year, 1918. This is Dr Henry Cahill's home and surgery at 125 Wellington Street, Flemington (HO125), which is a massive attic Bungalow with a Swiss Chalet influence, and a local landmark on its corner site. It served as a doctor's surgery from 1918 to the 1970s, and is of historical significance for this reason.

The dentist's surgery takes a form typical of interwar commercial buildings, built to the front and side boundaries, with a parapet concealing its roof.

While the interwar period is well represented in the commercial building stock of Moonee Valley, particularly in the northern part of the municipality, it is not reflected as well in the Heritage Overlay. In Ascot Vale, the only interwar commercial buildings in the Heritage Overlay are a small group of Contributory buildings in the Union Road Precinct (HO15). The situation is similar in the two other main shopping centres of Moonee Valley - Racecourse Road and Puckle Street - there are a few interwar shops that are Contributory to these mainly 19th-century precincts. One exception is 72-80 Puckle Street - a large shop of 1920 half of which was remodelled in the Moderne style in 1935 (HO274).

The Holmes Road and Norwood Crescent Precinct (HO307), focuses on interwar commercial development. Significant places include two two-storey Stripped Classical shops with interesting combinations of materials and window forms at 18 and 19 Homes Road, one of which retains its original shopfront (No. 19), and along Norwood Crescent are two rows that retain their original shopfronts: gabled Edwardian shops at Nos. 1-5, and very simple Stripped Classical shops of 1919 at Nos. 7-11.

As such, the most appropriate comparison in the Heritage Overlay is in Moonee Ponds. While in a different style, the dentist's surgery compares well with the Stripped Classical two-storey shop at 19 Holmes Road (Significant in HO307), which also retains a variety of unpainted materials (though the render has been overpainted), and its original shopfront.

Architecturally, the main point of interest of the dentist's surgery is the parapet, with a raked and stepped form mirrored

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| DOCTORS SURGERY, DENTISTS SURGERY and RESIDENCE | 25-Sep-2015           | 04:42 PM |
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by a cement-render panel below, and the flanking piers. The retention of its original commercial front window is also relatively unusual for interwar commercial buildings.

### Statement of Significance

#### What is significant?

The doctor's surgery (former) and residence at 59 The Crescent and the dentist's surgery (former) at 57 The Crescent, Ascot Vale, are significant. The doctor's surgery began as a house of c1889, which was given a new Federation Bungalow style front wing c1918 by owner Dr Sydney J Newing. Dr Newing then had the dentist's surgery built next door in 1922, which was occupied by his brother-in-law, dental surgeon Ambrose J McCormack. Dr Newing led the medical practice until 1936, after which it was taken over by Dr Grieve, 1936-1980, then his daughter, Dr Helen McCleave, with her husband, Dr. Peter McCleave, until 2003. Ambrose McCormack continued to practice in the dental surgery until the mid-1950s or later.

The doctor's surgery incorporates a single-storey, double-fronted c1889 hip-roofed dwelling hidden behind an L-shaped two-room addition of c1918. The front section has a gabled slate roof, and walls of red brick with black tuckpointing. The projecting front gable has a half-timbered treatment.

The dentist's surgery is a narrow building of a commercial type, in the Free Style, built to the front boundary, with the tiled roof hidden behind a front parapet.

Later alterations and additions, such as the front fence to No. 59 and the metal grilles to the facade of No. 57, are not significant.

#### How is it significant?

The doctor's and dentist's surgeries are of local historical and aesthetic significance to the City of Moonee Valley.

#### Why is it significant?

They are historically significant for their long use as local medical facilities (the doctor's surgery for over 85 years). (Criterion A)

The two buildings are aesthetically significant for their fine detailing and for the prominent position of the dental surgery vis-à-vis the Ascot Vale Railway Station. The doctor's surgery at No. 59 is distinguished as a high-quality Federation Bungalow with details of note including the leadlight bow windows and circular pictorial window beneath the porch. The dentist's surgery is distinguished by its Free Style details including the unusual and picturesque front parapet which combines raking sides with a stepped central section, mirrored by a recessed rendered panel below, and framed by piers that extend above the parapet and are decorated with vertical strips. The render dressings and details retain their original unpainted finish, which is increasingly rare. The dentist's surgery retains leadlight windows and its original large front window with arched joinery. (Criterion E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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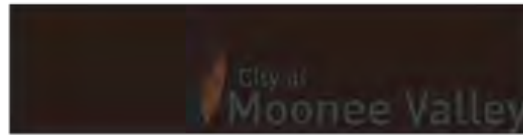
### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.  
Extent of the HO to include the whole of the property as defined by the title boundaries.





## HERITAGE CITATION REPORT

|                      |                            |                                 |
|----------------------|----------------------------|---------------------------------|
| <b>Name</b>          | BARCAPLE HOUSE             |                                 |
| <b>Address</b>       | 116 THE PARADE, ASCOT VALE | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Shop                       |                                 |
| <b>Citation Date</b> | 2015                       |                                 |
| <b>Assessment by</b> | Context Pty Ltd            |                                 |



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**Recommended  
Heritage Protection**      **VHR - HI - PS Yes**

**Architectural Style**      Victorian Period (1851-1901),  
Victorian Period (1851-1901)  
Italianate

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Two: Peopling Victoria's Places and Landscapes: 2.7 Promoting settlement - Developing private townships and housing estates*

*Theme five: Building Victoria's industries and workforce: 5.3 Marketing and retailing - Serving local needs*

#### Temperance Township

Land in Moonee Valley has been privately subdivided for sale as housing estates from the 1880s to the 1980s. The 1880s period in Melbourne's history has been labelled the 'land boom' because of the wild speculation in real estate and inflation of property values at this time. Several estates were marketed in Essendon, Moonee Ponds and Ascot Vale and even as far west as West Essendon during the 1880s. Aldous (1979:69) notes that the municipality of Essendon was a 'product of the land boom':

*During the 1880s the big estates were subdivided and virtually the entire district fell under the auctioneers hammer.*

In 1881 there were 488 houses in the Essendon district, most of them situated in the streets and roads adjacent to Mt Alexander Road and the railway line, and the population was 3,100. By 1889 when Essendon was proclaimed a Town the population had climbed to almost 10,000. Over the next 3 years, during the height of the land boom in Melbourne, Essendon's population grew by 50% peaking at 15,245 in 1892 (Aldous, 1979:29, 32, 64).

Several of the estates offered villa and mansion sites. A rare example that offered cottage sites, as well as those for villas and businesses (shop) sites was Temperance Township, which was first marketed in 1882. Bounded by Maribyrnong, Epsom and Union Roads, the estate was subdivided by temperance advocates who forbade the sale or fermentation of liquor on any premises within the estate. Marketed to 'investors, merchants artisans and others', it promised to be the 'Pioneer Temperance Township of Victoria'. By 1886, there were at least 200 houses in the estate (cited directly from MVTEH 2012:39-40).

#### Barcaple House

The shop at the north-west corner of The Parade and Ferguson Street sits within the middle of the residential Temperance Township, several blocks away from the Union Road shopping strip. Such local shops, often called 'corner stores' or 'milk bars' served the day to day needs of the local residents.

The shop was built in 1888, as noted on its corner parapet, which gives its name as 'Barcaple House'. Barcaple is a village on the west coast of Scotland. In 1889 the owner was Thomas Davey, listed as a 'traveller' (travelling salesman)

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in the certificate of title (LV: V2167 F270; NB: the previous title is not available). It appears that he resided at the rear residence fronting Ferguson Street in that year, while a William J Davey (probably a relation) occupied the adjoining 'Barcaple House' shop. By 1892 the shop was occupied by S Moore & Sons grocers, and William Davey had moved across the street to another corner shop at what is now 114 The Parade (S&McD).

The title to 116 The Parade at the time was held by the Melbourne Permanent Building Society and then the Federal Building Society (S&McD; LV:V2331 F024). Samuel, John and George Moore had purchased 19 Ferguson Street, just around the corner, in 1891 where there is now a timber Victorian house, but apparently did not reside there (LV:V2167 F270; S&McD). By 1901, the grocer's shop was run by John Moore and the title transferred to Hannah Moore (clearly a relation as she also resided at that address - then 138 The Parade).

MMBW Detail Plan No. 827 shows the layout of the property in 1904. The corner shop had a return verandah wrapping around the corner, mirroring a smaller timber shop at no. 114 across the street. At the rear of the shop was a long, narrow residential wing running along the Ferguson Street frontage (replaced by the current dwelling c1940s). In the north-west corner of the L-shaped site was a stable which may survive (or has been replaced by a later garage or shed of a similar size).

In 1910 the property reverted to the Federal Building Society, and was run by grocer Alfred N Foreshaw. The property transferred again, this time to John Huxtable, in 1913. At this time it appears that Foreshaw retired from the grocery business, but remained in the house, and by 1915 it was occupied by another residential tenant (Mrs Ellen Donnelly).

The following decade the building reverted to commercial use, occupied by furniture removalists (George Fenby in 1920 and H Ring in 1930), but in the early 1940s appears to have been a dwelling only again (S&McD).

### Sources

Aldous, Grant, *The stopover that stayed. A history of Essendon*, 1979

Land Victoria (LV), certificates of title, as cited.

Living Histories, Moonee Valley Thematic Environmental History (MVTEH), September 2012.

Sands & McDougall street directories (S&McD), as cited.

### Description

#### Physical Description

The building at 116 The Parade is a single-storey corner shop on the north-west corner of The Parade and Ferguson Street. Walls of tuckpointed bichrome brick are built to the street boundaries. The corner is splayed to accommodate the entry, which retains double timber doors and a basalt threshold below a highlight window. Above it is a curved pediment with 'Barcaple House 1888' incised into the cement render. Cast concrete scrolls ornament the top and sides of the pediment. The rest of the pediment is low, incorporating a moulded cornice with a flat frieze for painted signage. There is remnant flashing below the frieze, indicating where the verandah once was. A slated hip roof is visible behind the parapet.

There is a large timber shop window below a flat brick arch (in cream brick) on each of the Ferguson Street and The Parade frontages. The timber window frames and sills survive, though the windows are obscured by boarding.

The shop is currently vacant and in a fair condition with some cracks and graffiti, as well as overpainting on the bricks that is almost all peeled off. There is an area of patched bricks at the west end of The Parade elevation.

The shop is attached at its rear to a house constructed in the post-war period, fronting Ferguson Street.

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### Comparative Analysis

Most of the suburbs of the City of Moonee Valley, particularly Flemington, Ascot Vale, Moonee Ponds, and Essendon, underwent a large amount of speculative development during the land boom of the late 1880s and early 1890s. This period saw the major development of the municipality's main shopping strips on Racecourse Road, Flemington (HO25), Union Road, Ascot Vale (HO26), and Puckle Street, Moonee Ponds (HO14). Thanks to these three large commercial precincts, as well as a number of individually listed commercial buildings on Mt Alexander Road, Victorian shops (and hotels) in commercial areas are well represented in the three southern suburbs.

The Victorian shops that are of Individual Significance in the Moonee Valley Heritage Overlay (whether or not in a precinct) are often recognised for the architecturally distinguished treatment of their first-floor elevation and parapet, as most have lost their original posted verandah and shopfront. Examples include the Ascot Vale Hall, 140-144 Union Road, Ascot Vale (HO287); Shop and residence, 189 Union Road, Ascot Vale (HO288); Shops, 407-411 Mt Alexander Road, Ascot Vale (HO261); and 361, 363-379 & 548 Mt Alexander Road, Ascot Vale (all HO363).

Exceptions that retain an original shopfront are at 97-99 Mt Alexander Road, Flemington (HO196), Venetian Gothic shop-residences that retain one timber shopfront; the Victoria Buildings, 433-437 Mt Alexander Road, Ascot Vale (HO365) one of which retains its timber shopfront; 599-603 Mt Alexander Road, Moonee Ponds (HO359), one of which retains a partial timber shopfront; and the Grandview Store, 79 Holmes Road, Moonee Ponds (HO191), a corner store with arched windows to its shopfront. There are also examples of Victorian shops with original timber shopfronts that are Contributory to a precinct, such as 304 Racecourse Road, Flemington (HO25), and 15 Norwood Street, Flemington (HO24).

Prior to widespread car ownership and home refrigeration, neighbourhood corner stores were an important amenity in residential areas, where day-to-day needs could be purchased. A corner store was often an early development in a newly subdivided area, providing an important marker of its origins. In low-density suburbs the shop was usually paired with an adjoining or attached dwelling that housed the shopkeeper and family. On denser commercial strips, the predominant type was a two-storey building with a residence upstairs. Both types were common until the post-war era when growing automobile ownership allowed shop owners to commute from home to work. While corner stores remained popular through the 1950s and '60s, often called 'milk bars' during those decades, most have since become redundant and are converted to new uses such as offices or residences.

There is one such neighbourhood corner shop individually listed in the Moonee Valley Heritage Overlay: the Grandview Store, 79 Holmes Road, Moonee Ponds, of 1888 (HO191). It is a two-storey building (residence above), with a splayed corner and arched timber shop windows (boarded over and believed to be altered). There are other Contributory examples scattered through Victorian-era residential precincts, such as 15 Norwood Street and 26 Brighton Street, Flemington (HO24), both of which retain their timber shopfront windows and posted verandahs. In comparison with these examples, the corner store at 116 The Parade, Ascot Vale, is a single-storey version typical of lower density commercial areas, like 26 Brighton Street, which is paired with a bichrome brick shopkeeper's residence on the same title. In the case of 116 The Parade, however, the 19th-century residence that sat behind the shop has been replaced. The 116 The Parade Shop, like the two-storey Grandview Shop in Moonee Ponds, addresses its corner site with a splayed corner which coincides with the entry and a decorative pediment to the parapet. Both have their name and an '1888' date on the parapet, providing a clear reminder of the period in which the neighbourhoods around them developed.

### Statement of Significance

#### What is significant?

'Barcaple House', a corner shop at 116 The Parade, Ascot Vale, is significant. It was built in 1888 for Thomas Davey, while a William Davey was the first shopkeeper. He was replaced by 1892 by Moore & Sons grocers, who remained

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there for over a decade.

The shop stands on the north-west corner of The Parade and Ferguson Street. It is built of bichrome brick with a slated hip roof. The corner is splayed to accommodate the entry, which retains double timber doors and a basalt threshold below a highlight window. Above it is a curved pediment with 'Barcaple House 1888' incised into the cement render. Cast concrete scrolls ornament the top and sides of the pediment. There is a large timber shop window below a flat brick arch on each of the street frontages.

The post-war house behind the shop (facing Ferguson Street) is not significant.

### How is it significant?

Barcaple House is of local historical and architectural significance to the City of Moonee Valley.

### Why is it significant?

It is historically significant as a late 19th-century neighbourhood corner store associated with the development of Temperance Township. The mainly residential estate was subdivided by temperance advocates who forbade the sale or fermentation of liquor on any premises within the estate, and land was first sold in 1882. The shop is also a tangible demonstration of a bygone aspect of pre-WWII life: Prior to widespread car ownership and home refrigeration, neighbourhood corner stores were an important amenity in residential areas, where day-to-day needs could be purchased. A corner store was soon to follow residential development in a newly subdivided area, providing an important marker of that area's origins. (Criterion A)

It is architecturally significant as a representative example of a typical small-scale shop of the late 19th century, with a splayed corner and corner parapet to demonstrate its purpose, and popular materials of the day - tuckpointed bichrome brick and run and cast cement ornament to the parapet. It is rare in the Moonee Valley context for its high level of intactness, particularly the retention of its timber-framed shop windows. (Criteria D & B)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.

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Extent of the HO to include the whole of the property as defined by the title boundaries.

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|                      |                                      |                           |       |
|----------------------|--------------------------------------|---------------------------|-------|
| <b>Name</b>          | ASCOT VALE METHODIST CHURCH (FORMER) |                           |       |
| <b>Address</b>       | 43 THE PARADE, ASCOT VALE            | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Church                               |                           |       |
| <b>Citation Date</b> | 2015                                 |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                      |                           |       |



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**Recommended Heritage Protection**      **VHR - HI - PS Yes**

**Architectural Style**      Interwar Period (c.1919-c.1940),  
Interwar Period (c.1919-c.1940)  
Gothic

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight - Building community life: 8.1 Maintaining spiritual life; Churches as a marker of social status or ethnic origin*

*Successive groups of migrants settling in Moonee Valley have brought with them their religious beliefs, establishing churches as the focal point of their communities. In the early days of settlement, church congregations often gathered in very rudimentary buildings before raising money to build substantial places of worship. As congregations grew, they established schools, sporting clubs and facilities to cater for the spiritual, educational and social needs of their constituents.*

*Protestant religions predominated in Moonee Valley in the nineteenth century. The first churches established were those of the Anglican, Methodist (Wesleyan) and Presbyterian denominations. These were spiritual communities which wished to transplant and replicate the belief systems of their British heritage and the architecture of their churches mostly conformed to designs favoured in their homeland.... In 1856 the Primitive Methodist Society built a small wooden church in Nicholson Street, Essendon, while the Flemington Wesleyan community met in makeshift quarters at the southern end of Mt Alexander Road (cited directly from MVTEH, 2012:148-149).*

#### Temperance Township

Land in Moonee Valley has been privately subdivided for sale as housing estates from the 1880s to the 1980s. ... The 1880s period in Melbourne's history has been labelled the 'land boom' because of the wild speculation in real estate and inflation of property values at this time. Several estates were marketed in Essendon, Moonee Ponds and Ascot Vale and even as far west as West Essendon during the 1880s. Several of the estates offered villa and mansion sites. A rare example that offered cottage sites, as well as those for villas and businesses (shop) sites was Temperance Township, which was first marketed in 1882. Bounded by Maribymong, Epsom and Union Roads, the estate was subdivided by temperance advocates who forbade the sale or fermentation of liquor on any premises within the estate. Marketed to 'investors, merchants artisans and others', it promised to be the 'Pioneer Temperance Township of Victoria'. By 1886, there were at least 200 houses in the estate (cited directly from MVTEH 2012:39-40).

The population of the Borough of Essendon grew substantially during the land boom years of the 1880s rising from 2,833 in 1881 to 14,411 in 1891 (MVTEH, 2012:33). The next period of rapid growth came in the second half of the first decade of the twentieth century, following the inauguration of the electric trams in 1906. Between 1905 and 1909 over 1,000 houses were built in the municipality and Essendon was elevated to the status of a City. Another development boom followed World War I and between 1910 and 1925 the population of Essendon almost doubled, increasing from 21,190 to 39,500 (MVTEH, 2012:113; VMD).

#### Ascot Vale Methodist Church

In 1887, a brick hall was built at 68 The Parade, with the intention of selling it to the Salvation Army for their Ascot Vale

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headquarters. This sale did not go through, and instead the Flemington and Moonee Ponds Wesleyan Circuit purchased the building in 1888 in order to establish a Wesleyan church in Ascot Vale (Hatton, 1963:3).

The Wesleyan Methodists arrived in the Port Phillip District in 1838, and were the dominant form of Methodism in Victoria. In 1902 they and the other three divisions of Methodism united to form the Methodist Church of Australasia (Lewis, 1991:10).

The 1887 brick church was extended several times to accommodate Sunday school classrooms, but space was very tight. In response, the Ascot Vale Methodist Church, as it was called after the Union, purchased land across the street in 1913 to become the site of a new church building (LV: V3739 F637). A 'New Church Building Fund' was established, and by 1926 it had reached nearly 2,000 pounds (Hatton, 1963:11, 15).

The church engaged architect FW Thomas to design a new church to seat 350 (PROV). The Church Trustees provided input to the design: John Angwin 'suggested heavier foundations to cope with the uncertain nature of the soil' (which was done), and Master Builder Mr A Thackeray 'offered his services to see that the best material and workmanship was provided and carried out'. The foundation stone was laid on 18 September 1926, and the new church at 43 The Parade was officially opened on 12 March 1927 (Hatton, 1963:36, 15).

Little is known of architect FW Thomas. He was a joint designer of the Prahran Meat Market, Commercial Road, with architects FL & K Klingender in 1927 (*Prahran Telegraph*, 2 Dec. 1927:4). At that time, his office was at 60 Queen Street, Melbourne.

Once the new church was opened, the 1887 church was renovated in 1928 and used solely as the Sunday school, with new classrooms added to the facade in 1935 (PROV). It was demolished some time after 1963.

Three denominations came together in 1977 to form the Uniting Church in Australia: the Congregational Union in Australia, the Methodist Church of Australasia, and the Presbyterian Church of Australia. As a result, ownership of the church at 43 The Parade passed to the Uniting Church in Australia in 1982.

The Ascot Vale Methodist Church closed and its members joined the nearby Ascot Vale Uniting (former Presbyterian) Church on Maribyrnong Road. As a result, in 1987 the church on The Parade was sold to the Australasian Conference Association, which is the legal holding body of the Seventh Day Adventists. The building has served as a Seventh Day Adventist Church since that time (LV: V3739 F637).

### Sources

Hatton, H, 'Ascot Vale Methodist Church, 1888-1963: Church History', 1963 (unpublished manuscript at SLV).

Land Victoria (LV), certificates of title, as cited.

Lewis, Miles, *Victorian Churches*, 1991.

Living Histories, Moonee Valley Thematic Environmental History (MVTEH), September 2012.

*Prahran Telegraph*, as cited.

Public Records Office of Victoria (PROV): VPRS 7882/P1 Unit 717, File 5687 & Unit 597, File 4121

Victorian Municipal Directory (VMD)

## Description

### Physical Description

The former Ascot Vale Methodist Church, now the Seventh Day Adventist Church, stands on a residential-sized lot, mid-block on the southern side of The Parade between Ferguson Street and Dutton Lane. The church is set back from The

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Parade behind a low brick fence which is of contemporary date to the church, with a driveway running down the eastern extent of the site.

The former Ascot Vale Methodist Church is an Arts & Crafts Gothic design, with a traditional gabled form and unpainted cement-render and moulded brick dressings. The body of the church contains a three-light traceried window with cinquefoil set between two stepped engaged buttresses, which extend above the gable and have a pointed cap. These same stepped buttresses are angled at the corners of the two former porches, on either side of the central lobby (where the entrance is now). The porch bays have a Dutch gabled parapet with three vertical indentations - a popular Arts & Crafts motif. The porch doorways set below Tudor arches and have been infilled with anodised aluminium joinery to match the new central entrance door which replaced a double window opening. These alterations may have taken place when additions to the rear of the church were planned in 1985 but never built (PROV). While the walls are predominately jointed red brick, clinker bricks in a basket-weave pattern are used in the apex of the gable and along the porch lobby parapet as visual accent. The buttressed side elevations are divided into four bays each with two lancet windows.

It appears that the low hipped section (that houses the Minister's Room and Choir Room) has recently been replaced with a two-storey extension, with rendered walls and a flat roof, which is almost entirely hidden from the street.

The front fence is of the same red brick as the church, with bullnose capping to the piers and top of the balustrade, as well as two-header gaps below the capping creating a pierced design.

### Comparative Analysis

After the boom of the 1880s and early 1890s, the second great wave of church construction took place in the former City of Essendon in the interwar period (c1915-c1940). During this time many small or timber 19th-century churches were replaced with larger brick structures, either on the same site or nearby. Often, the early church was retained as the church hall, as seen at St John's Presbyterian (Uniting), Essendon, and Christ Church, North Essendon, but in most cases the early church/halls have since been demolished. In a few cases, particularly for the later established Church of Christ, the interwar building was the first for the congregation. Construction of Protestant churches slowed to a halt during the depression of the early 1930s, with a small revival in the late 1930s.

According to Lewis (1991:10, 23) Methodism, like Presbyterianism, had no great architectural tradition when it was introduced to Australia, but by 1857 the Wesleyan Methodists had adopted the Gothic style for its churches. However, the design of Methodist churches was also influenced by the precept of John Wesley who directed that 'preaching houses' should be 'plain and decent' and no more expensive than necessary. Accordingly, many Methodist churches were 'small and unpretentious buildings' (Lewis 1991:10). However, other Methodist churches also demonstrate an increasing acceptance of more elaborate and substantial Gothic style structures. Nevertheless, the nonconformist tradition was usually still reflected by the internal layout with an emphasis on the pulpit and choir stall.

Looking at interwar churches on the Moonee Valley Heritage Overlay, the former Ascot Vale Methodist Church of 1926-27 is most closely comparable in its form and free use of detailing with HO292 Aberfeldie Methodist (Uniting) Church, 1926. It is another red-brick Gothic Revival church with an Arts & Crafts influence, with the configuration typical of small-to-medium interwar churches of a high gabled nave with a full-width porch below it (contrasting with the 19th-century use of a small gabled porch at the centre of the facade). Both buildings show a creative use of non-traditional detailing. Aberfeldie Methodist Church with battered sides to its central entry and impressed lancets along the porch parapet, while Ascot Vale Methodist incorporates Flemish gables and angles buttresses to its porch. Ascot Vale Methodist is slightly less intact, due to the rearrangement of entry doors.

### Statement of Significance

|                                      |                       |          |
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### What is significant?

The former Ascot Vale Methodist Church (now Seventh Day Adventist Church), 43 The Parade, Ascot Vale, is significant. The 1926-27 church replaced an 1887 building across the street at 68 The Parade which was then used as the Sunday School (demolished). The new church was designed by architect FW Thomas. It is a red-brick building with accents in patterned clinker brick. The traditional gabled nave has a large tracery window with stepped buttresses around it, while Tudor arches are used for the wide front porch. The entry doors were originally located to either end of the porch, set below Flemish gables, but the entrance is now at the centre of the porch.

The 1920s front brick fence is also of significance.

Later additions and alterations to the place are not significant.

### How is it significant?

The former Ascot Vale Methodist Church is of local historical and architectural significance to the City of Moonee Valley.

### Why is it significant?

It is historically significant as tangible evidence of the importance of the Methodist Church in Ascot Vale in the 19th and early 20th century, and the separate identity of the Methodists prior to the creation of the Uniting Church of Australia. (Criterion A)

It is architecturally significant as an Arts & Crafts Gothic church with the free use of historical and creative details that characterises that style. Details of note include the Flemish gables to the front porch, with the incised vertical detail typical of the style, the subtle palette of materials - plain and moulded red brick with clinker brick in a basket-weave pattern, stepped buttresses used on the gable and splayed from the corners of the porch, as well as the finely finished front fence in matching red brick. (Criterion E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |                       |
|----------------------------------|-----------------------|
| External Paint Controls          | -                     |
| Internal Alteration Controls     | -                     |
| Tree Controls                    | -                     |
| Fences & Outbuildings            | Yes Front brick fence |
| Prohibited Uses May Be Permitted | -                     |
| Incorporated Plan                | -                     |
| Aboriginal Heritage Place        | -                     |

### Other Recommendations

|                                      |                       |          |
|--------------------------------------|-----------------------|----------|
| ASCOT VALE METHODIST CHURCH (FORMER) | 25-Sep-2015           | 04:42 PM |
| Hermes No 196272                     | Place Citation Report |          |

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Add to the heritage overlay as an individual place with Fence Controls in the HO schedule, as shown in the above table.  
Extent of the HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |  |                                 |
|----------------------|--|---------------------------------|
| <b>Name</b>          | 15TH ESSENDON SEA SCOUTS COMPLEX         |                                 |
| <b>Address</b>       | 22 & 26 WOODS STREET, ASCOT VALE         | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Hall Girl Guide/ Scout ,Other - Military |                                 |
| <b>Citation Date</b> | 2015                                     |                                 |
| <b>Assessment by</b> | Context Pty Ltd                          |                                 |



**Recommended** VHR - HI - PS Yes  
**Heritage Protection**

**Architectural Style** Postwar Period (1945-1965)

## History and Historical Context

### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History (MVTEH)*:

*Theme Eight - Building community life: 8.4 Forming community organisations; providing places for young people to meet and socialise*

### Scouting in Victoria

This contextual history of the origins of the Scouting movement was prepared by Heritage Victoria:

*In 1910 Robert S.S. Baden-Powell retired from the British army as Lieutenant General and popular hero for his defence of Mafeking in the war with the Boers. Baden-Powell had trained his troops in the art of woodcraft and had in his military activities made use of observation balloons. His book Aids to Scouting (1899), which he had written to cover*

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aspects of his military experience and techniques came to be used widely to teach boys woodcraft. This became such a widespread practice that in 1907 he conducted a trial camp with 20 select boys at Brownsea Island off Poole in Dorset. Here he wrote a manifesto for the proposed Boy Scout movement. So successful was the Brownsea Island experience that in 1908 he issued his second book *Scouting for Boys* as a series of six fortnightly publications available from bookstalls. This book was intended as a guide for the individual boy to teach self-reliance however it quickly became the guiding text for scout troops which had by now started to spring up all over England. Baden-Powell's intention had been to base the principles of the scout movement within existing youth organisations, rather than set a new body but it soon became obvious that a new movement had come into being. This rivaled the Boys Brigade, a movement which had been in existence since the early 1880s. The Brigade had a Christian base and a somewhat militaristic approach to discipline rather than the self-reliance Baden-Powell was seeking. With his retirement from the army in 1910, Baden-Powell set about dedicating himself to the Boy Scout movement. Already Boy Scout groups were starting to appear all over the Commonwealth and countries as disparate as Sweden and Mexico.

Baden-Powell's idea was that boys should be organised into subgroups of six or seven under a patrol leader. Boys would be trained in outdoor activities particularly those associated with camping and survival in the outdoors. Skills such as reconnaissance, map reading, tracking, signalling, knotting and first aid were rewarded with badges of merit. As well as this there were oaths, scout law and loyalty pledges to the Country. Symbols of the Scouts include a Fleur-de-lis badge, a left handed handshake and the motto "Be Prepared".

The scouting movement Baden Powell founded also sponsored similar desires in young women and in 1910, Baden-Powell's sister Agnes, herself a balloonist and aviatrix, helped set up the Girl Guides. In 1912 the Girl Guides were formed in the USA.

In 1920 the Boy Scouts held their first world Jamboree in London. Now doubt this provided an opportunity to count heads as the full extent of the movement had not officially been gauged. It was at this meeting that Baden-Powell was declared Chief Scout of the World. In 1922 Baden-Powell was made a baronette and then a baron in 1929. Baden-Powell 1st Baron of Gilwell, died in Kenya in 1941, after moving there for health reasons. He was survived by his wife who died in 1977.

In Australia, the Boy Scout movement was equally as quick to catch on as elsewhere. Here the movement was brought about through a personal connection between Mr T.H. Roydhouse editor of Sydney's Sunday Times and Baden-Powell. Copies of *Scouting for Boys* were sent to Roydhouse and in late March 1908 the first meeting of a Scout troop was held in Waverley. New troops sprang up rapidly thereafter and by the close of 1908 the NSW membership stood at 1,200.

The start of Scouting came in Victoria through a personal contact. Roy McIndoe, a pupil of Toroonga Rd State School, was in correspondence with one of the boys who had been on the Brownsea Island camp. Some pamphlets and other items were passed on to him and this inspired the creation of the 1st Caulfield Scout Troop. This was followed by Malvern, Hawksburn, Brighton, Carlton, YMCA, Melbourne, Ivanhoe, Toorak, and so on until even country troops were being formed. In this period substantiating the formation date of each troop became difficult. Groups of boys would form and then seek out a willing adult to act as their Scout Master.

### Scouting in Moonee Valley

Some of the first scout troops in Victoria were formed in Moonee Valley. According to a report in the *Essendon Gazette* the first scout troops in the Essendon municipality were formed in 1909 and by December of that year about five were in existence (*Essendon Gazette* 9 December 1912). One of these was a troop of the Australian section of the Imperial Boy Scouts, formed in August 1909 at Ascot Vale, which comprised 33 boys aged 12 to 17 years. The troop met at 'Mr. Harvey's Epsom Road premises' (*Essendon Gazette* 2 September 1909). It appears that some of the early scout troops were associated with local churches. In February, 1915 a troop was formed in connection with the Essendon Baptist Church, which by the end of the month had grown to 42 members and was known as 1st Essendon Baptist Boy Scout Troop (*Essendon Gazette* 11 & 25 February 1915). At around the same, another troop, associated with Christ

## HERITAGE CITATION REPORT

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Church, Essendon began (this later became 1st Essendon) (*Annals of Essendon*, Volume 1, p.174; *Essendon Gazette* 26 December 1915, 30 August 1923). Soon afterwards, the 1st Moonee Ponds Troop began, this time in association with the Moonee Ponds Methodist Church (*50 years of scouting*).

Not all of the early troops continued and it appears that some ceased, while others may have joined together. In 1920 the Essendon District Scouts Council was formed and by the time of the annual meeting in 1926 there were six troops within the district: 1st and 3rd Ascot Vale, 1st and 2nd Essendon, 2nd Flemington, and 1st Moonee Ponds. The 3rd Essendon Troop was created soon afterwards, in October 1926, and by 1928 there were eleven troops in the district (*Essendon Gazette*, 25 March 1920, 29 July 1926, 27 January 1927, 1 November 1928).

Scouting in Moonee Valley continued to grow through the 1930s and after World War Two. There was significant growth after World War Two as existing troops sponsored the formation of new troops in the growing suburbs of Strathmore, Niddrie and Keilor, and during this time many troops moved into new halls that for some was their first permanent home. For example, in about 1948 the 5th Essendon Troop fostered the formation of the 15th Essendon Sea Scouts, which later erected a hall in Fairbairn Park, on the banks of the Maribyrnong River. Soon afterward, in June 1950, the 1st Strathmore Pack was formed out of the 1st Essendon 'B' Pack and scout troops were formed in Keilor by the 1960s. From the 1950s to the 1970s about ten scout halls were erected in Moonee Valley. Many of these were former Army or Government buildings such as 'Nissen' huts.

The popularity and prominence of the scouting movement was illustrated in April 1949 when Scouts of Hoadley County (Essendon, Footscray, Williamstown, Brunswick and Coburg) welcomed the Governor, Sir Edmund Herring, and Lord Rowallan (who succeeded the late Lord Baden Powell as the World head of the Scouting movement) at a Scout Rally in Queen's Park. Another significant event in the immediate post-war era was in 1950 when the Rotary Youth Club, set in 74 acres of bushland at Macedon East, was formally handed over to the Essendon Districts Scouts Association for use by the scouts and guides. The camp was named 'Rowallan' in honour of Lord Rowallan (*Essendon Gazette*, 31 March 1949, 14 December 1950).

However, after this flourishing, membership of the Scouts began to decline from the 1970s onwards and several troops folded due to lack of numbers. In 1980 the 1st Moonee Ponds was in danger of closing, but it survived and continues today. According to Scouts Victoria, there are now about seven troops still active in the City of Moonee Valley: 2nd, 15th and 17th Essendon, 1st Moonee Ponds, 5th Keilor, and 1st and 2nd Strathmore (Scouts Victoria website).

### Place history

*The following history, unless otherwise stated, is drawn from the history of 15th Essendon prepared by Eric Fynmore on the Victorian Scouts website.*

The 15th Essendon Sea Scouts was fostered jointly by the 5th Essendon Scout Group and members of the 1st Victorian Sea Scout Group located at Albert Park Lake. The group began in about 1948 as the Senior Section (now called Venturer Scouts) of the 5th Essendon Troop, which originally met in the Gladstone Street Church Hall in Moonee Ponds. When the senior section was formed it was decided for them to become a Sea Scout section and they began to meet in a small football change room by the Maribyrnong River under the leadership of two men from the 1st Victorian Sea Scouts: Sandy McLean and Eric Fynmore.

In 1950 the 5th Essendon Troop built their own hall on the banks of the Maribyrnong River in Fairbairn Park on land granted by the Essendon City Council. The hall, which was officially opened on the 25 March 1950 (*Essendon Gazette*, 23 March 1950), was occupied by the troop including the Sea Scouts section. As interest in the Sea Scouts grew it was decided to begin a separate Sea Scouts Group and so in October 1952 the 15th Essendon Sea Scouts was formed. The present site in Fairbairn Park was leased by the local council and a 'Nissen Hut' was obtained from a Mordialloc Sea Scout Group, which was erected during 1954 with the help of parents, scout leaders and scouts. Bricks to build the end walls were obtained from the original Festival Hall Boxing Stadium and two curved wrought iron signs were constructed

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and donated by Bill Draper. The parents committee arranged gala nights and concerts to raise the money required for the erection of the building and other expenses, which included the purchase of two rowing boats from the 1st Victorian Sea Scouts and 4th Williamstown Sea Scouts.

The theme of the 15th Essendon Troop has been taken from the famous polar explorer, Sir Ernest Shackleton, who led three British expeditions to the Antarctic and the two boats were named 'Quest' and 'Nimrod' after Shackleton's ships. In 1961 the parents committee purchased a new sailing patrol boat known as 'Challenger' from Savage Boat Builders of Williamstown. Sea scouting became very popular and the troop soon comprised of 50 scouts, with a cub section formed after the senior sea scouts. The 1st Queens Scout holder was Peter Flint, awarded in 1957.

With the growth in numbers the Nissen Hut (that was used for boat storage and meetings) became inadequate and so funds were raised to purchase a steel framed building from the Fisherman's Bend Migrant Hostel, which had been used as a recreational hall. This was erected in 1973 and officially opened in September of that year by the President of the Lions Club of Essendon, Mr Lindsay Woods in front of a crowd of 160 people (*Essendon Gazette*, 26 September & 3 October 1973). The name 'SSS Shackleton' was moved to the new hall and the Nissen Hut became known as the 'Boat Deck'. Subsequent alterations or additions to the buildings have included the replacement in 1979 of the roof of the Nissen Hut, the extension in 1991 of Shackleton Hall toward the river, the installation in 2008 of water tanks, and in 2012 the replacement of the northern skillion roof of the Nissen Hut and raising of the leader's room roof to incorporate new windows and air-conditioning.

15th Essendon Troop continues today.

### Sources

Chalmers, Bob & Essendon Historical Society, 'Annals of Essendon' CD Rom, c.2000

Davison, F et al, *50 years of scouting 1916-1965*, c.1965

Fynmore, Eric, 'History. Sea Scouts Ship Shackleton', Scouts Australia website [vicscouts.com.au](http://vicscouts.com.au) [accessed 30 June 2015]

Heritage Victoria, 1st Footscray Scout Hall, Hermes No. 5106

Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, June 2012 (MVTEH)

### Description

#### Physical Description

The 15th Essendon Scouts occupy two buildings on the banks of the Maribyrnong River within the northeast corner of Fairbairn Park off Woods Street in Ascot Vale. They are the former 'Nissen Hut' now known as the 'Boat Deck', which was re-erected on this site in 1954, and 'SSS Shackleton', re-erected on this site in 1973.

The 'Boat Deck' comprises a 'Nissen' or 'Quonset' type hut with brick walls added at either end. 'Nissen' huts were a type of prefabricated military structure that have a distinctive barrel-vaulted form and are clad in galvanized corrugated steel. To this basic structure has been added brick end walls with stepped parapets. The south wall has one large high-set louvred window and two doors, while the north end, facing toward the river, has a roller door for boat access and a cruciform flagpole (possibly to emulate ship's rigging). The building has been extended on the east side with a skillion roof addition, also with brick end walls.

Immediately to the east of the 'Boat Deck' is the 'SSS Shackleton'. This is a gabled building clad in ribbed metal. The south facade has a simple pair of centrally located doors below a curved wrought iron sign with '15th Essendon Sea Scouts' and the Fleur-de-Lys Scouts symbol that was originally mounted on the Nissen Hut. An identical sign is on the north elevation. It is above a horizontal window with a fixed central pane flanked by double hung sash with a pair of

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doors to the left. There are similar windows in the side elevations. There is a small connection between the two buildings.

To the west of these two buildings is another gabled building used by the Scouts with a sign identifying it as the 'Norm Anderson Activity Centre'. This is possibly the first hall erected in 1950 by the 5th Essendon Scout Troop.

### Comparative Analysis

The design of scout halls prior to World War Two varied from simple halls to more elaborate architect-designed buildings. The earliest known surviving scout hall in Victoria is thought to be the 1st Mordialloc Scout Hall, which was built in 1914 and has been sympathetically extended. The 1914 building is a simple gabled timber building with multi-paned windows. The Ivanhoe Sea Scouts Hall dates from 1917, but it was originally built for a local gun club and has been altered, extended and partially rebuilt following a fire.

A small number of scout halls from the 1920s survive in Victoria. Apart from 1st Moonee Ponds, the other known examples include Kariwara District Scout Headquarters (former 1st Footscray, and currently the only scout hall included on the Victorian Heritage Register) built in 1925 with additions in 1929, as well as the halls at 1st Canterbury (c.1924, gabled timber hall clad in weatherboards), Brunswick (1926, altered, no longer a scout hall), and Wycheproof (c.1925, timber framed hall clad in cement sheet and weatherboards). These early scout halls are all similar in form and detailing to public halls of the period.

The growing popularity of scouting by the 1930s meant that some troops were able to construct more elaborate architect-designed buildings. Known examples included two built in 1931: 1st Alphington, an 'Old English' timber building clad in cement sheet and weatherboards designed by Plaisted & Warner, and 1st Carlton, a brick building designed by Harry James, which has been described as 'Neo-Baroque'. Perhaps the finest scout hall of this (or any period) is the Tudor Revival style 1st Dandenong, erected to a design by architect, Ivan Diment, in 1933 at a cost of 3,000 pounds, which was donated by Ada Armytage who was a great supporter of the scouting movement and benefactress for the Dandenong Troop.

Also built during the 1930s were a number of scout halls in a distinctive rustic 'log cabin' style, which was adopted for its bush-like, natural appearance that evoked the adventurous spirit of the scouting movement, and was particularly suited for country areas where timber could be easily accessed and transported to the site using voluntary labour. 'Log cabin' style scout halls were erected at Woodend (1931), Wangaratta (1933), Pakenham (1937), Moe (1938) and Colac (1940).

Shortages of buildings materials and labour, and restrictions placed upon building, in the years after World War Two limited the ability of community groups such as the scouts to construct their own buildings. The solution was to re-use surplus military or government buildings such as the prefabricated 'Nissen' and 'Quonset' huts that had been erected as troop accommodation and for other purposes throughout Melbourne and Victoria. In the City of Moonee Valley 'Nissen' style huts were adapted as scout halls by 14th Essendon (1946, since demolished), 8th Essendon (1951, demolished), 15th Essendon (1954), 1st Strathmore (1960), and 5th Keilor (c.1975).

From the 1960s onwards scout troops once again began to build their own halls. The halls dating from the 1960s or 1970s are usually simple brick or cement block buildings with skillion or low pitch gable roofs. Among the first was the 17th Essendon Hall, erected in 1966 in Clifton Reserve, Aberfeldie at a cost of \$10,000. Other examples include 1st/10th Essendon in Cliff Allison Park (former Glen Reserve), constructed c.1972, and 1st Keilor in Quinn Reserve (c.1972).

The 15th Essendon 'Boat Deck' is representative of the scout halls of the immediate post-World War Two, which commonly were adapted ex-Army buildings such as Nissen huts. It is the oldest surviving example in the City of Moonee Valley. The 1st Strathmore Nissen Hut (now used by St John Ambulance) dates from 1957-60, while the 5th Keilor hall

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was erected in the 1970s. Notably, 15th Essendon is still used as a scout hall.

The 'Boat Deck' is complemented by the adjoining hall, which is another ex-Government building.

### Statement of Significance

#### What is significant?

The 15th Essendon Sea Scout complex, comprising the adapted 'Nissen' hut known as the 'Boat Deck' and the 'Shackleton Hall', and situated on the banks of the Maribyrnong River, in Fairbairn Park, is significant. The 'Boat Deck' is significant to the extent of the c.1954 fabric including the brick end walls, but excluding the later additions. The significant fabric of the 'Shackleton Hall' is limited to the wrought iron signage in the north and south gable ends.

#### How is it significant?

The 15th Essendon Sea Scouts complex is of local historic and social significance to the City of Moonee Valley.

#### Why is it significant?

It is significant for its long and continuing associations with the Boy Scout movement in the City of Moonee Valley. The scouting movement played an important role in the lives of adolescent boys in the twentieth century and was at the height of its popularity when 15th Essendon Sea Scouts was established. The 'Boat Deck' is representative of the re-use of former Army buildings by the scouting movement after World War Two and is the oldest surviving example in the City of Moonee Valley. The wrought iron signage now mounted on the Shackleton Hall, but originally affixed to the 'Boat Deck' hall is significant as the original signage created in 1954 when the club was established. (Criteria A, D & G)

### Assessment Against Criteria

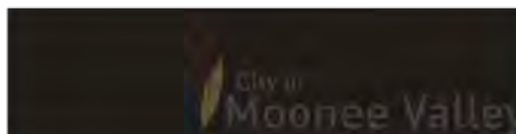
This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the Heritage Overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include the whole of the buildings and surrounding land to a minimum extent of 5 metres.



## HERITAGE CITATION REPORT

|                      |  |                           |       |
|----------------------|--|---------------------------|-------|
| <b>Name</b>          | MARIBYRNONG RIVER PIPE BRIDGE                | <b>Significance Level</b> | Local |
| <b>Address</b>       | (SOUTH END OF) AHERN PLACE, AVONDALE HEIGHTS |                           |       |
| <b>Place Type</b>    | Water Pipe, Other - Utilities - Water        |                           |       |
| <b>Citation Date</b> | 2015   |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                              |                           |       |



|  |   |
|--|---|
| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes                         |
| <b>Designer / Architect</b>            | Public Works Department                   |
| <b>Maker / Builder</b>                 | Melbourne and Metropolitan Board of Works |

## History and Historical Context

### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History (MVTEH)*:

*Theme Five - Building towns, cities and the garden state: 6.3 Shaping the suburbs; Expanding services to meet demand; Water supply*

*Early residents of Melbourne and its suburbs often had to purchase water from water carts, filled at central water towers and carted through the streets. In the 1850s Melbourne's first water supply scheme was inaugurated when the Yan Yean reservoir was constructed and water was piped to central Melbourne. The pipe system was gradually expanded throughout the suburbs- though often only to a stand pipe at a central location. It appears that the water main connecting Moonee Valley area to the Yan Yean supply was connected to the corner of Mt Alexander Road and Moonee Street in 1857. The unreliability of the water supply system led to the construction of a small service reservoir at Keilor Road, North Essendon in 1881. The reservoir improved the supply of water to the Essendon area and was later enlarged. Located where Lt Thompson Reserve now stands, the reservoir was still in use in the 1950s. (MVTEH 2012:115)*

|                                      |                              |                 |
|--------------------------------------|------------------------------|-----------------|
| <b>MARIBYRNONG RIVER PIPE BRIDGE</b> | <b>25-Sep-2015</b>           | <b>04:42 PM</b> |
| <b>Hermes No 196120</b>              | <b>Place Citation Report</b> |                 |

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### **Water supply in Melbourne**

As Melbourne grew the Yan Yean water supply system was augmented with new storages such as Maroondah (1927), O'Shannassy (1928) and Silvan (1932). Once the water was conveyed to Melbourne from the remote storages it was reticulated to households via a distribution network. The distribution network began with the single pipe that led from Yan Yean Reservoir to the centre of Melbourne. As Melbourne grew, so too did the water supply and the network that was required to distribute it. Preston Reservoir No. 1, constructed in 1864, effectively marks the beginning of the development of the distribution network to serve the broader metropolitan area. It was the first in a series of service reservoirs connected by a series of pipelines (known as 'mains'), which enabled the water supply to be moved around the metropolis to meet demand. As Melbourne and its water supply network expanded, additional service reservoirs were built at high-points across the metropolis from the late nineteenth century onwards (Context 2009).

Service reservoirs are smaller reservoirs where water is stored just prior to distribution to consumers. Historically, they were built to provide the dual function of balancing supply with demand and maintaining adequate pressure throughout the distribution network. This means that they can be filled gradually (with water from the storage reservoirs) during periods of low demand, but then have a relative large volume, locally available, for rapid distribution when demand is high. In addition, they can sometimes assist with improving water quality by allowing water to settle and filtering impurities (Context 2009).

The other component of the distribution network is the series of large transfer mains that were laid to distribute water to and from the service reservoirs. One example was the high-level main that connected the Yan Yean system to the Surrey Hills Reservoir in 1891. This was to service new homes built in the high level suburbs of Box Hill and Surrey Hills, which were unable to get adequate supply. Households were connected to the system via smaller reticulation mains branching off the larger transfer mains. As the network expanded there was a need for pumping stations to improve the supply to various areas and the first pumping stations were installed in 1950 (Context 2009).

The original Yan Yean system only supplied water to the immediate area of Melbourne city and its older established suburbs. Outside this boundary, local areas operated their own waterworks trusts, which often came under the jurisdiction of a road board or municipal council. By 1868, there were already shortages and it was necessary to increase the water supply during the day. As a remedy, the main from Preston to Collingwood was duplicated in 1869. Meanwhile, other municipalities continued to lobby for connection to the mains (Context 2009).

### *Supplying water to Melbourne's western suburbs*

Melbourne's inner west relied initially on water from the Maribyrnong, but the suburbs were gradually connected to the Yan Yean system in the late nineteenth and early twentieth century. In 1889 a 30-inch main was constructed from Preston to Melbourne via Coburg and Brunswick with an 18-inch branch to Essendon. As previously noted, service reservoirs were constructed at Essendon in 1881 and 1883; these were followed by those at the Metropolitan Farm (1923), and Broadmeadows and North Essendon (both in 1926). Further extensions to the mains were made in the late 1920s (Context 2009).

Further west of Melbourne, the country is watered by the Werribee River and its tributaries. This more remote farming land, largely pastoral, was without an engineered water supply until the construction of Pykes Creek Reservoir, near Ballan, by the Water Supply Department in 1908. Responsibility for this storage facility was later taken over by SRWSC. This area was more closely settled in the postwar period. Irrigation areas were developed at Werribee and Bacchus Marsh in the 1950s, with many blocks taken up by recent European immigrant settlers. A new pipeline was built for the Pykes Reservoir in the 1950s (Context 2009).

## HERITAGE CITATION REPORT

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### Place history

This is possibly the bridge constructed in 1929 to carry the main from Essendon to Williamstown Road over the Maribyrnong River. It is still in service today and carries the M102 outlet main from Essendon Reservoir to Williamstown Road (Melbourne Water).

### Sources

Context Pty Ltd, *Melbourne Water Regional Water Supply Study*, 2009  
Living Histories, *Moonee Valley Thematic Environmental History (MVTEH)*, September 2012

### Description

#### Physical Description

This pipe bridge, which crosses the Maribyrnong River, is situated at the south end of Ahern Place, Avondale Heights. This is a wrought iron pipe bridge, which comprises four pairs of Warren Trusses. There is a large central truss, flanked by smaller trusses at either end. The large central truss has cross bracing and is supported on concrete piers. It carries a single main. The bridge is in good condition and appears to have a relatively high degree of external integrity.

### Comparative Analysis

This bridge compares with the earlier Banksia Street pipe bridge, and the bridge carrying the Maroondah Aqueduct across the Plenty River.

### Statement of Significance

#### What is significant?

The pipe bridge, constructed c.1929, over the Maribyrnong River at the south end of Ahern Place, Avondale Heights is significant. This is a wrought iron pipe bridge, which comprises four pairs of Warren Trusses. There is a large central truss, flanked by smaller trusses at either end. The large central truss has cross bracing and is supported on concrete piers. It carries a single main. The bridge is in good condition and appears to have a relatively high degree of external integrity.

#### How is it significant?

The Maribyrnong River pipe bridge is of local historic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its association with the establishment of the water supply and transfer network by the Melbourne and Metropolitan Board of Works in the western suburbs of Melbourne. The interwar period was a time of significant growth in Moonee Valley and this bridge demonstrates how expansions to the water supply were necessary. It has also has historic significance as a place that provides a tangible reminder of the important role played by the MMBW in the development of Melbourne's water supply throughout the twentieth century. (Criteria A & H)

It is significant as a representative example of a typical wrought iron Warren Truss Pipe Bridge. The significance is enhanced by its relatively high degree of integrity. (Criterion D)

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|                               |                       |          |
|-------------------------------|-----------------------|----------|
| MARIBYRNONG RIVER PIPE BRIDGE | 25-Sep-2015           | 04:42 PM |
| Hermes No 196120              | Place Citation Report |          |
|                               |                       | 205      |

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## HERITAGE CITATION REPORT

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### Assessment Against Criteria

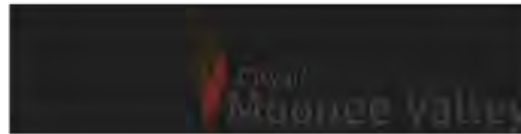
This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO controls, as shown in the above table. Extent of HO to include the bridge and adjoining land to a minimum of 2 metres.



## HERITAGE CITATION REPORT

|                      |                                      |                           |       |
|----------------------|--------------------------------------|---------------------------|-------|
| <b>Name</b>          | WEST ESSENDON PROGRESS HALL (FORMER) |                           |       |
| <b>Address</b>       | 9-11 BRADSHAW STREET, ESSENDON       | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Hall Public                          |                           |       |
| <b>Citation Date</b> | 2015                                 |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                      |                           |       |



**Recommended** VHR - HI - PS Yes  
**Heritage Protection**

**Architectural Style** Postwar Period (1945-1965)

## History and Historical Context

### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Six - Building towns, cities and the garden state: 6.3 Shaping the suburbs: Progress associations*

*Progress Associations proliferated in Victoria in the early twentieth century. Formed by residents and businessmen in local areas, they pushed for improvements in services and transport and lobbied local government on local issues. Their popularity was maintained during the post Second World War era as the frontiers of Melbourne expanded. In the Moonee Valley area, the formation of progress associations followed the pattern of residential development and an extraordinary number of progress associations were formed in the Moonee Valley area over the twentieth century. An early association, the Ascot Vale Peoples' Association, is thought to have been formed as early as the 1880s. It lobbied for improvements to the Maribyrnong Bridge in 1908. Other early progress associations included the Aberfeldie Progress Association, the Essendon Progress Association, which aimed to build the Essendon Public Hall in Russell Street (now Ukrainian Hall), the Moonee Ponds Progress Association, the Maribyrnong Hill and Bagotville Progress Association (1917), which lobbied for a school (eventually built as Ascot Vale West). Later progress associations represented such areas as North Essendon, Keilor Road, Strathmore, Airport West and Niddrie. While advocating for services, such as the extension of public transport or the provision of education, progress associations within the study areas also aimed to beautify the*

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area and attract visitors. (MVTEH 2012:119-20)

*Theme Eight - Building community life: 8.4 Forming community organisations; Providing local meeting places*

*Moonee Valley has an abundance of community halls, many established in the nineteenth century by Lodges, Friendly Societies, churches and community groups. The Essendon Town Hall, built as the Essendon and Flemington Institute in the 1880s, is perhaps the most visible and like many other municipal halls, has gone through quite a few structural and use changes over its life (MVTEH, 2012:157).*

*In the post-war years halls have been erected to meet population growth and community needs in areas such as Strathmore, West Essendon, Avondale Heights and Airport West (MVTEH, 2012:158).*

### West Essendon

The western parts of the City of Essendon were subdivided as early as the 1880s; however, the remoteness of the area from the railway line and the depression of the 1890s meant that little development occurred before the twentieth century. While some houses were built in the early 1900s, it was not until the interwar period that development re-commenced in earnest. As the suburb grew community formation was marked by the opening in 1925 of Aberfeldie Primary School No.4220, and the Buckley Park Methodist Church on a site in Nimmo Street in 1927 (*Essendon Gazette* 17 December 1925, 17 December 1927). It was in the Methodist School Hall that the first meeting of the West Essendon Progress Association was held on 19 August 1939. Among the first items of business was the proposed filling-in of disused sand pits in Price Street that had also been used as rubbish dumps (EG, 24 August 1939).

### Place history

The site of the West Essendon Progress Hall in Bradshaw Street was once part of the property containing sand pits and rubbish dumps that extended through to Price Street. By 1944 Essendon Council was able to advise the Progress Association that the pits were to be filled in and turned into a park (EG, 16 March 1944). As West Essendon continued to grow after World War Two there was a need for a community meeting place in the area and so the Progress Association began planning to build a hall.

Meanwhile, in 1956, Melbourne was the host of the XVIth Olympiad, welcoming athletes from nearly 70 nations to compete. To accommodate the athletes, the Housing Commission of Victoria constructed a self-contained 'Olympic Village' at Heidelberg that comprised a mix of permanent buildings (mostly houses and flats) that would be retained and re-used after the games and 'temporary' buildings that would be demolished or sold. Construction commenced in September 1954 and was completed by September 1956, with the official opening on 29 October 1956, just in time for the games. At its peak, the village contained approximately 5000 athletes and 2000 staff.

Dining facilities for all athletes were provided in eleven temporary dining halls centrally located in one section of the village. Each hall catered for 300 people, with meals being served between 7 a.m. and 10 p.m. daily. The dining halls were described as 'large flat-roofed buildings in each of which two dining halls are separated by a kitchen, which serve both and extends the length of the building' and were 'designed and built with a view to their returning the maximum recovery values after they are dismantled at the termination of the games'. It was intended that the kitchen equipment would be re-used for hospitals then under construction. Ten of the halls catered for 600 athletes, each seating 400 at one sitting. The eleventh housed the staff dining room and kitchen and staff change rooms. In addition to the main dining rooms there was an 'International' dining room which provided meals for athletes arriving from the various venues too late for regular meals (*The Argus*, 22 November 1956, p.19).

In 1957, following the completion of the Olympic Games and the departure of all athletes and officials from the village, the Victorian Government held an auction to sell buildings and equipment, and to sell off the surplus land containing the dining halls and other temporary buildings. It was at this auction that the Progress Association purchased what was described as the former 'International Cafeteria' from the village for 1,200 pounds, which was to be removed and re-

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located at the Bradshaw Street site for use as a Community Hall to accommodate 600-800 people (EG, 20 June 1957).

Edgar J. Alexander, architect, prepared the plans for the re-erected hall and notes on the plan advised 'the erection of this building is to be carried out with materials demolished from a similar type of structure, and these materials are to be re-used wherever shown on the plans or directed by the architect'. Specified materials to be re-used in the new hall included 'wall sections sheathed with tempered masonite', windows (including '10 louvre frames, 5 d.h. pairs, 2 d.h. threes'), galvanized roof sheeting, quadrant spouting and down pipes, and roof structural members. While it is evident that much of the original fabric was re-used it is unclear how similar the hall was in form and detailing to the dining hall. One new addition was the flat roofed porch over the entrance (PROV).

Upon completion the West Essendon Progress Hall measured 126 ft x 63 ft and comprised a stage with dressing rooms on either side, two cloak rooms, a gymnasium, conveniences, a shower, kitchen, a large meeting room, a small meeting room and an office that could be converted into a library. The hall was officially opened by the Mayor, Cr. A.G. Pennell, on 13 December 1958. The cost of the hall, fully equipped, was 15,000 pounds (EG, 18 December 1958).

The hall was used by a range of community groups. For example, in February 1959 a management committee for the West Essendon Youth Club was formed at a public meeting held in the hall, and in August 1960 the Essendon Society of Arts presented three one-act plays on the subjects of 'Mirth', 'Morality' and 'Mystery' (EG, 25 February 1959, 24 & 31 August 1960).

Today, the hall is used by the Essendon Theatre Company.

### Sources

Chalmers, R. W. *The Annals of Essendon*, 1850-2000

*Essendon Gazette* (EG)

Heritage Alliance, *Survey of post-war built heritage in Victoria*, 2008

Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012

Public Records Office of Victoria (PROV) VPRS 7882/P1 Unit 1323

## Description

### Physical Description

The former West Essendon Progress Hall is a gabled building with a longer slope on the west side. The walls are clad in what appears to be the original Masonite on the north and west sides, and boards on the east side. There are what appear to be the original timber paired double hung sash windows (some with horizontal glazing bars) and small square louvred windows in the east wall. The entrance has a flat roof porch. The rivetted beam ends of the internal frame are visible in the end walls.

## Comparative Analysis

Shortages of buildings materials and labour, and restrictions placed upon building, in the years after World War Two limited the ability of community groups to construct their own buildings. In addition, the significant population growth of Melbourne during that time meant that both State and local governments struggled to provide sufficient funds to construct the infrastructure required to service the expanding suburbs. As a result many of the community buildings constructed in late 1940s to the late 1950s are of simple functional design with an economy of materials and detailing.

Another solution was to re-use surplus military or government buildings such as the prefabricated 'Nissen' and 'Quonset'

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huts that had been erected as troop accommodation and for other purposes throughout Melbourne and Victoria. In Moonee Valley 'Nissen' style huts were adapted as scout and church halls during the 1940s and 1950s. The practice had largely ceased by the 1960s.

The West Essendon Progress Hall is a late example of the re-use of surplus buildings, in this case one of the former dining halls from the 1956 Olympic Games village. It is reputedly the only one of the dining halls constructed for the village to survive. As a re-used building, it compares the Nissen Huts adapted as Scout Halls at Ascot Vale (15th Essendon, c.1950), Strathmore (c.1957) and Keilor East (c.1966). It also compares with the Strathmore Community Hall, which was built by local labour, and is a simple brick hall with high set windows and a hipped roof. Both of these halls reflect the austerity that characterized many of the buildings in the postwar era.

### Statement of Significance

#### What is significant?

The West Essendon Progress Hall, originally erected as a dining hall for the 1956 Melbourne Olympic Games village and relocated to this site in 1957, is significant. The former West Essendon Progress Hall is a gabled building with a longer slope on the west side. The walls are clad in what appears to be the original Masonite on the north and west sides, and boards on the east side. There are what appear to be the original timber paired double hung sash windows (some with horizontal glazing bars) and small square louvred windows in the east wall. The entrance has a flat roof porch. The rivetted beam ends of the internal frame are visible in the end walls.

#### How is it significant?

The West Essendon Progress Hall is of local historic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant as a building associated with the suburban development of West Essendon as the first community hall built in the suburb as it grew after World War Two. It provides tangible evidence of the involvement of the West Essendon Progress Association in the development of community amenities. It is also significant as a representative example of the simple, functional buildings that characterize the austerity of the 1950s. (Criteria A, D & H)

It is also significant as the only known surviving example of the dining halls erected at the Olympic Village site in Heidelberg West in 1956, with the express purpose of being removed and relocated after the games had finished. The only example that has been located, this building also remains as one of the few surviving non-residential buildings associated with the Olympic Village and therefore has potential to yield further information about the development of the Village. (Criteria A, B & C)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

## HERITAGE CITATION REPORT

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### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO controls, as shown in the above table. The extent of the HO should include the whole of the property as defined by the title boundaries.



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## HERITAGE CITATION REPORT

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|                      |                              |                                 |
|----------------------|------------------------------|---------------------------------|
| <b>Name</b>          | ESSENDON BAPTIST CHURCH      |                                 |
| <b>Address</b>       | 124 BUCKLEY STREET, ESSENDON | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Church, Sunday School        |                                 |
| <b>Citation Date</b> | 2015                         |                                 |
| <b>Assessment by</b> | Context Pty Ltd              |                                 |



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## HERITAGE CITATION REPORT

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**Recommended  
Heritage Protection**      **VHR - HI - PS Yes**

**Architectural Style**      Federation/Edwardian Period  
(1902-c.1918) Gothic

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight - Building community life: 8.1 Maintaining spiritual life; Churches as a marker of social status or ethnic origin*

*Successive groups of migrants settling in Moonee Valley have brought with them their religious beliefs, establishing churches as the focal point of their communities. In the early days of settlement, church congregations often gathered in very rudimentary buildings before raising money to build substantial places of worship. As congregations grew, they established schools, sporting clubs and facilities to cater for the spiritual, educational and social needs of their constituents.*

*Protestant religions predominated in Moonee Valley in the nineteenth century. The first churches established were those of the Anglican, Methodist (Wesleyan) and Presbyterian denominations. These were spiritual communities which wished to transplant and replicate the belief systems of their British heritage and the architecture of their churches mostly conformed to designs favoured in their homeland.... Another religious denomination which came to Moonee Valley in the early days of settlement were the Baptists, who began a church at Newmarket in 1886 and met at Ascot Vale in the Union Hall in the 1890s (cited directly from MVTEH, 2012:148-149).*

#### Contextual history

While much of Essendon west of Mt Alexander Road was subdivided in the boom years of the 1880s, development was slow until the early twentieth century. The MMBW map of 1906 shows a single house on the north side of Buckley Street between Rose and Violet streets, and another four between Violet Street and Lincoln Road. The south side had similarly sparse development with another three houses, a pair of shops and two mansions set well back on the south side of Buckley Street between the railway line and Munro Street (MMBW).

The City of Essendon grew rapidly in the second half of the first decade of the twentieth century, following the inauguration of the electric tramlines in 1906. Between 1905 and 1909 over 1,000 houses were built in the municipality. Another development boom followed World War I and between 1910 and 1925 the population of Essendon almost doubled, increasing from 21,190 to 39,500 (MVTEH, 2012:113; VMD).

#### Essendon Baptist Church

The Essendon Baptist Church was the fourth congregation of Baptists to be established in the City of Moonee Valley, moving northward from Flemington (1886) and then Moonee Ponds and Ascot Vale (1888).

The first Baptist service in Essendon was conducted in November 1890 by Rev. H Phillips at the Essendon State School, with meetings moving to Dominey's Hall (HO263, 801 Mt Alexander Road) in March 1891 (*Essendon Gazette*, 13 Nov. 1890; 26 March 1891). The Essendon Baptist Church considers its official foundation date, however, to be in June 1894 when Rev. David Jones conducted his first service in Dominey's Hall. In 1897 they purchased a brick building across the road, at 840 Mt Alexander Road, and adapted it to serve as a church that held 120 people, as well as two shops at the

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**ESSENDON BAPTIST CHURCH**  
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front. This was the home of the Essendon Baptist Church until 1915, after which it was purchased by the Essendon Masonic Lodge and remains their home to this day (in a later building) (*Essendon Gazette*, 13 July 1944, 23 Sept. 1897, 3 Oct. 1917).

The new, purpose-built church on Buckley Street was designed in early 1915 by architect JH Parr, serving in an unpaid honorary capacity, and built by contractor WH Parkin. The foundation stone was laid in August by Baptist Union President George Doery and it was officially opened in October of that year by Westmore Stephens. The church and land cost a total of £1,725 and had a membership of 51 people, up from less than 20 in 1894 (*Essendon Gazette*, 5 Aug. 1915:5; *Flemington Spectator*, 7 Oct. 1915:4).

Little is known of architect JH Parr, though he seems to have an on-going connection with the Baptists. He was the honorary architect of the Warrnambool Baptist Church of 1914 and of the 1955 Darling Baptist Church, East Malvern (demolished) (*Warrnambool Standard*, 27 April 1914:4; Foster, 2007:37)

After constructing the church at the front of the Buckley Street site, a series of additions was made to its rear. The first was a small timber addition of 1919-20. There were plans in 1931 for a larger timber rear addition, but this did not proceed. It was only in 1938-39 that the present brick Sunday School extension was constructed, to a design by LE Warner Architects, constructed by contractor R Hill. A time capsule was laid behind the foundation stone (PROV; *Essendon Gazette*, 22 Dec. 1938 & 23 March 1939). This was followed by a wide extension at the back of the site in weatherboard and fibro-cement of 1947-49 (demolished c2009-14) (PROV).

In 1960 the church purchased an existing weatherboard house next door at 136 Buckley Street for use as offices, meeting rooms and a nursery (PROV). This house was demolished c2000 and replaced by a large extension to the west side of the church.

### Sources

*Essendon Gazette*, as cited in Chalmers, B 'Annals of Essendon' CD-ROM, 2005  
Foster, D & S Stefanopoulos, 'Walk Into History 4: Six more great walks in Stonnington', 2007  
Melbourne Metropolitan Board of Works (MMBW), Detail Plans Nos. 1679 & 1680, 1906  
Public Records Office of Victoria (PROV): VPRS 7882/P1, Unit 694, File 5438  
Victorian Municipal Directory (VMD)

## Description

### Physical Description

The Essendon Baptist Church complex stands mid-block on the north side of Buckley Street between Violet and Flower streets. The church stands at the front of the site on Buckley Street, between the contemporary extension (c2000) to the west and the church carpark to the east, and there is a brick Sunday school constructed in 1938 as an extension to the rear of the church.

The 1915 Essendon Baptist Church is an Early English Gothic Revival design with a prominent parapeted gable to the main church form. The church has a simple rectangular plan and is constructed in red brick with soft orange brick ("rubbers") and painted cement-render dressings. It has two parapeted porches, one on each side of the gabled facade, connected by a lower parapeted central lobby. The side elevations of the two porches contain the original ledged entrance doors with decorative strap hinges and leaded pointed arch highlight. Due to the slight slope in the gradient, the door to the western bay was originally accessed by stairs, no longer extant. Each has a pair of lancet windows with hood moulds facing the street, and the lobby between has a row of three smaller lancet windows. The face of the gable above has three stepped lancet windows set in a lancet-form blind arch, between two slender engaged piers.

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The c2000 extension has obscured the western elevation; however the buttressed east elevation is divided into five bays, the first four containing a single lancet window with hood moulds. The fifth bay contains an entrance matching those of the front bays. The tiled roof retains original metal ventilators and is capped with terracotta ridge detail.

The eastern elevation of the 1938 Sunday School extension is visible from Buckley Street and the church carpark. The extension has a simple rectangular form with a hip-gable roof at a shallower pitch to the church. At the connection to the existing building, there is a squat square tower which finishes at the eaves line of the church. Its parapet has subtle ornament created by recessed bands of bricks with protruding bricks at their base. Regular fenestration on the east elevation is divided into four bays by engaged buttresses finished with a pointed top edge just below the eaves line. The windows have a shallow ogee-curved arch and a raked brick sill and contain leadlights. Entrance to the building, and the church, is now provided through the door on the east side of the tower form.

### Comparative Analysis

After the boom of the 1880s and early 1890s, the second great wave of church construction took place in the former City of Essendon in the interwar period (c1915-c1940). During this time many small or timber 19th-century churches were replaced with larger brick structures, either on the same site or nearby. Often, the early church was retained as the church hall, as seen at St John's Presbyterian (Uniting), Essendon, and Christ Church, North Essendon, but in most cases the early church/halls have since been demolished. In a few cases, particularly for the later established Church of Christ, the interwar building was the first for the congregation. Construction of Protestant churches slowed to a halt during the depression of the early 1930s, with a small revival in the late 1930s.

By the end of the nineteenth century the Gothic style had been adopted by most of the Protestant churches, and during the interwar period the Gothic style was continued in church design, but was increasingly simplified or abstracted. A number of transitional styles also emerged, such as Arts & Crafts, Spanish Mission and Neo Grec, which succeeded in making a break from Gothic.

There is only one individually listed Baptist church on the Moonee Valley Heritage Overlay. This is HO179 Ascot Vale Baptist Church, which has a 1910-11 brick church in the Edwardian Free Style, by designer-builder GF Ballantyne, and a 1934 brick hall. The church is distinguished architecturally and is comparable to the contemporary and later work of architect Robert Haddon. Newmarket Baptist Church, which retains an 1880s timber church, c1905 timber church hall and a 1905 red brick church, also by GF Ballantyne, is Contributory to the HO24 Wellington Street Precinct. The 1905 Newmarket Baptist Church has the traditional gable front, a porch with a gable at the centre and Romanesque Revival influence to the detailing (round-arched windows and blind arches).

In comparison, Essendon Baptist Church, of 1915, is more traditional in its details, with the use of lancet windows giving it an Early English Gothic character. Like the Ascot Vale Baptist Church, it has a 1930s hall, here appended to the rear of the church.

### Statement of Significance

#### What is significant?

Essendon Baptist Church and Sunday School at 124 Buckley Street, Essendon, is significant. The red brick church was designed by architect JH Parr in 1915 in a simplified Early English Gothic style. A brick Sunday School was built as an addition to the rear of the church in 1938-39, to a design by LE Warner Architects.

The recent extension to the west side of the church is not of significance.

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### How is it significant?

Essendon Baptist Church is of local historical, social and architectural significance to the City of Moonee Ponds.

### Why is it significant?

It is historically and socially significant as the centre of Baptist worship in the area since 1890 (on this site since 1915). (Criteria A & G)

It is architecturally significant as a representative example of the application of the Early English Gothic style to a typical early 20th-century church, with a dominant gable form, articulated front porches with a lobby in between, and the use of lancet windows to the ground floor and set within a blind pointed arch on the front gable. The 1939 Sunday School at the rear of the church exhibits the simplified forms of the late interwar era, paired with subtle decoration in brick including the ogee-arched windows and brick detailing to the simplified tower element. (Criterion D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

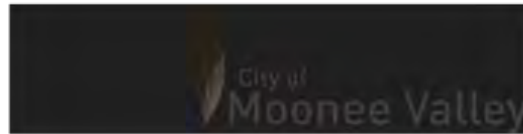
### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table. Extent of the HO to include the church and Sunday School at its rear and surrounding land to a minimum extent of 5 metres.





## HERITAGE CITATION REPORT

|                      |                              |                                 |
|----------------------|------------------------------|---------------------------------|
| <b>Name</b>          | PIONEER STORE                |                                 |
| <b>Address</b>       | 187 BUCKLEY STREET, ESSENDON | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Shop                         |                                 |
| <b>Citation Date</b> | 2015                         |                                 |
| <b>Assessment by</b> | Context Pty Ltd              |                                 |



PIONEER STORE  
Hermes No 196360

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## HERITAGE CITATION REPORT

**Recommended  
Heritage Protection**      **VHR - HI - PS Yes**

**Architectural Style**      Victorian Period (1851-1901),  
Victorian Period (1851-1901)  
Free Classical

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Two - Peopling Victoria's Places and Landscapes: 2.7 Promoting settlement; Developing private townships and housing estates*

*Theme Five - Building Victoria's industries and workforce: 5.3 Marketing and retailing; Serving local needs*

#### Contextual history

Essendon's physical development changed dramatically during the boom years of the 1880s. In 1889, Essendon was proclaimed a township and from 1882 to 1890 there was a 330% increase in the population of its suburbs (Ascot Vale, Moonee Ponds and Essendon), the highest of any area in Melbourne. Massive divisions and subdivisions took place, reducing the larger estates and suburban allotments to smaller building lots. Due to the availability of transport, the more central suburbs of Ascot Vale and Moonee Ponds were the first to develop. In all suburbs, development radiated out from transport hubs, including railway stations and tram lines.

The area bounded by Buckley, Parke, Munro and Locke streets was subdivided as the 'Locke's Paddock' estate and suburban allotments were auctioned off from 1885 (SLV). The subdivision was settled only gradually, with a real estate ad for the nearby Aberfeldie Estate of 1888 (SLV) indicated that less than a dozen houses had been built there as yet, and none fronting Buckley Street. By 1905, residential development was still sparse and scattered around Locke's Paddock, apart from a continuous row of cottages along the east side of Robb Street. Until at least 1910 the only commercial building on either side of Buckley Street to the west of the railway line was the 'Pioneer Store' at 187 Buckley Street (MMBW; S&McD).

#### Pioneer Store

The land where the Pioneer Store stands today, stretching from Clarinda Street to the middle of 181 Buckley Street, was purchased by Moonee Ponds estate agent William Marshall in September 1888. He then sold it to Alexander Semple in four pieces, the first in March 1890 and the last in September 1903 (LV:V2064 F698). The two first blocks, sold in March and May 1890, comprise the site of the Pioneer Store at 187-189 Buckley Street. At the time of the property transfer, Semple was already listed as a Storekeeper on Buckley Street (LV: V2248 F470 & V2264 F658). Alexander Semple, grocer, appears for the first time in the street directory (as does Clarinda Road) in 1891, indicating the shop was established in 1890 (S&McD). He was the only occupant only occupant on the south side of Buckley Street between Combermere and Robb streets at this time. From 1892, the second shop was occupied, by butcher Edward Whiteside (S&McD).

The *Essendon Gazette* variously records the construction of Semple's store as 1890 and 1891 (17 Oct 1990 & 24 May 1972). This may indicate that it was built in stages, as suggested by separate roof forms between the two tenancies (nos. 187 and 189) and the appearance of a second shopkeeper two years after the first.

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The 1905 MMBW plan shows that the two shops shared a return verandah over the footpath, which wrapped around part of the Clarinda Road frontage.

Both parts of the property were sold to William Newton, a master printer of 93 Glass Street, in 1934 (LV: V2248 F470 & V2264 F658). He ran the Don Printing Works from both tenancies (S&McD 1942). Newton sold both tenancies to Richard Lego, grocer, in 1950, which may indicate that the shops reverted to their original use for a time. In 1968 they sold to M & J Hebden, who ran a kitchen and bathroom manufacturing business from the site from 1968 until the 1990s (*Essendon Gazette*, 17 Oct. 1990). John Hebden restored the building in 1988, assisted by funds from the Bi-Centennial Authority, and engaged local architect David Harvey to design a simple cantilevered verandah for it (*Essendon Gazette*, 10 Aug. 1988).

### Sources

*Essendon Gazette*, as cited in Chalmers, B 'Annals of Essendon' CD-ROM, 2005.

Land Victoria (LV), certificates of title, as cited.

Melbourne Metropolitan Board of Works (MMBW), Detail Plans Nos. 1636, 1637 & 1639, 1905.

Sands & McDougall street directories (S&McD), as cited.

State Library of Victoria (SLV). 'Locke's Paddock Essendon' real estate advertisement, Haughton Collection and 'Aberfeldie Estate Essendon' Dyer Collection of Auctioneers' Plans.

### Description

#### Physical Description

The building at 187 Buckley Street is a pair of rendered two-storey shop-residences with modern flats at the rear (south), occupying the corner site on the south-east corner of Buckley Street and Clarinda Road. The shops are built to the street boundaries.

The building is distinctive for its grand classical cast-cement ornament to the first floor. The principle elevation addressing Buckley Street is divided into two bays by pilasters with Corinthian capitals flanking arched windows in pedimented aedicules with vermiculation in the spandrels and a blind balustrade below. There is a curved pediment, displaying 'Pioneer Store AD 1890' to the splayed corner above a naïve composition of floating triangular pediment above blind arch with moulded keystone and hood mould. This window form is repeated on the Clarinda Road elevation. There is another triangular pediment above the corner entrance. The parapet to the Buckley Street elevation has a rinceaux relief set within its panels and returns to a single bay along Clarinda Road. This facade is asymmetrical with a single arched window in a pedimented aedicule with a vermiculated spandrel, flanked by round arched windows.

The ground floor has been altered and retains only the original residential window (a double-hung sash with sidelights) and doorway at the south end of the Clarinda Road elevation. Label moulds with ornate bosses survive to some openings, however, all doors and windows are new to the ground floor. A sympathetic convex corrugated iron verandah extends the full width of both street elevations and dates to the 1980s. The original verandah would have rested on posts.

### Comparative Analysis

Most of the suburbs of the City of Moonee Valley, particularly Flemington, Ascot Vale, Moonee Ponds, and Essendon, underwent a large amount of speculative development during the land boom of the late 1880s and early 1890s. This period saw the major development of the municipality's major shopping strips on Racecourse Road, Flemington (HO25), Union Road, Ascot Vale (HO26), and Puckle Street, Moonee Ponds (HO14). Thanks to these three large commercial precincts, as well as a number of individually listed commercial buildings on Mt Alexander Road, Victorian shops (and

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hotels) in commercial areas are well represented in the three southern suburbs.

This is not the case for the northernmost centre of development in the 1880s: Essendon. There appear to be no 19th-century Essendon commercial building in the Heritage Overlay. Essendon's main 19th-century commercial centre at the junction of Mt Alexander Road, Fletcher and Napier streets is unrecognised (though recommended for the HO by this study), as are the corner shops scattered around residential areas that were an important resource in the pre-motor car era.

The Victorian shops that are of Individual Significance in the Moonee Valley Heritage Overlay (whether or not in a precinct) are mostly recognised for architecturally distinguished treatment of their first-floor elevation and parapet, as almost all have lost their original posted verandah and shopfront. Examples include the Ascot Vale Hall, 140-144 Union Road, Ascot Vale (HO287); Shop and residence, 189 Union Road, Ascot Vale (HO288); Shops, 407-411 Mt Alexander Road, Ascot Vale (HO261); and 361, 363-379 & 548 Mt Alexander Road, Ascot Vale (all HO363).

Exceptions that retain an original shopfront are at 97-99 Mt Alexander Road, Flemington (HO196), Venetian Gothic shop-residences that retain one timber shopfront; the Victoria Buildings, 433-437 Mt Alexander Road, Ascot Vale (HO365) one of which retains its timber shopfront; 599-603 Mt Alexander Road, Moonee Ponds (HO359), one of which retains a partial timber shopfront; and the Grandview Store, 79 Holmes Road, Moonee Ponds (HO191), a corner store with arched panels to its shopfront. There are also a few examples of Victorian shops with original timber shopfronts that are Contributory to a precinct, including 304 Racecourse Road, Flemington (HO25), and 15 Norwood Street, Flemington (HO24).

Prior to widespread car ownership and home refrigeration, neighbourhood corner stores were an important amenity in residential areas, where day-to-day needs could be purchased. A corner store was often an early development in a newly subdivided area, providing an important marker of its origins. In low-density suburbs the shop was usually paired with an adjoining or attached dwelling that housed the shopkeeper and family. On denser commercial strips, the predominant type was a two-storey building with a residence upstairs. Both types were common until the post-war era when growing automobile ownership allowed shop owners to commute from home to work. While corner stores remained popular through the 1950s and '60s, often called 'milk bars' during those decades, most have since become redundant and are converted to new uses such as offices or residences.

There is one such neighbourhood corner shop individually listed in the Moonee Valley Heritage Overlay: the Grandview Store, 79 Holmes Road, Moonee Ponds, of 1888 (HO191). It is a two-storey building (residence above), with a splayed corner and arcaded timber shop windows (boarded over and believed to be altered). There are other Contributory examples scattered through Victorian-era residential precincts, such as 15 Norwood Street and 26 Brighton Street, Flemington (HO24), both of which retain their timber shopfront windows and posted verandahs.

The 'Pioneer Store' at 187 Buckley Street, Essendon, is a rather grand example of a 'corner store' as it was built in 1890-91 to serve the 1880s residential development around it. As such, it can be compared to the Grandview Store in Moonee Ponds and the corner shop at 40 Nicholson Street, Essendon (also assessed in this study). Its architectural expression, however, is comparable to some of the more elaborate shops in the main commercial areas of Moonee Valley, such as 189 Union Road, Ascot Vale (HO288) and 407-411 Mt Alexander Road, Ascot Vale (HO261), though the use of classical ornament is more naïve.

### Statement of Significance

#### What is significant?

The 'Pioneer Store' at 187 Buckley Street, Essendon, is significant. The two shops with residences above were built in 1890-91 for grocer Alexander Semple to serve the new residents of the Locke's Paddock estate, established in 1885. It

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remained the only shop on Buckley Street west of the railway line until at least 1910.

The building comprises a pair of rendered two-storey shop-residences with extensive cast-cement ornament to the openings and the parapet, as well as Corinthian pilasters dividing the two shops. The corner shop had its entry at the splayed corner, above which is a curved pediment to the parapet, displaying the words 'Pioneer Store AD 1890'. There is a residential window and door at the south end of the Clarinda Road elevation.

The modern flats to the rear, at 1A Clarinda Road, are not significant.

### How is it significant?

The 'Pioneer Store' is of local historical and architectural/aesthetic significance to the City of Moonee Valley.

### What is significant?

It is historically significant as the first commercial building on Buckley Street to the west of the railway line, as such it is a tangible reminder of the speculative land boom that took place in the City of Essendon in the 1880s. While many areas, such as Locke's Paddock, were subdivided at the time, many areas of Essendon only began to develop before the 1890s depression brought it to a halt. The optimism of the pre-depression years is visible in the grand design of the 'Pioneer Store', which is fit for a major commercial boulevard, but ended up the only commercial building in the area for another 20 years. The 'Pioneer Store' also demonstrates a bygone aspect of pre-WWII life: Prior to widespread car ownership and home refrigeration, neighbourhood corner stores were an important amenity in residential areas, where day-to-day needs could be purchased. (Criterion A)

It is architecturally/aesthetically significant for its extensive classical cast-cement ornament to the two street elevations. Notable details include arched windows in pedimented aedicules with vermiculation in the spandrels and a blind balustrade below, the arched windows with keystone and hood mould with decorative bosses to ground-floor and first-floor windows, and the rinceaux frieze to the parapet. (Criterion E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

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|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.

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Extent of the HO to include the whole of the property as defined by the title boundaries.



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|----------------------|-----------------------------|---------------------------|-------|
| <b>Name</b>          | ESSENDON CHURCH OF CHRIST   | <b>Significance Level</b> | Local |
| <b>Address</b>       | 52 BUCKLEY STREET, ESSENDON |                           |       |
| <b>Place Type</b>    | Church                      |                           |       |
| <b>Citation Date</b> | 2015                        |                           |       |
| <b>Assessment by</b> | Context Pty Ltd             |                           |       |



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|--|-------------------|----------------------------|---|
| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes |                            |   |
| <b>Designer / Architect</b>            | Cook, VG          | <b>Architectural Style</b> | Interwar Period (c.1919-c.1940),<br>Interwar Period (c.1919-c.1940)<br>Gothic |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight - Building community life: 8.1 Maintaining spiritual life; Churches as a marker of social status or ethnic origin*

*Successive groups of migrants settling in Moonee Valley have brought with them their religious beliefs, establishing churches as the focal point of their communities. In the early days of settlement, church congregations often gathered in very rudimentary buildings before raising money to build substantial places of worship. As congregations grew, they established schools, sporting clubs and facilities to cater for the spiritual, educational and social needs of their constituents. Protestant religions predominated in Moonee Valley in the nineteenth century. The first churches established were those of the Anglican, Methodist (Wesleyan) and Presbyterian denominations. These were spiritual communities which wished to transplant and replicate the belief systems of their British heritage and the architecture of their churches mostly conformed to designs favoured in their homeland. (cited directly from MVTEH 2012:148-149).*

#### Essendon Church of Christ

The Church of Christ is small denomination which grew out of the Scottish Baptists, founded in 1809 by Thomas Campbell. Their first church in Victoria was founded in 1853 in Prahran (Lewis, 1991:12). In Moonee Valley, the first Church of Christ was founded in Flemington in 1884, and by the early 1960s they had six churches in the area.

The Essendon Church of Christ was founded in 1915 when it conducted its opening service in the Essendon Public Hall (*Essendon Gazette*, 4 March 1915 & 12 June 1923). In 1920 the Essendon Church of Christ purchased the property previously known as 'Winstow Grammar School' in Buckley Street, and the first service in the new premises was conducted on the same day (*Essendon Gazette*, 26 February 1920).

Planning for a new church had commenced by 1924 (Chalmers 1998, Vol 1:257) and the foundation stone was laid on 18 April 1925 by Mr Robert Lyall, President of the Victorian Conference (*Essendon Gazette*, 16 April 1925). Funds for the new church were raised through the purchase of bricks at a donation of 6d per brick and by 1917 promises for 4,000 bricks had already been received (*Essendon Gazette*, 20 September 1917). The church was designed by local architect Victor G. Cook, of Primrose Street, Essendon, and the builder was Mr J. R. Wilkinson. Officially opened by Dr W. A. Kemp of Edinburgh in 1925, the Church cost 3,300 pounds (*Essendon Gazette*, 1 October 1925 & 29 October 1925).

Architect Victor G Cook (1889-1977) was an Essendon resident, residing on McPherson Street in 1914 and on Primrose Street by 1927. His parents, Robert G Cook and Martha Woods, were considered local "pioneers" as they lived in Essendon from the 1850s. Among other jobs and business ventures, Robert G Cook was a builder and speculator, constructing 51 Fletcher Street c1887, for example, and may have influenced his son's choice of career. It appears that Victor started his career as an engineer, assisting architect Leslie Perrott with the design of a concrete house at 11 Raleigh Street in 1914 (*Essendon Gazette*, 5 Feb. 1914:1). In 1923 he designed the new Sunday School Hall and Kindergarten

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hall at the Essendon South Methodist Church, in 1924 he designed the New Ascot Theatre on Union Road, and in 1925, the Southern Cross Theatre, in Essendon (MVTEH 2012:109). In 1927 he designed the new Broadmeadows Shire Office (demolished; *Kilmore Free Press*, 16 June 1927:3).

In 1967 plans were approved to construct a new building on the site of the former school. The new Kindergarten and hall was designed by Drayton & Colman Architects, of 3B Salisbury Ave, Blackburn and completed in 1968 (PROV).

### Sources

*Essendon Gazette*, as cited in R Chalmers, *Annals of Essendon*, Vols. 1-4, 1998 & 2005.  
Chalmers, R 1998 *Annals of Essendon*, Vol 1.  
Lewis, M, 1991, *Victorian Churches: Their origins, their story & their architecture*.  
Living Histories, 2012, *Moonee Valley Thematic Environmental History* (MVTEH).  
Public Records Office (PROV), VPRS 7882/P1, Unit 330, File 1798.

### Description

#### Physical Description

The Essendon Church of Christ stands in a residential-sized lot, mid-block on the northern side of Buckley Street between Forbes and Hoddle streets. The church stands at the front of the site with a narrow hard landscaped forecourt matching the setback of the adjacent residential properties to Buckley Street. The 1967 flat-roofed kindergarten and hall building is located at the rear of the narrow site and is largely hidden behind the church.

The 1924-25 Essendon Church of Christ is a simple Decorated Gothic design, with traditional parapeted gables and fine window tracery. The church has a simple rectangular plan and is constructed in red brick with unpainted cement-render dressings. The body of the church contains a three-light traceried window set between two semi-hexagonal piers which extend above the gable as pinnacles with blind lancet arches around them.

The porch has an inset central entry below a segmental arch and a stylised stepped concrete rendered parapet. On either side is a bay with a parapeted gable, each containing a two-light traceried window with cement-render dressings, and engaged buttresses to the corners. The porch is accessed by five concrete steps flanked with mild-steel balustrades with a lancet-design. Behind the (non-original) metal gate, the porch is finished with a varnished lining-board ceiling with the original ledged double doors.

The side elevations are divided by engaged buttresses into five bays, each with a single lancet window with cement-render hood moulds terminating in decorative bosses.

### Comparative Analysis

After the boom of the 1880s and early 1890s, the second great wave of church construction took place in the former City of Essendon in the interwar period (c1915-c1940). During this time many small or timber 19th-century churches were replaced with larger brick structures, either on the same site or nearby. Often, the early church was retained as the church hall, as seen at St John's Presbyterian (Uniting), Essendon, and Christ Church, North Essendon, but in most cases the early church/halls have since been demolished. In a few cases, particularly for the later established Church of Christ, the interwar building was the first for the congregation. Construction of Protestant churches slowed to a halt during the depression of the early 1930s, with a small revival in the late 1930s.

By the end of the nineteenth century the Gothic style had been adopted by most of the Protestant churches, and during the

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interwar period the Gothic style was continued in church design, but was increasingly simplified or abstracted. A number of transitional styles also emerged, such as Arts & Crafts, Spanish Mission and Neo Grec, which succeeded in making a break from Gothic.

The design of the Essendon Church of Christ stays close to purist Gothic, here in the so-called Decorated variant of the style, which is characterised by tracery windows and a delicacy of form and detail not seen in its predecessor, Old English. It can be compared to the following places on the Moonee Valley Heritage Overlay:

- HO203 Christ Church Anglican, North Essendon, 1921, architect Daniel R Dossetor. A red-brick building with large tracery windows and unpainted render dressings which addresses its corner site in a sculptural and asymmetrical manner. The crenelated towers are a distinctive feature.

- HO292 Aberfeldie Methodist (Uniting) Church, 1926. A red-brick Decorated Gothic church with an Arts & Crafts influence.

- HO87 St John's Presbyterian (Uniting) Church, 1927, architects HW & FB Tompkins. A very large red-brick Decorated Gothic Church with an asymmetrically placed tower with a soaring spire. The front is dominated by a massive tracery window.

The first two examples are freer interpretations of the Decorated period of Gothic architecture, so the Church of Christ compares most closely with the much larger and grander St John's. While St John's is a far larger and expensively detailed building with a landmark presence due to its corner site, soaring spire and large size, the nearby Essendon Church of Christ can be considered a smaller version. Both churches are relatively faithful interpretations of the style, and have elegant and delicate detail befitting the Decorated Gothic style.

### Statement of Significance

#### What is significant?

Essendon Church of Christ at 52 Buckley Street, Essendon, is significant. The red brick church of 1924-25 was designed by local architect Victor G Cook in the Decorated Gothic style. The church has a simple rectangular plan and is constructed in red brick with unpainted cement-render dressings. The front porch has gabled bays flanking a recessed entry.

VG Cook was the son of Essendon "pioneers" Robert and Martha Cook. He started his career as an engineer in the 1910s, and by the 1920s had a thriving practice, designing the Essendon South Methodist Sunday School, the New Ascot Theatre on Union Road, the Southern Cross Theatre in Essendon and the Broadmeadows Shire Hall.

The 1967 Kindergarten at the rear is not of significance.

#### How is it significant?

Essendon Church of Christ is of local historical, social and architectural significance to the City of Moonee Ponds.

#### Why is it significant?

It is historically and socially significant as the centre of Church of Christ worship in the area since 1915 (on this site since 1925). (Criteria A & G)

It is architecturally significant for its high level of intactness and for the Decorated Gothic detail which is particularly fine for a church of this size. Elements of note include the unpainted render detailing, particularly the tracery windows and the parapet above the entry, the two semi-hexagonal piers which extend above the gable as pinnacles with blind lancet arches

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around them, and the mild-steel balustrades with a lancet-design to the front steps. (Criterion E)

It is also of historical interest for its association with local architect Vincent G Cook.

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.  
Extent of the HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |   |                           |       |
|----------------------|---|---------------------------|-------|
| <b>Name</b>          | Fletcher St and Napier St Precinct  | <b>Significance Level</b> | Local |
| <b>Address</b>       | 1-25 & 4-18 Napier Street ESSENDON 79-87 & 94-104 Fletcher Street ESSENDON 914-950 Mt Alexander Road ESSENDON |                           |       |
| <b>Place Type</b>    | Commercial Precinct, Retail or Wholesale Precinct, Shop   |                           |       |
| <b>Citation Date</b> | 2015  |                           |       |
| <b>Assessment by</b> | Context Pty Ltd   |                           |       |



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**Recommended  
Heritage Protection**

VHR - HI - PS Yes

**Architectural Style**

Victorian Period (1851-1901),  
Federation/Edwardian Period  
(1902-c.1918), Interwar Period  
(c.1919-c.1940), Postwar Period  
(1945-1965)

### History and Historical Context

**Thematic context**

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme five: Building Victoria's industries and workforce: 5.3 Marketing and retailing - Serving local needs; 5.5 Banking and finance*

*Theme six: Building towns, cities and the garden state: 6.3 Shaping the suburbs*

**Contextual history**

Gold was discovered in 1851, bringing rapid commercial and residential development as most gold seekers travelled along Mt Alexander Road to reach the goldfields of Bendigo and Ballarat. Three areas had a concentration of new commercial development: on Mt Alexander Road, Ascot Vale, around Moonee Ponds Junction, and at 'Fletcher Corner' where Mt Alexander Road met Fletcher Street, with hay and corn stores, a butcher shop and stables among the early businesses. Fletcher Street was named in 1872, after early settler William Fletcher who bought land in the Ascot Vale area in 1847.

The town and suburb of Essendon was gazetted in 1852, named after a village in Hertfordshire, England. Land along the

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south side of Fletcher Street, west of Nicholson Street, was first released for sale in the early 1850s. Most of the land on the south side of the street, in 2 rood blocks, was purchased by 'J Hodgson & Others' in June 1854 (Parish Plan).

The area received further development impetus when the Melbourne to Essendon Railway opened in 1860, and again in 1909 when the electric tram line up Pascoe Vale Road, then along Fletcher Street to Mt Alexander Road opened (Taylor, 2002:4-5). In 1881 there were 488 houses in the Essendon district, most of them situated in the streets and roads adjacent to Mt Alexander Road and the railway line, and the population was 3,100. By 1889 when Essendon was proclaimed a Town the population had climbed to almost 10,000. Over the next 3 years, during the height of the land boom in Melbourne, Essendon's population grew by 50% peaking at 15,245 in 1892 (Aldous, 1979:29, 32, 64).

With the collapse of the land boom the population declined to 13,00 and remained at that level until 1900. As development recovered in the early twentieth century the population grew to 20,000 by 1909 and Essendon was proclaimed a City in April of that year (Aldous, 1979:32). Another development boom followed World War I and between 1910 and 1925 the population of Essendon almost doubled, increasing from 21,190 to 39,500 (MVTEH, 2012:113; VMD).

### Precinct history

By 1884 there were several shops grouped around 'Fletcher Corner', including a store and draper on the north side of Fletcher Street, a butcher just south on Mt Alexander Road (Andrew Swan, who would rebuild in 1888), and the Essendon Store Bakery on Napier Street. An ES&A Bank was built at the corner of Fletcher and Napier streets that same year. None of these early buildings survive, the earliest in the precinct today date from the land boom of the late 1880s, a time when many handsome, highly embellished commercial and residential buildings were erected all over the metropolitan area. There was a slump in construction due to the 1890s depression, and building only commenced again in the precinct in 1905-14, the Edwardian period. The interwar era saw one major development, The Junction Buildings of 1921-24. The final layer dates from the post-war era, when the 1884 ES&A bank building was replaced with an up-to-date Modernist version.

By 1892, at the close of the land boom, ten of the precinct's shops had been constructed. These included a row of two-storey shops of 1888 at 94-98 Fletcher Street ('Furniehurst Terrace'), which housed a draper, a news agent and a boot store; the two-storey 'Clifton Buildings' of 1891 at 12-18 Napier Street, which contained a bootmaker, pastry cook and grocers; and across the street at 23-25 Napier Street was an 1891 single-storey building housing a butcher and a greengrocer ('Houses of Essendon'; S&McD). To the south, on Mt Alexander Road was another cluster of shops around Nos. 902-914, including a bootmaker, a greengrocer, a hairdresser, a butcher and a confectioner.

The butcher, Andrew Swan, had a grand new two-storey butcher's shop and dwelling constructed in 1888 (now O'Sullivan's Irish Pub). The coat of arms of Marquis of Normanby are displayed on the parapet, giving the building the name Normanby Chambers. It was designed by architects Ravenscroft & Freeman, who called for tenders to erect it in June 1888 (*Argus*, 4 June 1888:3). Little is known of this architectural practice. They were the designers of the Warragul Railway Hotel and Shops of 1888-89 (Baw Baw Shire HO118), and the former Foresters' Hall, 168 Latrobe Street, Melbourne, of 1888 (VHR H1495), which is described as 'as a notable example of boom style classicism in Melbourne and one of the few surviving works of the architects Ravenscroft and Freeman'. Andrew Swan moved to the area in 1868 and first worked as a manager and buyer for the Melbourne Meat Preserving Company on the Maribyrnong River, before opening his own butcher's shop on Mt Alexander Road. He was a long-time Essendon Councillor, from 1877-88, and the mayor in 1883-84. He sold his butchering business to a Mr T McKendrick in 1905 (*Essendon Gazette*, 10 Feb. 1960; 7 Sept. 1905).

Stimulated by the coming of the electric tramway in 1909, the Edwardian era development brought a number of distinctive buildings to the precinct, first and foremost the pair of red-brick Free Classical buildings at the south-east corner of Mt Alexander Road and Fletcher Street. Elizabeth Bruce owned the block at the corner from about 1900, when her husband Harvey Bruce opened his chemist's shop. She sold to Charles Murrell in December 1907, and he had a

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small, single-storey dentist's surgery erected at 87 Fletcher Street in 1908, which was occupied by dentists Knight & Storey from 1909 until the 1920s. At the corner, the Bruce's chemist's shop was replaced in 1909 with the present two-storey corner building, occupied by WM Jewkes and then George Attwood (LV: V3123 F431; 'Houses of Essendon'; S&McD). Charles Murrell died in July 1913, and shortly afterward (c1913-14) his widow, Mary Murrell, had the three shops that comprise 'Fowler's Buildings' erected at 926-930 Mt Alexander Road. Apparently Fowler was her maiden name (A Bragiola).

At the same time, to either side of the Murrell's developments, a John Gillies had two rows of identical single-storey shops built at 79-85 Fletcher Street and 920-926 Mt Alexander Road, in 1912. During this period, c1905, shops were built at 4-8 Napier Street, which housed a draper and bootmaker in 1910 ('Houses of Essendon').

There was one large development in the precinct during the interwar era. On the site of a woodyard at the narrow corner of Mt Alexander Road and Napier Street, owner Charles Walker commissioned a building of single and two-storey shops, constructed between 1921 and 1923, named the 'Junction Buildings' after their prominent site. Building permit plans held by the Essendon Historical Society document that the northern part of the complex was designed by Norman G Peebles, resident of Essendon and partner of the prominent architectural practice Bates, Peebles and Smart. As the complex is cohesive in its detailing, and had a single owner when built, it appears that the two-storey section at the corner was also the work of architect Peebles (or one of his colleagues, as Peebles left the practice to work on his own in 1922 then died in June 1923 - *Argus*, 14 June 1923:8).

In 1958 a new ES&A bank was constructed at 104 Fletcher Street, replacing the 1884 building. Its up-to-date design suggests that it was architect designed (as was typical of ES&A banks generally), but the ANZ Bank Archives do not hold this information. The Archives do have an early photo of the new bank.

### Sources

Aldous, Grant, *The stopover that stayed. A history of Essendon*, 1979  
*The Argus*, as cited.

Building Permit Records of the former City of Essendon, held by the Essendon Historical Society.

Chalmers, B, 1998, *Annals of Essendon from the 1850s to 1924*.

*Essendon Gazette*, as cited in Chalmers, B 'Annals of Essendon' CD-ROM, 2005.

Essendon Historical Society, research by Alex Bragiola into rate books and street directories to determine built dates for buildings in the precinct in cases where building permit records do not survive.

Essendon Historical Society, 1970, 'Houses of Essendon', unpublished MS held by Essendon Historical Society, contains built dates of buildings based on information from street directories and rate records.

Land Victoria (LV), certificates of title, as cited.

Parish Plan of Dousta Galla, Public Records of Victoria.

Sands & McDougall street directories (S&McD), as cited.

Taylor, M, 'Hoddle Street Precinct. Assessment of Cultural Heritage Significance', 2002

Victorian Municipal Directory (VMD)

### Description

#### Physical Description

The precinct is centred on the three-way intersection of the west side of Mt Alexander Road with Napier and Fletcher streets, an area once known as 'Fletcher Corner'. Thanks to the street layout there are three very prominent corner sites clustered at the centre, which provide an advantageous setting for three of the precinct's major buildings: the Junction Building, the ES&A bank, and the Free Classical chemist's shop at 934 Mt Alexander Road.

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Fletcher St and Napier St Precinct  
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All buildings in the precinct have a retail or commercial use, and as typical of such buildings are built to the front (and usually) the side boundaries. In scale, roughly half of them are single-storey and the other half double-storey, alternating in groups.

As discussed in the history, the majority of the buildings were constructed in the late Victorian and Edwardian periods. The Victorian buildings are quite typical of their era, all built 1888-91. All exhibit an Italianate influence, with rendered brick walls and parapets with arched or triangular pediments at their centre. The pair of single-storey shops at 23-25 Napier Street and the double-storey 'Furniehurst Terrace' at 94-98 Fletcher Street are the simplest in design, with arched pediments and solid parapets (panelled in the case of the Fletcher Street example). The double-storey Clifton Buildings at 12-18 Napier Street are a bit more elaborate, with arched and keystone windows and alternating parapet forms with cast seashell tympani. The grandest by far is Andrew Swan's 'Normanby Chambers' butcher's shop (now Irish pub), which is a two-storey, triple-fronted building with pairs of round-arched windows with heavy moulded architraves, and Corinthian pilasters framing the facade. Above is a balustraded parapet with an elaborate raised pediment at the centre. It is flanked by scrolled corbels, has an acroterion at the top and reliefs in the tympanum. Below the pediment, between panelled pilasters is the coat of arms of the Marquis of Normanby in polychromed relief. The ground floor has been entirely rebuilt and the two-storey verandah is new (a 1950s photo suggests the original verandah was to the ground floor only). None of the Victorian shops have retained its original posted verandah or shopfront, though 23-25 Napier Street have interwar shopfronts with blue tiles and Adamesque leadlight highlights.

Development on the south-east corner of Mt Alexander Road and Fletcher Street dates entirely to the Edwardian period. Again, the buildings range from simple to lavishly detailed, but are more varied in form and detail than the Victorian ones. Most simple are two groups of single-storey shops at 79-85 Fletcher Street and 920-924 Mt Alexander Road. They have plain, rendered parapets with straight tops, divided by very tall slender piers on either side, which rise to a flat cap with a hemisphere on top. Nos. 81 and 83 Fletcher Street retain partial original shopfronts (metal framing, highlight windows, recessed entries). The parapets of the shops on Mt Alexander Road are largely obscured by metal cladding. Fowler's Buildings at 926-930 Mt Alexander Road are an unusual building for their 1913-14 date. The three two-storey shops are designed to create a tripartite classical composition with a triangular pediment over the centre shop. Each has a pair of sash windows to the first floor. No. 926 retains a semicircular hood mould with bosses arching over the two windows, adding an Italianate accent. A photo of the 1950s confirms that the two outer tenancies had a curved hood mould, while the central one had a square label mould over its windows. The posted verandah also visible is gone. The walls are of overpainted brick.

The most impressive pair of the Edwardian era stand next to each other at the very corner. Both are of red brick with cement render dressings, and both have picturesque arched parapets with incised vertical slots in them, characteristic of the Edwardian Free Classical style (or Edwardian Baroque). The diminutive c1908-09 dentist's surgery at 87 Fletcher Street is highly intact. It has a large segmentally arched front windows with leadlight highlights and a heavy render architrave, and a segmentally arched doorway with a leadlight highlight and door with arched light above two fielded panels. The parapet is divided in two section - wide and narrow to match the wide window and narrow doorway below. Each section is bracketed by hexagonal piers that extend above the parapet into a flared cap. The two-storey former chemist's shop at 934 Mt Alexander Road has a series of arches to its parapet, building momentum from both sides toward the narrow corner bay. At the centre the arch motif is strengthened by stacking: the blind arch of the parapet sits above a segmentally arched open-bed pediment supported on stepped corbels, and the brick arch of the corner balcony. The balcony has arches on three sides and a hit-and-miss brick balustrade below. There is one large segmentally arched window on the Mt Alexander elevation, and three standard sash windows on the Fletcher Street side. The shopfront has been entirely rebuilt and the posted verandah replaced with a cantilevered one. The clock hanging in the balcony arch is not an original feature, but is sympathetic to its presentation.

The only interwar development in the precinct is the landmark Junction Building (HO314) on the opposite corner. It is a group of two-storey shops at the narrow corner with mostly single-storey shops to the north, facing Mt Alexander Road and Napier Street. While the single-storey shops have flat repetitive parapets divided by piers, the two-storey corner



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shops are massed as a single composition. The first-floor elevations have alternating breakfronts with a large round-arched windows and recessed bays with one or two rectangular windows. One two-storey bay with an arched window is repeated at the north end of the Mt Alexander Road frontage. While most of the single-storey shops facing Napier Street retain their original shopfronts, none survive to the two-storey section.

In 1958 a new ES&A bank replaced the 1884 bank at 104 Fletcher Street. The old bank was a simple two-storey Victorian building with a posted verandah. The new building is a Modernist composition of cream brick walls and timber sash windows, with a raised volume at the corner clad in cement render ruled in large squares. The corner had wall-to-ceiling glazing around the corner, and a glazed entry facing Napier Street with black terrazzo steps. The building is intact apart from the disguising of its slender concrete canopy with large signage, and the rendering of some of the cream brick at ground floor level. The former bank now serves as a café.

### Comparative Analysis

Early commercial development in Essendon was centred on the area where the railway line meets Mt Alexander Road. The earliest commercial development was at 'Fletcher Corner' where Mt Alexander Road meets Fletcher Street. While the Essendon Railway Station also encouraged development after its reopening by the State Government in 1870, this was again to the east side. The rebuilding of the Essendon Railway Station in 1909 spurred the development of a new shopping strip on Rose Street, developed in the 1910s and '20s. The 'North Essendon Village' - Leake Street and the west side of Mt Alexander Road between Lincoln Road and Thorn Street - was primarily developed in the 1920s, with the landmark New Essendon Picture Theatre at its centre (12-18 Leake Street, HO355).

The existing commercial precincts in the Moonee Valley Heritage Overlay focus on the large retail centres of the southern half of the municipality: Racecourse Road, Flemington; Union Road, Ascot Vale; and Puckle Street and Holmes Road, Moonee Valley. The first three precincts are predominantly Victorian in character, with some contribution from the Edwardian and interwar eras. The fourth is an area of Edwardian and interwar commercial development.

In its mixed character with Victorian origins, the precinct is most comparable to Puckle Street, as both have a greater mix of periods than the two earlier, southern commercial centres. It is smaller than the Puckle Street precinct, reflecting the multiple commercial centres in Essendon, developed one after another, mostly strung along the axis of Mt Alexander Road. The level of intactness of the shops in the two precincts is comparable, with all posted verandah lost and most original shopfronts lost, but a good level of intactness to the parapets and upper floors.

Essendon commercial buildings are not represented at all in the Moonee Valley Heritage Overlay, though a number are recommended for HO protection by this study. Clearly Essendon's first commercial centre has high historical significance in the suburb, and its varied building stock is typical of commercial precinct already in the heritage overlay.

### Statement of Significance

#### What is significant?

The Fletcher Street and Napier Street Precinct, Essendon, is significant, comprising 79-87 & 94-104 Fletcher Street, 1-25 & 4-18 Napier Street, and 914-950 Mt Alexander Road. The precinct comprises single and double-storey shops and commercial buildings, constructed largely between 1888 and 1914, plus the Junction Building of 1921-23 and the ES&A Bank of 1958. All buildings are of masonry construction, mainly rendered but with a few notable exceptions clad in face brick. While of a number of different styles and eras, all buildings are built to the front and side boundaries and all have their roof forms hidden behind dominant parapets. It is at the parapets that most decoration is focused, as well as to the windows of some of the more elaborate buildings. Architectural styles in the precinct include the boom-era version of the Victorian Italianate, the Edwardian Free Classical, the interwar Stripped Classical, and post-war

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Modernism in cream brick.

The precinct is centred around the three-way intersection of the west side of Mt Alexander Road, an area once known as 'Fletcher Corner'. Thanks to the street layout there are three very prominent corner sites clustered at the centre, which provide an advantageous setting for major buildings: the Junction Building, the ES&A bank, and the Free Classical chemist's shop at 934 Mt Alexander Road.

All buildings in the precinct are Contributory, apart from the Significant Junction Building (HO314), and the Non-contributory 100-102 Fletcher Street and 19 Napier Street.

Key attributes that contribute to the significance of the precinct include:

- The consistency of scale (one and two storeys), form, siting (built to the front and side boundaries, roofs hidden behind decorative parapets), original cladding materials (face brick, render) of Contributory buildings.
- The high degree of intactness of the Contributory buildings at first-floor and parapet level.
- The absence of vehicle crossovers.

### How is it significant?

The Fletcher Street and Napier Street Precinct is of local historical and architectural significance to the City of Moonee Valley.

### Why is it significant?

It is historically significant as the earliest commercial area to appear in Essendon, springing from the passing trade along Mt Alexander Road in the 1850s, which later became a retail area that served the local residential area. The late Victorian buildings demonstrate the development boom experienced in Essendon in the late 1880s and early 1890s. Its Edwardian-era development also demonstrates the great impact the electrified tramway, which ran down Fletcher Street from 1909, had on the area. The continuing importance of the precinct as a commercial centre into the mid 20th century is demonstrated by two major developments: the interwar Junction Building, and the new ES&A bank (replacing a 1884 building) of 1958. (Criterion A)

It is architecturally significant as a good collection of late Victorian and Edwardian commercial buildings, which are notable for their consistency of built form and relatively high degree of intactness. (Criterion D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

## HERITAGE CITATION REPORT

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### Recommendations 2015

|                                  |     |
|----------------------------------|-----|
| External Paint Controls          | Yes |
| Internal Alteration Controls     | -   |
| Tree Controls                    | -   |
| Fences & Outbuildings            | -   |
| Prohibited Uses May Be Permitted | -   |
| Incorporated Plan                | -   |
| Aboriginal Heritage Place        | -   |

### Other Recommendations

Add this precinct to the heritage overlay with no specific HO schedule controls, apart from External Paint Controls for the Junction Building (1-17 Napier Street & 944-950 Mt Alexander Road), only. Extent of the HO and gradings of individual properties as shown on the associated precinct map.



Map derived from [www.land.vic.gov.au](http://www.land.vic.gov.au), State Government of Victoria

#### Legend

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| <span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Individually significant | <span style="display: inline-block; width: 15px; border-bottom: 2px solid red;"></span> Proposed precinct boundary   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Contributory          | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightgrey; border: 1px solid black;"></span> Moonee Valley Heritage Overlay |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Non contributory       | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black;"></span> Cadastral boundary  |

#### Proposed Fletcher Street and Napier Street Precinct, Essendon

02/09/2015



## HERITAGE CITATION REPORT

|                      |                              |                                 |
|----------------------|------------------------------|---------------------------------|
| <b>Name</b>          | SHOP                         |                                 |
| <b>Address</b>       | 51 FLETCHER STREET, ESSENDON | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Shop                         |                                 |
| <b>Citation Date</b> | 2015                         |                                 |
| <b>Assessment by</b> | Context Pty Ltd              |                                 |



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**Recommended  
Heritage Protection**

**VHR - HI - PS Yes**

**Architectural Style**

Victorian Period (1851-1901),  
Victorian Period (1851-1901)  
Italianate

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Five - Building Victoria's industries and workforce: 5.3 Marketing and retailing - Serving local needs*

#### Commercial development of Fletcher Street

The town and suburb of Essendon was gazetted in 1852, named after a village in Hertfordshire, England.

Gold was discovered in 1851, bringing rapid commercial and residential development as most gold seekers travelled along Mt Alexander Road to reach the goldfields of Bendigo and Ballarat. Three areas had a concentration of new commercial development: on Mt Alexander Road, Ascot Vale, around Moonee Ponds Junction, and at 'Fletcher Corner' where Mt Alexander Road met Fletcher Street, with hay and corn stores, a butcher shop and stables among the early businesses. Fletcher Street was named in 1872, after early settler William Fletcher who bought land in the Ascot Vale area in 1847.

The area received further development impetus when the Melbourne to Essendon Railway opened in 1860, and again in 1909 when the electric tram line up Pascoe Vale Road, then along Fletcher Street to Mt Alexander Road opened (Taylor, 2002:4-5). In 1881 there were 488 houses in the Essendon district, most of them situated in the streets and roads adjacent to Mt Alexander Road and the railway line, and the population was 3,100. By 1889 when Essendon was proclaimed a

**SHOP**  
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Town the population had climbed to almost 10,000. Over the next 3 years, during the height of the land boom in Melbourne, Essendon's population grew by 50% peaking at 15,245 in 1892 (Aldous, 1979:29, 32, 64).

### Shop, 51 Fletcher Street

Land along the south side of Fletcher Street, west of Nicholson Street, was first released for sale in the early 1850s. Most of the land on the south side of the street, in 2 rood blocks, was purchased by 'J Hodgson & Others' in June 1854 (Parish Plan).

In February 1885 Robert George Cook, merchant of Napier Street, purchased a large block of land at the corner of Fletcher and Nicholson streets, comprising what is now 43-57 Fletcher Street and 21-23 Nicholson Street. It appears that Cook had one or more buildings constructed on his land before subdividing it into eight lots and selling six of them off between April and October 1889 (LV: V1650 F879). Four were sold to The Standard Mutual Building Society, including 51 Fletcher Street on 21 May 1889 (LV: V2152 F345).

By the time of the sale, George Gay already had his 'furnishing warehouse' in this location, advertising it in February 1889, and his wife was looking to hire a servant girl in March 1889, indicating the Gays were living in the residence above the shop by then (*Essendon Gazette*, 7 Feb. 1889 & March 1889).

Certainly the shop-residence had been built by early 1889, by Robert G Cook. The building may date as early as 1887, as the Sand & McDougall's street directory suggests that a John Caton resided there for two years prior to the Gays (NB: the buildings were not numbered at this time, and pre-1901 rate books for Essendon have been lost, so Caton's residency could not be confirmed.)

Robert G Cook and his wife were early Essendon "pioneers", residing there from the 1850s. RG Cook was born in Norwich, England, in 1839 and emigrated with his parents to Australia in 1851. At the time of his death in 1937, he resided in McPherson Street, Moonee Ponds. He started work as a boy in the hay and corn business in Essendon, was later a butcher, a wood and coal merchant, as well as a builder and speculator. (*Essendon Gazette*, 22 March 1914; 5 Jan. 1915; 19 April 1935; 2 May 1936 & 5 Aug. 1937; *The Argus*, 6 Aug. 1937:12). It appears that RG Cook built 51 Fletcher Street during his time as a builder and speculator. His brother, John Cook, was also a long-time Essendon resident who ran Cook's Blacksmith on Mt Alexander Road (*The Argus*, 3 May 1934:10). Robert and his wife Martha (nee Woods) had 10 children, one of whom was Victor George (VG) Cook (1889-1977), a prominent Essendon architect during the interwar era (Ancestry.com).

It was not until April 1890 that Susie Jane Gay, listed on the title a married woman of Fletcher Street, purchased 51 Fletcher Street (LV: V2258 F482). Her husband, George Gay, continued to run his furniture store in the 1890s but switched to the plumbing trade by the turn-of-the-century. Thomas Fung Gay, probably a son, ran a cabinetmaker's shop there by 1910 (S&McD).

The 1909 MMBW Detail Plan (No. 1655) shows the building (then No. 87) with a wide verandah over the footpath (since removed), a narrow rear wing and a large open rear yard (now occupied by a large shed).

Isabella Love, of Brewster Street, inherited the property in 1914, and after her death in 1921, it was sold by her heirs to Robert George Jeffery, engineer, in 1926 (LV: V2258 F482). Jeffery returned the building to something like its original use, and ran a furniture dealership there (S&McD 1930).

### Sources

Ancestry.com: Genealogy of Robert George Cook, accessed 18 July 2015.

*The Argus*, as cited.

*Essendon Gazette*, as cited by the Essendon Historical Society (Alex Bragiola).

Land Victoria (LV), certificates of title, as cited.



## HERITAGE CITATION REPORT

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Parish Plan of Dootta Galla, Public Records of Victoria.  
Sands & McDougall street directories (S&McD), as cited.  
Taylor, M, 'Hoddle Street Precinct. Assessment of Cultural Heritage Significance', 2002.

### Description

#### Physical Description

The building at 51 Fletcher Street is a two-storey brick shop-residence constructed mid-block on the south side of Fletcher Street between Mt Alexander Road and Nicholson Street. The shop-residence is freestanding but constructed in a terrace form, with walls to the side and front boundaries.

The building retains the original timber shopfront with deep splayed entrance and extensive glazing below highlight windows and a timber entablature (where the verandah once sprang from). The front double doors have glazed upper panels and a dog-tooth moulding above. The ceiling of the in-go is finished with timber panelling.

The first-floor facade is constructed of Flemish bond brick walls with unpainted cement-render dressings and two round-arched windows with stringcourses at sill and springing height. The balustraded parapet has cast urns at either end, a central raised triangular parapet with acroteria at the apex and corners, and similar relief ornament in the tympanum. Four corbelled brick chimneys are visible from the street.

### Comparative Analysis

Most of the suburbs of the City of Moonee Valley, particularly Flemington, Ascot Vale, Moonee Ponds, and Essendon, underwent a large amount of speculative development during the land boom of the late 1880s and early 1890s. This period saw the major development of the municipality's major shopping strips on Racecourse Road, Flemington (HO25), Union Road, Ascot Vale (HO26), and Puckle Street, Moonee Ponds (HO14). Thanks to these three large commercial precincts, as well as a number of individually listed commercial buildings on Mt Alexander Road, Victorian shops (and hotels) in commercial areas are well represented in the three southern suburbs.

This is not the case for the northernmost centre of development in the 1880s: Essendon. There appear to be no 19th-century Essendon commercial building in the Heritage Overlay. Essendon's main 19th-century commercial centre at the junction of Mt Alexander Road, Fletcher and Napier streets is unrecognised (though recommended for the HO by this study), as are the corner shops scattered around residential areas that were an important resource in the pre-motor car era.

The Victorian shops that are of Individual Significance in the Moonee Valley Heritage Overlay (whether or not in a precinct) are mostly recognised for architecturally distinguished treatment of their first-floor elevation and parapet, as almost all have lost their original posted verandah and shopfront. Examples include the Ascot Vale Hall, 140-144 Union Road, Ascot Vale (HO287), Shop and residence, 189 Union Road, Ascot Vale (HO288); Shops, 407-411 Mt Alexander Road, Ascot Vale (HO261); and 361, 363-379 & 548 Mt Alexander Road, Ascot Vale (all HO363).

Exceptions that retain an original shopfront are at 97-99 Mt Alexander Road, Flemington (HO196), Venetian Gothic shop-residences that retain one timber shopfront; the Victoria Buildings, 433-437 Mt Alexander Road, Ascot Vale (HO365) one of which retains its timber shopfront; 599-603 Mt Alexander Road, Moonee Ponds (HO359), one of which retains a partial timber shopfront; and the Grandview Store, 79 Holmes Road, Moonee Ponds (HO191), a corner store with arched panels to its shopfront. There are also a few examples of Victorian shops with original timber shopfronts that are Contributory to a precinct, including 304 Racecourse Road, Flemington (HO25), and 15 Norwood Street, Flemington

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(HO24).

The shop at 51 Fletcher Street of c1887-89 is comparable in its materiality - the pairing of face brick with relatively restrained cement-render dressings and ornament - with the Grandview Shop, Moonee Ponds, of 1888-89, as well as the 1886 shops at 97-99 Mt Alexander Road, Flemington (though they have more elaborate bichrome Gothic arches to the upper windows). The Flemington example is a good comparison in terms of intactness, both retaining unpainted cement render and a timber shopfront. Among the surviving 19th-century timber shopfronts in Moonee Valley, the one at 51 Fletcher Street is particularly fine in its surviving detailing and generous proportions.

Within Essendon, the smaller Victorian shop at 57 Fletcher Street also retains a timber shopfront (57-59 Fletcher Street are also recommended for the Heritage Overlay by this study).

### Statement of Significance

#### What is significant?

The shop-residence at 51 Fletcher Street, Essendon, is significant. It was built c1887-89 when owned by Essendon "pioneer" Robert G Cook. Cook spent some time working as a speculator and builder, so may have constructed the building himself. He and his wife resided in Essendon from the mid-1850s until their deaths in the 1930s.

The shop-residence is a two-storey building, constructed in a terrace form with front and side walls built to the boundaries and the roof concealed behind a balustrade parapet. The first-floor facade is constructed of Flemish bond brick walls with unpainted cement-render dressings and two round-arched windows. The building retains an original timber shopfront with deep splayed entrance and extensive glazing below highlight windows.

#### How is it significant?

The shop is of local architectural and historical significance to the City of Moonee Valley.

#### Why is it significant?

It is architecturally significant as a representative and intact example of a late Victorian commercial building in the typical parapeted terrace form, retaining unpainted render dressings. It is rare in Essendon and Moonee Valley for the survival of its timber shopfront, which is particularly fine in its surviving detailing and generous proportions. (Criteria D & B)

It is historically significant as a tangible illustration of the early commercial development of the Fletcher and Napier streets area of Essendon, which was Essendon's main commercial centre until challenged by Rose Street in the 1910s. (Criterion A)

It is also of historic interest for its association with Essendon "pioneer" Robert G Cook, who was responsible for its construction.

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

## HERITAGE CITATION REPORT

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### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.  
Extent of the HO to include the whole of the property as defined by the title boundaries.



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## HERITAGE CITATION REPORT

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|                      |                                 |                                 |
|----------------------|---------------------------------|---------------------------------|
| <b>Name</b>          | NIELSONS BUILDINGS              |                                 |
| <b>Address</b>       | 57-59 FLETCHER STREET, ESSENDON | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Shop                            |                                 |
| <b>Citation Date</b> | 2015                            |                                 |
| <b>Assessment by</b> | Context Pty Ltd                 |                                 |



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## HERITAGE CITATION REPORT



Recommended  
Heritage Protection

VHR - HI - PS Yes

Architectural Style

Victorian Period (1851-1901),  
Victorian Period (1851-1901)  
Italianate

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme five: Building Victoria's industries and workforce: 5.3 Marketing and retailing - Serving local needs*

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### Commercial development of Fletcher Street

The town and suburb of Essendon was gazetted in 1852, named after a village in Hertfordshire, England.

Gold was discovered in 1851, bringing rapid commercial and residential development as most gold seekers travelled along Mt Alexander Road to reach the goldfields of Bendigo and Ballarat. Three areas had a concentration of new commercial development: on Mt Alexander Road, Ascot Vale, around Moonee Ponds Junction, and at 'Fletcher Corner' where Mt Alexander Road met Fletcher Street, with hay and corn stores, a butcher shop and stables among the early businesses. Fletcher Street was named in 1872, after early settler William Fletcher who bought land in the Ascot Vale area in 1847.

The area received further development impetus when the Melbourne to Essendon Railway opened in 1860, and again in 1909 when the electric tram line up Pascoe Vale Road, then along Fletcher Street to Mt Alexander Road opened (Taylor, 2002:4-5). In 1881 there were 488 houses in the Essendon district, most of them situated in the streets and roads adjacent to Mt Alexander Road and the railway line, and the population was 3,100. By 1889 when Essendon was proclaimed a Town the population had climbed to almost 10,000. Over the next 3 years, during the height of the land boom in Melbourne, Essendon's population grew by 50% peaking at 15,245 in 1892 (Aldous, 1979:29, 32, 64).

### Nielsen's Buildings

Land along the south side of Fletcher Street, west of Nicholson Street, was first released for sale in the early 1850s. Most of the land on the south side of the street, in 2 rood blocks, was purchased by 'J Hodgson & Others' in June 1854 (Parish Plan).

The Standard Building Society sold the land that would become 57-59 Fletcher Street to Ellen Nielsen in April 1890. She was listed as a widow, residing in Gooch Street, Northcote (LV: V2250 F995). It appears that the two shop-residences were built for Mrs Nielsen, as her name is recorded on their parapets ('Nielsen's Buildings'), and they may have been constructed while under the ownership of the building society as a form of finance to Mrs Nielsen.

By late 1890, Mrs Nielsen ran a confectioner's from one of the two shops. The other was listed as vacant in the 1891 street directory, then occupied by Robert S Hamilton's grocery store the following year (S&McD). At the turn of the century Ellen Nielsen ran a boot shop, with AC Freeman, a plumber, in the other tenancy. The 1909 MMBW Detail Plan (No. 1656) shows the building with a broad verandah covering the footpath. The narrower tenancy, at no. 57, had much the same plan form as it does today, with a narrower rear wing and open rear yard. The wider no. 59 had a similar rear wing, but this was replaced in the late 20th century by a full-width rear wing that stretches to the rear boundary.

Nielsen had retired by 1910, and no. 57 was occupied by GE Glasson, a draper, and at no. 59 was JA Jones & Co, chemists. By 1920, the chemists remained, but at no. 57 a Mrs F Robinson ran a laundry. In 1926, Ellen Nielsen sold the property to John Roberts, a gentleman of North Brighton (LV: V2250 F995). By 1930, the uses had changed again, to a mat maker in no. 57 and a confectioner's in no. 59 (S&McD).

### Sources

Aldous, Grant, *The stop-over that stayed. A history of Essendon*, 1979.  
Land Victoria (LV), certificates of title, as cited.  
Melbourne Metropolitan Board of Works (MMBW), Detail Plans as cited.  
Parish Plan of Dootta Galla, Public Records of Victoria.  
Sands & McDougall street directories (S&McD), as cited.  
Taylor, M, 'Hoddle Street Precinct. Assessment of Cultural Heritage Significance', 2002.

### Description

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## HERITAGE CITATION REPORT

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### Physical Description

Neilsen's Buildings at 57-59 Fletcher Street are a pair of two-storey shop-residences constructed with a party wall and built to the front and side boundaries of the lot. They are located mid-block on the south side of Fletcher Street between Mt Alexander Road and Nicholson Street.

The first floor is constructed in bichrome brick set behind a cement-rendered arcade, with 2 arches to the narrower No. 57 and 3 arches to the wider No. 59. The arched arches have vermiculated keystones, run arch mouldings, slender engaged barley-twist colonnettes on the supporting piers, and cast-cement balusters. Each facade is framed by panelled pilasters, and the parapets each have a centred rectangular panel (holding the words 'Nielsen's' to No. 57 and 'Buildings' to No. 59) between piers with acroteria at the top and scrolled brackets to the sides. Bases for cast urns or balloons survive above the end walls. The hipped roof is concealed from view with rendered chimneys with moulded cornices.

The timber shopfront and door has been retained at No. 57 with a splayed entry to the party wall. The shopfront at No. 59 has been removed and a new glazed front (unsympathetic) has been recessed into the opening.

A rear extension has been added to the rear No. 59, which is visible across the adjoining carpark.

### Comparative Analysis

Most of the suburbs of the City of Moonee Valley, particularly Flemington, Ascot Vale, Moonee Ponds, and Essendon, underwent a large amount of speculative development during the land boom of the late 1880s and early 1890s. This period saw the major development of the municipality's major shopping strips on Racecourse Road, Flemington (HO25), Union Road, Ascot Vale (HO26), and Puckle Street, Moonee Ponds (HO14). Thanks to these three large commercial precincts, as well as a number of individually listed commercial buildings on Mt Alexander Road, Victorian shops (and hotels) in commercial areas are well represented in the three southern suburbs.

This is not the case for the northernmost centre of development in the 1880s: Essendon. There appear to be no 19th-century Essendon commercial building in the Heritage Overlay. Essendon's main 19th-century commercial centre at the junction of Mt Alexander Road, Fletcher and Napier streets is unrecognised (though recommended for the HO by this study), as are the corner shops scattered around residential areas that were an important resource in the pre-motor car era.

The Victorian shops that are of Individual Significance in the Moonee Valley Heritage Overlay (whether or not in a precinct) are mostly recognised for architecturally distinguished treatment of their first-floor elevation and parapet, as almost all have lost their original posted verandah and shopfront. Examples include the Ascot Vale Hall, 140-144 Union Road, Ascot Vale (HO287), Shop and residence, 189 Union Road, Ascot Vale (HO288); Shops, 407-411 Mt Alexander Road, Ascot Vale (HO261); and 361, 363-379 & 548 Mt Alexander Road, Ascot Vale (all HO363).

Exceptions that retain an original shopfront are at 97-99 Mt Alexander Road, Flemington (HO196), Venetian Gothic shop-residences that retain one timber shopfront; the Victoria Buildings, 433-437 Mt Alexander Road, Ascot Vale (HO365) one of which retains its timber shopfront; 599-603 Mt Alexander Road, Moonee Ponds (HO359), one of which retains a partial timber shopfront; and the Grandview Store, 79 Holmes Road, Moonee Ponds (HO191), a corner store with arched panels to its shopfront. There are also a few examples of Victorian shops with original timber shopfronts that are Contributory to a precinct, including 304 Racecourse Road, Flemington (HO25), and 15 Norwood Street, Flemington (HO24). Within Essendon, the Victorian shop at 51 Fletcher Street also retains a fine and generously proportioned timber shopfront (it is also recommended for the Heritage Overlay by this study).

Architecturally, the shops at 57-59 Fletcher Street of c1889-90 are made unusual among commercial buildings in Moonee

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Valley by the use of arcading. It is seen on the upper levels of the much larger Waterloo Cup Hotel of 1889, 252 Maribyrnong Road, Moonee Ponds (HO256), but not on any other Individually Significant commercial buildings. On the other hand, the detailing used for Neilsen's Buildings is more restrained than many boom-time buildings, such as the florid Ascot Vale Hall and the shop at 189 Union Road.

### Statement of Significance

#### What is significant?

Neilsen's Buildings, at 57-59 Fletcher Street, Essendon, are significant. They were built c1889-90 for Ellen Neilsen, who ran a confectioner's and later a boot shop from one of the tenancies.

They are a pair of two-storey shop-residences in a parapeted terrace form. The first floors are constructed in bichrome brick set behind a cement-rendered arcade, with cast-cement ornament. The timber shopfront and door has been retained at No. 57 with a splayed entry to the party wall.

The rear extension and recessed shopfront to No. 59 are not significant.

#### How is it significant?

The shop is of local architectural and historical significance to the City of Moonee Valley.

#### Why is it significant?

It is architecturally significant as a late Victorian commercial building which is distinguished by the use of arcading to the first-floor. The arcades are embellished with restrained classical cast-cement ornament including panelled pilasters framing each tenancy, vermiculated keystones, run arch mouldings, slender engaged barley-twist colonnettes, and balusters. No. 57 is rare in Essendon and Moonee Valley for the survival of its timber shopfront and door. (Criteria E & B)

It is historically significant as a tangible illustration of the early commercial development of the Fletcher and Napier streets area of Essendon, which was Essendon's main commercial centre until challenged by Rose Street in the 1910s. (Criterion A)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

## HERITAGE CITATION REPORT

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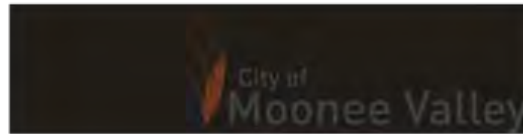
### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.  
Extent of the HO to include the whole of the property as defined by the title boundaries.





## HERITAGE CITATION REPORT

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|----------------------|---------------------------|---------------------------------|
| <b>Name</b>          | MILK BAR                  |                                 |
| <b>Address</b>       | 37 GLASS STREET, ESSENDON | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Milk Bar, Shop            |                                 |
| <b>Citation Date</b> | 2015                      |                                 |
| <b>Assessment by</b> | Context Pty Ltd           |                                 |



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| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes |                            |  |
| <b>Designer / Architect</b>            | Norris, Harry A   | <b>Architectural Style</b> | Interwar Period (c.1919-c.1940),<br>Interwar Period (c.1919-c.1940)<br>Spanish Mission |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Five - Building Victoria's industries and workforce: 5.3 Marketing and retailing; Serving local needs*

#### Contextual history

Glass Street was named after Hugh Glass, a pastoralist, who arrived in Australia in 1840 and purchased 107 acres of land along Buckley Street in 1849. He is recorded in local histories as one of the wealthiest men in the colony who built Flemington House, later named 'Travencore' (built to serve as Government House in 1845, and demolished in 1945) (Aldous 1979: 6 & 14; *Essendon Gazette*, 29 September, 1997). Glass Street was an original boundary between the early village settlements of Essendon (south of the Five Mile Creek, bounded roughly by Glass Street, Pascoe Vale Road, and Mount Alexander Road) and Hawstead (north of the Five Mile Creek, bounded roughly by Woodland Street, Mount Alexander Road, Glass Street and Pascoe Vale Road) (MacFadyen & Smith 1961). Land in Essendon and Hawstead (now Glenbervie), was thrown open for sale in 1854 when most of it purchased for residential blocks (Aldous 1979:8). Glass Street between the railway line and Napier Street (formerly Grice Street) was largely occupied by 1890, with five villas on the north side of Glass Street and the large villa 'Olinda' occupying the southern triangular site bounded by Glass Street, the railway and a railway access thoroughfare (MMBW, 1910). In 1922 the new railway station at the eastern end of Glass Street opened, called 'Glenbervie', the name of the Napier family home in Scotland, in recognition of the contribution Theodore Napier had made to the district (*Essendon Gazette*, 7 September, 1922 & 14 September 1922). Ready to capitalise on the new station, 67 villa sites with frontages to Glass, Crisp, Cook and Woods streets were offered in 1922, advertised as being 'only 3 minutes from the new railway station' (*Essendon Gazette*, 16 November, 1922).

#### 37 Glass Street, Essendon

The brick shop and dwelling on the south-east corner of Glass and Napier streets was constructed in 1929 for Miss E. McDonald, Spinster (LV Vol. 5651 Fol. 022; S&McD 1930). The shop was designed by distinguished Melbourne architect, Harry Norris (Building Permit records). Street directories indicate that Miss Elizabeth MacDonald was still housed in the shop and dwelling in 1942 (S&McD 1942), however, it is unknown what business was carried on in it. The title was transferred to George M. MacDonald, Donald MacDonald and Crosbie MacDonald in 1951 (LV Vol. 5651 Fol. 022). The shop is currently a milk bar/corner store.

The architectural firm of Harry A. Norris was established in Melbourne in 1919. Harris Norris' (1888-1967) architectural career commenced at the office of Ward & Carleton in 1902 where he worked as an articled clerk and Senior Draftsman to Alfred Carleton (Heritage Alliance 2006:6). Norris was practicing independently from 1914 and by 1920 he was established in an office in Collins Street, Melbourne with a rapidly growing practice (Gurr & Willis 2012: 502). His early works included domestic and commercial projects, with a significant number of motor garages, small factories, bakeries and club rooms and his first significant city building was the Tattersall's Club premises (now Curtain House) in Melbourne in 1922 (Gurr & Willis 2012: 502; Heritage Alliance 2006:7). Norris drew heavily on international styles and technologies and he undertook professional overseas sojourns annually between 1928 and 1941, also working for a

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time in America where is known to have studied commercial and industrial architecture (Gurr & Willis 2012: 503). From the mid-1920s onwards, Norris was particularly interested in the possibilities of faience and his architecture depicts a wide range of stylistic approaches such as the 1931 Spanish Baroque Majorca House, Flinders Lane, and the remodelled facade of the G. J. Coles Store, Bourke Street in 1929 (Gurr & Willis 2012: 503).

### Sources

Aldous, Grant 1979, *The Stop-Over That Stayed: A History of Essendon*, South Australia.  
Building Permit Records of the former City of Essendon, held by the Essendon Historical Society.  
Heritage Alliance 2006, [citing Norris' files in Architects' Registration Board archive, PROV VPRS 8838/P1] in *Burnham Beeches Conservation Management Plan*.  
Gurr, Victoria and Willis, Julie, 2012, 'Harry A. Norris', in Willis & Goad (eds.), *The Encyclopedia of Australian Architecture*.  
Land Victoria (LV), Certificate of Title, 5651 Volume 022  
MacFadyen, Jim and Smith, Syd eds., 1961, *Essendon centenary guide, 1861-1961*, Essendon.  
Sands & McDougall's street directories (S&McD), as cited.

### Description

#### Physical Description

The two-storey shop and residence at 37 Glass Street is located on the south-east corner of Glass and Napier streets. The shop is distinctive for its Interwar Spanish Mission style detailing. The ground level double shopfront addresses Glass Street with a wide cantilevered verandah, while at the first floor level; the distinctive parapet treatment addresses the corner with Napier Street.

The original shopfront has been replaced (c1950s), however, the composition is largely the same with central double doors between two large plate-glass windows and below highlight windows. The material and details are now typical of the 1950s, including chrome-plated framing to the windows, large white square tiles to the piers and stallboard, and ribbed-glass highlights. The verandah, supported by steel tie-backs to the facade, is a fine original feature with a pressed metal fascia divided into three bays with a pedimented middle section, moulded edges and nail-head bosses.

The first floor facade is divided into two asymmetrical bays by piers of clinker bricks capped with intricate cast-cement Spanish Baroque details at the tops of the piers and in friezes. The eastern bay once contained an open balcony which has since been infilled with glazing. The tiled hip roof is visible at this bay above a pressed cement decorative lintel frieze. The spandrel is finished with patterned Moorish tiles, which is continued below the pair of windows in the western bay, below the extravagant pressed cement decorative parapet coping. This bay configuration is continued around the corner to Napier Street. The Napier Street elevation has a rendered ground floor with side entry with a single double-hung window above at first floor level. There is a single-storey wing at the rear with a banded brick and render chimney.

All windows to the first floor are modern aluminium sliding units. The original plans, held by the Essendon Historical Society, show that the windows on the left-hand side of the Glass Street elevation are infill to a once open balcony, which had margin-glazed French doors behind it (matching the shop doors). The two windows on the right-hand side are shown with three-over-three vertical panes. Their unusual proportions suggests they were casement windows. A pair of the same windows are shown to the Napier Street elevation.

### Comparative Analysis

The interwar period was one of great stylistic eclecticism for both domestic and commercial architecture. In the

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commercial realm, common styles ranged from the Free Classicism so popular in the Edwardian period and characterised by curvilinear parapets framed by piers; the more geometric and simplified Stripped Classicism, one variant of which is the Neo-Grec; the more decorative but geometric Jazz Moderne and horizontal Streamlined Moderne; and the 'exotic' Spanish Mission, drawing inspiration from Baroque Spain and its colonies.

While the interwar period is well represented in the commercial building stock of Moonee Valley, especially in the suburbs that underwent extensive development during this period, as Essendon did. This is not, however, reflected in the Heritage Overlay. In the entire suburb, there are only two interwar row of shops in the Heritage Overlay, as well as two hotels. These are:

- 1033-1041 Mt Alexander Road, Essendon (HO202), a row of four two-storey brick shops with simple geometric parapets and box windows to the first floor. One retains its original shopfront.
- The Junction Buildings, 942-950 Mt Alexander Road & 3-17 Napier Street, Essendon (HO314), a two-storey Stripped Classical building containing a number of shops on a triangular site. The two-storey section at the corner has lost its shopfronts, but a number survive on Napier Street below single-storey parapets with simple geometric designs created in roughcast and smooth cement render.
- The former Essendon Hotel (HO204), a Streamlined Moderne clinker-brick building of 1936, designed by Robert McIntyre & Associates. Only the front facade survives as part of an apartment conversion.
- The Brickmakers' Arms Hotel (HO353), Essendon, a Stripped Classical building of 1927 of which only the facade survives.

Apart from the Individually Significant places, there are interwar buildings in the three main commercial precincts - Racecourse Road (particularly on Pin Oak Crescent), Union Road and Puckle Street. They are all graded Contributory to their precincts, which reflects, in part, the emphasis on Victorian and Edwardian development which predominates in these precincts. The Holmes Road and Norwood Crescent Precinct (HO307) is an exception among Moonee Valley's commercial precincts in its emphasis on demonstrating 'development in the first decades of the twentieth century' particularly after World War I. Many shops in the precincts are from the Edwardian era, but the majority are from the interwar era (1919-1936). Interwar styles represented in the precinct range from Free Classical with arched pediments; Stripped Classical shops, some very plain and others with a variety of materials and windows shapes; and an ornate Spanish Mission shop with Churrigueresque stucco decoration (inspired by the Spanish Baroque) at 17 Holmes Road (Contributory). While there are a number of Spanish Mission houses, this is the only known Spanish Mission commercial building in the Moonee Valley Heritage Overlay. It was built 1929-30 for owner Claude W Turner, who lived and ran his photography studio there until 1940. It is a two-storey rendered building with a raised breakfront to the centre of the first-floor elevation featuring a stepped parapet and a bank of three windows set below ornate cast-cement reliefs. To either side is a lower section of parapet, topped with a line of ceramic pan tiles and a narrow cast relief border. On the wall below is a diamond-shaped pattern formed by four hollow pipes inset into the wall. The pediment, with pantiles and relief border returns for a short way around the corner. The shopfront has been replaced with an unsympathetic aluminium one, and the facebrick of the side elevation has been overpainted. It appears that the three windows of the facade survive, but have been entirely overpainted. The cantilevered verandah appears to survive but is obscured by excessive signage.

In comparison with 17 Holmes Road, the shop at 37 Glass Street has a similar profusion of cast-cement reliefs inspired by the Spanish Baroque, with the addition of large panels of Moorish tiles. The composition of 17 Holmes Road is a more faithful rendition of the early 20th century Spanish Mission buildings in California that influenced the style in Australia, while 37 Glass Street has a looser interpretation, adding exotic detail to an asymmetrical composition. The device of a hip roof partially visible and partially concealed behind a parapet is one that would become very popular in the late 1930s for Streamlined Moderne houses. 37 Glass Street is also distinguished by its fine verandah, with a level of detail typically seen in the CBD.

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Within Harry Norris' oeuvre, his two Spanish Mission inspired buildings are the Kellow Falkiner Showrooms, St Kilda Road (VHR H668) and Majorca House (City of Melbourne, HO644). Kellow Falkiner Showrooms of 1928 was a car showroom with tooled rendered walls (like adobe) and faience used for corbel tables and ornate window aedicules. The Spanish Mission style was often chosen in the late 1920s to evoke the glamour and style of Hollywood for new car showrooms and service stations. Majorca House, of 1928-29, is a free interpretation of Spanish Mission in blue and gold glazed faience, with a pronounced Moorish influence.

In comparison with these two city buildings, the shop at 37 Glass Street is a hybrid composition of exotic reliefs, tiles and parapet forms, with a free approach to the facade massing. It is interesting as an example of how Norris translated the new fashions he was introducing from the United States for his prestigious clients to the suburban context and clientele. While Norris designed many suburban stores, particularly for the GJ Coles chain in the 1930s, 37 Glass Street appears to be unique as no other local shops designed by him in the Spanish Mission style have been identified.

### Statement of Significance

#### What is significant?

The corner shop at 37 Glass Street, Essendon, is significant. It was built for a Miss E McDonald in 1929 to a design by Melbourne architect Harry Norris.

The building is a two-storey shop and residence on a corner site. Walls are of clinker brick with panels of cast-cement relief and tiles, and the hip roof is clad in terracotta tiles. The facade composition is asymmetric, with one half of the tiled hip roof framed by raised piers and the other hidden by a parapet. A verandah, supported by steel tie-backs, sits above the broad shopfront. The shopfront was replaced c1950s, but is sympathetic in that it has retained the configuration of the original.

#### How is it significant?

The shop is of local architectural/aesthetic and historical significance to the City of Moonee Valley.

#### Why is it significant?

It is architectural historically significant for its association with leading Melbourne interwar commercial architect Harry A Norris. His practice was founded in the early twenties and spread interstate through his clients' commercial activity. He was responsible for many notable buildings, including Mitchell House, the Nicholas Building, the Kellow Falkiner Showroom, and Majorca House in central Melbourne. The shop illustrates Norris' translation of a high-end architectural fashion to a suburban context. It is also of architectural and aesthetic significance as a shop in the Spanish Mission style, which was rarely used for commercial buildings in Moonee Valley. It is distinguished for its striking Spanish Baroque cast-cement reliefs and the Moorish tiles of its facade, as well as for its fine verandah, which has a level of detail rarely seen on suburban shops. (Criteria H, B & E)

It is historically significant for demonstrating a bygone aspect of pre-WWII life: Prior to widespread car ownership and home refrigeration, neighbourhood corner stores were an important amenity in residential areas, where day-to-day needs could be purchased. (Criterion A)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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### Recommendations 2015

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| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.  
Extent of the HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |   |                                 |
|----------------------|---|---------------------------------|
| <b>Name</b>          | ROAD OVER RAIL BRIDGE                         |                                 |
| <b>Address</b>       | GRICE CRESCENT AND NAPIER STREET,<br>ESSENDON | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Railway Bridge/ Viaduct                       |                                 |
| <b>Citation Date</b> | 2015  |                                 |
| <b>Assessment by</b> | Context Pty Ltd                               |                                 |



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Hermes No 196384 Place Citation Report

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## HERITAGE CITATION REPORT

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| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes                                 |                            |   |
| <b>Designer / Architect</b>            | Victorian Railway Way & Works, Victorian Railways | <b>Architectural Style</b> | Federation/Edwardian Period (1902-c.1918) |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme 3 - Connecting Victorians by transport and communications; 3.3 Linking Victorians by rail*

*Private companies built Melbourne's first suburban railway lines in the 1850s, the first line opened being that between Flinders Street and Port Melbourne. Private companies also initiated work on railways connecting Melbourne with Geelong and Melbourne with Bendigo. When financial difficulties confronted these companies in the late 1850s, however, the Victorian government took over the lines, and the Victorian Railways Department was formed. A private company, the Melbourne and Essendon Railway Co. built Moonee Valley's first railway line from North Melbourne Station to Essendon, opening it on 22 October 1860. Local landowners and businessmen, including Hugh Glass and Peter McCracken, were shareholders and directors. Five stations were opened on the line at Kensington, Newmarket, Ascot Vale, Moonee Ponds and the terminus at Essendon and there were hopes to extend the line as far as Kilmore and beyond to provide a direct rail link to transport stock to the saleyards which had moved to Newmarket in 1860 (MVTEH, 2012:57-58).*

*Only a year after the line to Essendon opened, the spur line from Newmarket Station to Flemington Racecourse was added, to capitalise on traffic to the races. Though the company's directors had hoped that the opening of the line would attract business and residents to the area and several buyers had purchased land near the railway line in the expectation that this would occur - by 1864 the company's funds were exhausted and the line was closed. The Victorian Government purchased the railway line in 1867, repairing it and reopening the line as far as Essendon in 1871, but also extending it to form the North Eastern Railway to Wodonga. By September 1872, the line extended as far as Seymour. Railway yards were established adjacent to Newmarket Station to cater for stock transported via the North-Eastern line to Newmarket saleyards. Suburban trains, however, still terminated at Essendon and the station buildings at Newmarket, Ascot Vale, Moonee Ponds and Essendon were not substantially completed until 1888-89 (MVTEH 2012:58-59).*

*Proximity to a railway line was a spur to development. By 1890 residents of North Essendon (Strathmore) were pressing for an extension of the suburban railway line to the area around Woodland Park. Similarly, businessmen pressed for the opening of a suburban station at Pascoe Vale. By 1893, stations had opened at North Essendon (Strathmore) and Pascoe Vale, reputedly partially paid for by local interests. However, these were merely stops on the country line for many years to come. Glenbervie Station did not open until 1922. Originally to be called Napier Station, it was called Glenbervie in honour of the Napier family's Scottish home (MVTEH, 2012:59-60).*

#### *Electrification of the Essendon Railway line*

*Melbourne was the first city in Australia to change its suburban train network from steampower to electricity. In 1912, the Victorian Government authorised this scheme and a central power station at Newport was built to distribute electricity via a number of substations. One of these substations, at Newmarket, was completed in 1915. The spur line from Newmarket to Flemington racecourse was used in 1918 to experiment with the new system. The line between Essendon and Sandringham was the first line to be electrified, with the first electric train running on 28 May 1919. Two years later the electrified line was extended to Pascoe Vale. All other existing suburban lines were electrified by 1923,*

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*though it took several more decades to extend these services to outer areas of metropolitan Melbourne (MVTEH, 2012:60).*

### Place history

As noted above, by 1893 the suburban railway through Essendon had been extended as far north as Pascoe Vale with an intervening stop at North Essendon (now Strathmore). North of Essendon station the railway crossed over Mt Alexander Road on a bridge (constructed in 1886 and widened in 1931) and then passed through a level crossing at Glass Street, near the present day location of Glenbervie Station, which opened in 1922.

Significant improvements were made to the railway in the early twentieth century, mostly in the two decades from 1905 to 1925. The most important project was the electrification of the line. Other improvements included re-grading of the line, replacement of bridges and construction of new ones, and opening of new stations, and upgrading of existing station complexes as patronage increased.

In 1911-12 the Victorian Railways regraded the section of the railway between Essendon and North Essendon. The level crossing at Glass Street was abolished and replaced with a new overhead bridge a short distance to the south between Napier Crescent and Grice Street built across the line, which was placed in a cutting. The works, which were completed by June 1912, were carried out by the Victorian Railways Way and Works Branch (VR 1912:13).

According to Turton (1973:87) the 'resultant improvement in the grade was greatly appreciated by drivers of north-eastern line trains as they took advantage of every inch of favourable grade to gain momentum for the long and arduous climb of Oliver's Bank, a rise of 300 feet in three miles and the heartbreak of many a loco driver with a heavy load and badly steaming engine'.

### Sources

Living Histories, 2012, *The Moonee Valley Thematic Environmental History* (MVTEH)  
Turton, Keith, 1973, *Six and a half inches from destiny. The first hundred years of the Melbourne-Wodonga Railway 1873-1973*, Australian Railway Historical Society (Victorian Division), Melbourne  
Victorian Railways (VR) Report of the Victorian Railways Commissioners for the year ended 30th June 1912', Government Printer, Melbourne (viewed online at [parliament.vic.gov.au](http://parliament.vic.gov.au) on 25 March 2015)

## Description

### Physical Description

This single-span road over rail bridge has abutments and wing walls constructed of red-brick with stringcourses and coping of rough-hewn bluestone with tooled margins. The balustrade is of riveted steel panels. The bridge appears to be in good condition. Upper sections of the wing walls have been removed and replaced with cyclone wire fencing, presumably to provide better visibility for motorists.

### Comparative Analysis

There are several road-over-rail or rail-over-road bridges in the City of Moonee Valley, all along the North-Eastern Railway (the very large viaduct over the Maribyrnong River at Albion and the bridge over the Moonee Ponds Creek have been excluded from this analysis as it is not directly comparable). Surviving bridges of the nineteenth century of either type are characterized by the exclusive use of bluestone for abutments and wing walls, while twentieth century bridges saw the predominant use of brick with bluestone detailing.

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ROAD OVER RAIL BRIDGE

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Examples of nineteenth century railway bridges in the City of Moonee Valley include the rail-over-road bridges at Racecourse Road, Flemington (adjacent to Newmarket Railway Station and partly included in HO380) and Bloomfield Road, Ascot Vale (HO163), and the road-over-rail bridge at Maribyrnong Road (HO296). Of these, the Racecourse Road and Bloomfield Road bridges are very intact, while at the Maribyrnong Road bridge only the original bluestone abutments survive.

This bridge is one of a number of railway bridges dating from the early twentieth century in the City of Moonee Valley. Of these, two (Ascot Vale Road, and Mt Alexander Road) are rail-over-road bridges, and this bridge is one of two road-over-rail bridges. The other interwar road-over-rail bridge at Kent Street appears to date from the late 1930s or 1940s, while the rail overpass at Pascoe Vale Road north of Strathmore Railway Station was constructed in the 1960s.

All of the twentieth century bridges have been altered. The Mt Alexander Road bridge is the least intact; only parts of the original substructure (sections of brick abutments) and superstructure survive. By comparison, most of the original (c.1918) Ascot Vale Road bridge substructure including the brick and bluestone abutments, brick piers, and some of the superstructure including the iron girders carrying the tracks appears to be intact, with some additions including concrete and steel crash barriers. This road over rail bridge between Grice Crescent and Napier Street is the most intact of the twentieth century bridges, with the only visible change being the cutting down of parts of the abutment wing walls.

### Statement of Significance

#### What is significant?

The road over rail bridge, constructed in 1911-12, between Grice Crescent and Napier Street, Essendon is significant. This single-span road over rail bridge has abutments and wing walls constructed of red-brick with stringcourses and coping of rough-hewn bluestone with tooled margins. The balustrade is of riveted steel panels. The bridge appears to be in good condition. Upper sections of the wing walls have been removed and replaced with cyclone wire fencing, presumably to provide better visibility for motorists.

#### Why is it significant?

The road over rail bridge between Grice Crescent and Napier Street, Essendon is of local historic significance to the City of Moonee Valley.

#### How is it significant?

It is significant as a representative and relatively intact example of a bridge constructed by the Victorian Railways, which is associated with the improvements made to the North Eastern railway line in the early twentieth century. (Criteria A & D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

## HERITAGE CITATION REPORT

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### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the Heritage Overlay with no specific HO controls, as shown in the above table and apply the 'City of Moonee Valley Permit Exemptions Policy Railway Heritage Places'. The extent of the HO should include the bridge and its brick and bluestone abutments and adjoining land to a minimum of 5 metres from the edges of the bridge.



## HERITAGE CITATION REPORT

|                      |                               |                                 |
|----------------------|-------------------------------|---------------------------------|
| <b>Name</b>          | SHOPS                         |                                 |
| <b>Address</b>       | 349-355 KEILOR ROAD, ESSENDON | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Shop                          |                                 |
| <b>Citation Date</b> | 2015                          |                                 |
| <b>Assessment by</b> | Context Pty Ltd               |                                 |



SHOPS  
Hermes No 197705

Place Citation Report

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## HERITAGE CITATION REPORT

**Recommended Heritage Protection** VHR - HI - PS Yes

**Designer / Architect** Blackett, WAM

**Architectural Style** Postwar Period (1945-1965)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme five: Building Victoria's industries and workforce: 5.3 Marketing and retailing - Serving local needs*

#### Contextual history

The demand for housing coupled with improved roads, bridges and public transport into the north-west part of the City of Moonee Valley (then part of Keilor Shire) led to the opening up of new suburbs. The extension of the electric tramline to the Keilor Road State School in 1923, and further to Niddrie in 1937 and the Essendon Airport in 1943, stimulated new subdivisions (Heritage Alliance, 2005:27). Growth moved slowly westward, from the Mt Alexander Road junction, with a shopping strip developed there in the late interwar period. In large part, commercial development followed the route of the tramway. The Essendon electric tram service arrived at the Mt Alexander Road junction in 1906, and was extended about a kilometre along Keilor Road to Gillies Street in 1923. In 1937 the line was extended as far as Birdwood Street, Essendon North, just a block away from the 349-355 Keilor Road, and then further to the Essendon Airport in 1943 (Heritage Alliance, 2005:18).

By 1945 there was fairly dense commercial development along Keilor Road as far as Gilbertson Street, with residential development to the south and north, but further west there were only scattered single houses and businesses.

#### 349-355 Keilor Road

In 1945, the south side of Keilor Road between Ogilvie and Deakin streets was occupied by just two houses. One, at what is now no. 357, was a 1920s California Bungalow occupied by a Laurie Hardman. It was demolished in 2014, and the other house replaced by the petrol station on the Deakin Street corner. There were scattered houses to the south on suburban-sized blocks, but the area was still undeveloped.

The owner of the site that is now 349-355 Keilor Road, Domenico Lauricella, commissioned a design for a row of four two-storey shops with residences upstairs. The architects of the design, dated November 1948, was WAM Blackett of practice Gawler, Churcher & Blackett (Building Permit records). Construction was slow, with the listing '4 shops being built' in the Sands & McDougall directory for two years. Finally, in 1951, the row had tenants: S Lamacchia, fruitier (349), Mrs L Burton, draper (351), CJ Richards, chemist (353), and Marie Clarice, retail frocks (355). These tenants remained fairly constant until the end of the decade, with Mrs Bruton becoming a ladies' hairdresser, and the frock shop going to a Maree Mauvette.

Gawler, Churcher & Blackett was a Melbourne architectural practice active after World War II. It was an amalgam of the pre-war practices of Gawler & Churcher with architect William A.M. Blackett. WAM Blackett is best known for his work during the early decades of the 20th century, including Arts & Crafts designs (Presbyterian Scots Church, Heidelberg, 1901 and 'Ingleby' house, Brighton, 1915). He also designed the Edwardian Baroque Barkly Theatre, Footscray. He formed the practice Blackett & Forster with a cousin, and in the 1920s they were known for their Georgian Revival domestic and commercial designs, including Francis House, Collins Street (1927) (Edquist & Raworth, 2012:90).

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The practice of Gawler & Chrucher was formed in 1941. It was an evolution of the practice Gawler & Drummond, formed in 1914, with its best known designs the Grainger Museum at the University of Melbourne (1935-38) and McRorie House, Camberwell (1916, demolished), one of the earliest brick veneer buildings in Australia (Goad, 2012:269).

### Sources

Building Permit Records of the former City of Essendon, held by the Essendon Historical Society.  
Edquist, H., 'W.A.M. Blackett' and Raworth, B., 'Blackett & Forster' in Willis & Goad (eds.), *The Encyclopedia of Australian Architecture*, 2012.  
Goad, P., 'Gawler & Drummond' in Willis & Goad (eds.), *The Encyclopedia of Australian Architecture*, 2012.  
Heritage Alliance, 'City of Moonee Valley Gap Heritage Study', Vol. 1, 2005.  
Sands & McDougall street directories (S&McD), as cited.  
University of Melbourne, Aerial photos of Melbourne, 1945.

## Description

### Physical Description

The building at 349-355 Keilor Road comprises a row of four two-storey shops constructed to the front and side boundaries, located on the south side of Keilor Road midway between Deakin and Ogilvie streets. The shops are constructed in two colours of brick with the roofs concealed behind a straight parapet.

The shopfronts all have Roman bricks to their stallboards and piers, recessed entries (at different placements), timber-framed doors, chrome window framing and ribbed-glass highlights. Mosaic tiles are extant to the floor of the ingo at No. 355.

A single cantilevered verandah runs across the full combined width of the shops' frontage. It contains cluttered signage across its front surface, and some larger advertising signs are attached above and to its eastern edge.

The first floor level is constructed with cream brick between the windows and clinker brick above with a dog-tooth frieze at the top of the parapet. Nos. 351 and 355 retain timber-framed windows with sashes around a fixed pane. All windows have shallow concrete hoods. The two outer shops are set off by short brick piers.

The side elevation is visible from the west and is constructed in solid red brick with a painted sign 'Olympic' at the first floor level to No. 355. There are chimneys at the back of the rear wings.

## Comparative Analysis

There are very few post-war places on the Moonee Valley Heritage Overlay. Residential places include a 1966 house designed by Graeme Gunn at 14 Brewster Street, Essendon (HO165), and Contributory houses along Peterleigh Grove, built mostly 1939-1942, but some as late as 1949 (in HO3 precinct). There are also three post-war churches, in Strathmore and Airport West (HO344, HO347, HO348), and the 1958 Burston Stand at the Moonee Valley Racecourse (HO379).

No post-war commercial buildings are individually listed in the Heritage Overlay, and the significance of the existing commercial precincts (Racecourse Road, Union Road and Puckle Street) is their Victorian and early 20th-century development, meaning that post-war buildings are mostly considered Non-contributory to their significance. One

|                  |                       |             |          |
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exception is in the Racecourse Road Precinct (Flemington), where a well-preserved post-war and estate agency (Nos. 292-4) is Contributory to the precinct (though a late post-war bank across the street at No. 297 is Non-contributory).

The only Individually Significant post-war commercial building on the Heritage Overlay is the former Avondale General Store (now The Cheesecake Shop) of 1957 at 3 Military Road, Avondale Heights (HO341). This very utilitarian and somewhat altered building is of historical significance as the first retail premises to be established in the Avondale Heights area.

In the northern Essendon area, commercial development has been centred on Keilor Road. There was a good deal of commercial development in the 1920s and 1930s at the south end, where the Essendon Tram terminated for several decades. Going further west along the road, there was almost no commercial development until after 1945. At this time, commercial strips began to develop on the north side of Keilor Road between Duffy and Renown streets, and on the south side between Graves and Bradshaw streets (where the subject building is located). Most of these buildings were quite utilitarian when constructed, with plain brick parapets, and many have been altered by overpainting of the brick and/or replacement of the shopfront. Among them, the most interesting shops include the row at Nos. 349-355, a single shop at No. 329 that was once identical to them (though is now of much lower intactness), and No. 307 - a two-storey cream-brick shop with an early shopfront. In comparison, the row at Nos. 349-355 stand out due to their high level of intactness, design interest created by a variety of cladding materials, and their landmark quality due to the size of the row. They are the finest shops to survive in the north Essendon area (as well as the Niddrie part of Keilor Road).

### Statement of Significance

#### What is significant?

The shops at 349-355 Keilor Road, Essendon, are significant. They were designed in 1948 by WAM Blackett of architectural practice Blackett, Churcher & Blackett, but only completed in 1951.

The shops are a two-storey brick terrace. All shops have intact shopfronts with Roman bricks to the stallboards and piers, recessed entries, chrome-metal framed shop windows, and ribbed-glass highlights. They share a continuous cantilevered verandah. The first floor level is constructed with cream brick between the windows and clinker brick above with a dog-tooth frieze at the top of the parapet. Nos. 351 and 355 retain timber-framed windows with sashes around a fixed pane. All windows have shallow concrete hoods. The two outer shops are set off by short brick piers.

Later alterations and additions are not of heritage significance.

#### How is it significant?

The shops are of local architectural significance to the City of Moonee Valley.

#### Why is it significant?

They are architecturally significant as representative post-war shops constructed as part of the development of Keilor Road after World War II. In the area they are distinguished by their high level of intactness, design interest created by a variety of cladding materials, and their landmark quality due to the size of the row. (Criterion D)

The shops are of architectural historical interest for their associations with the architectural practice Gawler, Churcher & Blackett.

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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## HERITAGE CITATION REPORT

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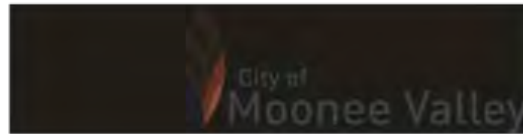
### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.  
Extent of the HO to include the whole of the property as defined by the title boundaries.



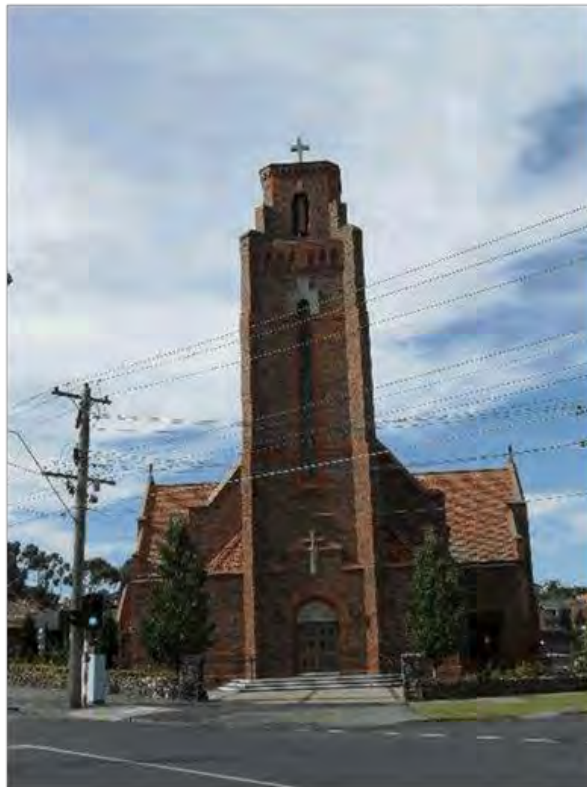


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## HERITAGE CITATION REPORT

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|                      |                             |                                 |
|----------------------|-----------------------------|---------------------------------|
| <b>Name</b>          | ST THERESAS CATHOLIC CHURCH |                                 |
| <b>Address</b>       | 48A LINCOLN ROAD, ESSENDON  | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Church                      |                                 |
| <b>Citation Date</b> | 2015                        |                                 |
| <b>Assessment by</b> | Context Pty Ltd             |                                 |



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ST THERESAS CATHOLIC CHURCH  
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## HERITAGE CITATION REPORT



|  |                           |                            |   |
|--|---------------------------|----------------------------|---|
| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes         |                            |   |
| <b>Designer / Architect</b>            | Payne & Dale, Payne, T.G. | <b>Architectural Style</b> | Interwar Period (c.1919-c.1940),<br>Interwar Period (c.1919-c.1940)<br>Romanesque |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight - Building community life: 8.1 Maintaining spiritual life; Churches as a marker of social status or ethnic origin*

*Successive groups of migrants settling in Moonee Valley have brought with them their religious beliefs, establishing churches as the focal point of their communities. In the early days of settlement, church congregations often gathered in very rudimentary buildings before raising money to build substantial places of worship. As congregations grew, they established schools, sporting clubs and facilities to cater for the spiritual, educational and social needs of their constituents.*

*The Catholic community organised themselves a bit later in Moonee Valley. Originally the congregation was administered from St Augustine's in Keilor (on the route to the goldfields) where land was reserved for the purpose in 1853. The first Catholic church at Essendon - an iron-prefabricated building - was erected on land granted in 1855 on the Five Mile Creek (corner of Glass Street and Pascoe Vale Road). In 1883 the Catholic diocese established St Monica's Church and School in Essendon and in 1891 St Brendan's in Flemington. The Catholic population of Essendon grew from 15 percent in 1891 to around 42 percent in 1971 (cited directly from MVTEH 2012:148-149).*

ST THERESAS CATHOLIC CHURCH  
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### Contextual history

The area of Essendon that sits between Mt Alexander Road, Lincoln Road and Buckley Street was subdivided and sold from the mid-1870s, particularly land in Edward and Richardson streets nearest the Essendon Railway Station, but it was not until the late 1880s that any development began. Construction paused due to the 1890s depression, with some residential construction during the Edwardian period encouraged by the construction of the electric tramway along Mt Alexander Road in 1906 (Heritage Alliance, 2004). By 1910, as shown on the MMBW plan, the land that now comprises St Therese's church and school was fenced but vacant except for a 'Water Hole' near the middle.

The City of Essendon grew rapidly in the second half of the first decade of the twentieth century, following the inauguration of the electric trams in 1906. Between 1905 and 1909 over 1,000 houses were built in the municipality. Another development boom followed World War I and between 1910 and 1925 the population of Essendon almost doubled, increasing from 21,190 to 39,500 (MVTEH, 2012:113; VMD). The electrification of the railway to Essendon in 1919 provided impetus for the final major wave of development in the area, and most vacant lots were developed by 1940 (Heritage Alliance, 2004).

### St Therese's Catholic Church

St Therese's Parish in Essendon was founded in 1922 when St Monica's Parish, Moonee Ponds was split and the North Essendon Parish was created. The Parish was named, initially, after St Teresa of Avila before Therese of Lisieux, the Little Flower was beatified in 1925 and the Parish came under the patronage of St Therese (Fitzgerald). A church-school was built in 1923, but appears to have been replaced by a series of post-war school buildings along Edwards Street.

Work to construct the new Catholic Church commenced in 1934 to a design by architects Payne & Dale of Collins Street, Melbourne. The tender of builder Mr Maurice Massey of Little Collins Street, Melbourne was accepted for £10,500 and the foundation stone of the new church was laid on 22 April 1934 by His Grace, Archbishop Mannix (*Essendon Gazette*, 15 March 1934 & 26 April 1934). The church was to have a modern design with Romanesque motifs constructed of struck brickwork with a Marseilles tile roof (*Essendon Gazette*, 18 January 1934). The Church was officially opened on 23 November 1934 by His Grace Archbishop Mannix at a total cost of £15,000 (*Essendon Gazette*, 29 November 1934).

The Catholic Church was subject to criticism during the 1930s depression that it 'spent too much on churches and other buildings' and this was certainly a grand edifice for the area (*Advocate*, 19 May 1938:12). Archbishop Mannix responded that Catholics had consciously dug deep and increased spending on building and other works 'to carry out an active building policy in a period of depression' in order to 'meet the needs of the people and for the benefit of the whole community'. The money would go to carpenters, bricklayers, other craftsmen and building material suppliers. In 1934 some £50,000 was spent by Catholics in the City of Essendon alone, on the first stage of St Mary's in Ascot Vale as well as the new churches of St Monica's and St Teresa's in Essendon. Archbishop Mannix went on to criticise the State Government for limiting its depression-era spending to the dole, but not borrowing more for capital works that would not only support workers but leave a lasting legacy (*Advocate*, 5 July 1934:18).

Thomas G. Payne was a local architect, who lived at Locke Street with his father in the early 1930s. He was well known to St Therese's as he and his father, architect, T. A. Payne, had designed an extension to the Kindergarten in 1931 and one of them (a 'T. Payne') had designed an extension to the school in 1928 (*Essendon Gazette*, 1 October 1931 & 23 August 1928). Just before designing the St Therese's Church, Thomas G Payne, in the partnership Payne & Dale, had designed the important St Monica's Church on Mt Alexander Road (VHR H1217). His other commissions for the Catholic Church in Victoria including the Newman College Chapel (1939-1942), Parkville, St Paschal's Chapel in Box Hill (1936), Carmelite Monastery at Doncaster (1937, HO128), and Sienna College, Camberwell. He also supervised the erection of the St Patrick's spires after the death of Gerald Vanheems (*Advocate*, 29 May 1946). The practice of Payne & Dale appears to have existed for a very short time in the 1930s, Thomas Payne continuing in his own right until the 1960s (Coleman 1996:58).

## HERITAGE CITATION REPORT

### Sources

*Advocate*, 29 May 1946  
Akehurst, Christopher 2013, *Catholic Heritage: Newman's Noble Chapel*, Kairos, Catholic Archdiocese of Melbourne, Vol 24, Iss. 13.  
Coleman, Ian and Roslyn Coleman with Eleanor Bridger and Joanna Wills 1996, *Twentieth Century Churches in Victoria: A Study for the Historic Buildings Council*  
*Essendon Gazette*, as cited in R Chalmers, *Annals of Essendon*, Vols. 1-4, 1998 & 2005.  
Fitzgerald, Denis, 'With Confidence and Love: St Therese's Parish Essendon,' *Kairos Catholic Journal*, 2012, [http://www.cam.org.au/News-and-Events/News-and-Events/Parish-and-School-News/Article/12935/with-confidence-and-love#.VZ87C\\_mqpBc](http://www.cam.org.au/News-and-Events/News-and-Events/Parish-and-School-News/Article/12935/with-confidence-and-love#.VZ87C_mqpBc), accessed 10 July 2015.  
Heritage Alliance, 2004, *City of Moonee Valley Heritage Review, Stage 4*, citation for HO1 Edward and Richardson St Precinct.  
Lewis, Miles, *Victorian Churches*, 1991.  
Living Histories, 2012, *Moonee Valley Thematic Environmental History (MVTEH)*.  
Melbourne Metropolitan Board of Works (MMBW), Detail Plan No. 1675.  
Public Records Office (PROV), VPRS 7882/P1, Unit 938, File 8015.  
Victorian Municipal Directory (VMD)

### Description

#### Physical Description

The St Therese's Catholic Church complex stands on the south-west corner of Lincoln Road and Florence Street. Behind the 1934 church stands the Parish office and to its east a number of modern school buildings along Edwards Street, which together comprise almost half of the block bounded by Lincoln Road, and Florence, Edwards and Thorn streets. The 1934 church is of a monumental scale, and its visibility is amplified by its siting on a diagonal, oriented to address the intersection of Lincoln Road and Florence Street.

The church is a striking clinker-brick building with a cruciform plan, in the Neo-Romanesque style. Its most prominent feature is the soaring tower with prominent corner buttresses at the centre of the front facade. The high nave is flanked by two parapeted aisles, and the transept has prominent parapeted gables with rose windows above a small gabled porch. The roof of Marseille roof tiles is accentuated by a dog-tooth frieze of red brick below the eaves. Red brick is also used as parapet copings, as decorative bands, as voussoirs to the round-arched windows and doors, and around oculus windows. The tower form is stepped and crowned with an octagonal belfry and with stylised arcaded corbel tables above and below. The tall central stained glass window is an elongated round arched window with a contemporary pattern of leaded glass, a keystone at the top and raked brick sill. The entrance porch and tower is flanked by the original baptistery and committee rooms with hip roofs set behind parapets connecting at a stepped cross detail in the centre of the tower.

The front doors sit below a tympanum with a relief of two kneeling angels. The double doors have a traditional coffered form but appear to be of modern anodised aluminium.

The interwar hard landscaping survives with a rubble stone wall around the perimeter and garden beds of the same stone. The chequerboard pattern of concrete and brick edging to the church forecourt is sympathetic and may also be early.

### Comparative Analysis

After the boom of the 1880s and early 1890s, the second great wave of church construction took place in the former City of Essendon in the interwar period (c1915-c1940). During this time many small or timber 19th-century churches were

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replaced with larger brick structures, either on the same site or nearby. Often, the early church was retained as the church hall, as seen at St John's Presbyterian (Uniting), Essendon, and Christ Church, North Essendon, but in most cases the early church/halls have since been demolished. In a few cases, particularly for the later established Church of Christ, the interwar building was the first for the congregation. Construction of Protestant churches slowed to a halt during the depression of the early 1930s, with a small revival in the late 1930s. The Catholic Church had the opposite strategy. Instead of conserving funds during hard times, they accelerated their building program with ambitious new buildings as well as bringing forward cyclical maintenance works. While this provided Moonee Valley with some of its most impressive edifices, including the churches of St Monica, St Therese and St Mary of the Immaculate Conception, it was also intended to act as an informal 'public works' program that would provide work for local tradespeople and business for materials suppliers during hard times.

Catholics were considered the purest exponents of the Gothic Revival in Australia during the mid-Victorian period. In the 1880s they made an extraordinary volte face toward 'red brick essays in Renaissance and Baroque'. Architect AA Fritsch developed this tradition toward the Byzantine and Romanesque Revival in the early 20th century. This led to a simplified Romanesque Revival form, sometime known as Neo-Romanesque, in the interwar period (Lewis, 1991:24).

In Moonee Valley as well, the Gothic Revival and variations of it (particularly Arts & Crafts) was the dominant style for churches of all denominations built from the 19th century up to World War II. The exceptions are a handful of Catholic churches which adopted variants of the Romanesque Revival. The earliest of these is HO125 St Brendan's, Flemington, of 1923 by distinguished church architect AA Fritsch. Here the Romanesque is expressed in the use of round arches with banded voussoirs. The other two are St Mary of the Immaculate Conception and St Therese's, both designed in 1934 and recommended for the Heritage Overlay by this study. While both are monumental in size with soaring towers and use signature historicist elements of the style - particularly the round arch and corbel table - St Therese's is more stripped back and modern in its architectural expression. In this sense it is closer to the approach Payne & Dale took with their concurrent design for St Monica's in Moonee Ponds. In comparison, St Mary's is more academic, incorporating details in brick and faience far more faithful to the details of actual mediaeval Romanesque churches in Europe.

### Statement of Significance

#### What is significant?

St Therese's Catholic Church at 48A Lincoln Road, Essendon, is significant. The 1934 church was designed by architectural practice Payne & Dale. It is sited on the diagonal, to face the intersection of Lincoln Road and Florence Street. The church is monumental in scale and the facade is dominated by a soaring central tower. The walls are of clinker brick, with red brick dressings and a terracotta tiled roof. The church sits within a large forecourt, defined by rubble stone walls and garden beds, which are contemporary with the church.

Other buildings on the site, including the Parish Office on Lincoln Road and the school buildings along Edward Street with associated play areas, are not significant.

#### How is it significant?

St Therese's Catholic Church is of local historical, architectural/aesthetic and social significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant as an ambitious example of the Catholic Church's conscious decision to accelerate building programs during the 1930s depression as a form of social support by providing employment and business for many local tradesmen and suppliers. (Criterion A)

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The church is architecturally significant as a monumental and highly intact example of the Romanesque Revival style applied in a stripped and streamlined manner. This same modern approach characterises Payne & Dale's other important design: St Monica's Catholic Church, also of 1934, which is a monumental sandstone building in a modern Spanish Gothic style. Architect Thomas G Payne was an Essendon local who had previously worked for the St Therese parish with his father in the late 1920s and early 1930s. The building is distinguished by its high-quality materials and details such as the red brick dressings and corbel tables, but mainly for the dramatic massing of its central front tower whose height is emphasised by its diminishing size and the elongated buttresses that project from its corners. Its monumental quality is enhanced by its dramatic diagonal siting. (Criteria E & H)

The forecourt, which wraps around the two street frontages of the church, with its rubble stone walls and garden beds, enhances the presentation of the church. (Criterion E)

St Therese's is socially significant as the centre of Catholic worship in the North Essendon Parish since 1922. (Criterion G)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |  |
|----------------------------------|--|
| External Paint Controls          | -  |
| Internal Alteration Controls     | -  |
| Tree Controls                    | -  |
| Fences & Outbuildings            | Yes Rubble stone fence and garden edging |
| Prohibited Uses May Be Permitted | -  |
| Incorporated Plan                | -  |
| Aboriginal Heritage Place        | -  |

### Other Recommendations

Add to the heritage overlay as an individual place with Fence Controls in the HO schedule, as shown in the above table. Extent of HO to include the church and its associated landscaping on the north-east corner of Lincoln Road and Florence Street.



## HERITAGE CITATION REPORT

|                      |                             |                                 |
|----------------------|-----------------------------|---------------------------------|
| <b>Name</b>          | ESSENDON BABY HEALTH CENTRE |                                 |
| <b>Address</b>       | 129 LINCOLN ROAD, ESSENDON  | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Infant Welfare Centre       |                                 |
| <b>Citation Date</b> | 2015                        |                                 |
| <b>Assessment by</b> | Context Pty Ltd             |                                 |



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**Recommended Heritage Protection**      **VHR - HI - PS Yes**

**Architectural Style**      Interwar Period (c.1919-c.1940),  
Interwar Period (c.1919-c.1940)  
Moderne

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight - Building community life: 8.3 Providing health and welfare services*

#### Maternal and child health in Victoria

Maternal and child health became a major issue in the first decades of the twentieth century and led to a baby health movement that was driven by committed volunteers frustrated at government inaction. Dr Isabella Younger Ross (1887-1956) who had studied infant health in England helped set up Victoria's first baby health clinic in Richmond in 1917. By 1918 the voluntary Victorian Baby Health Centres Association (VBHCA) was formed to oversee the growing number of centres. Financial support also came from local councils and in 1926 the State government formed the Infant Welfare Section of the Public Health Department and appointed Dr Vera Scantlebury Brown as the first Director (Heritage Victoria).

Some years earlier Dr (later Sir) Frederick Truby King, who was the Superintendent of a New Zealand mental hospital and an infant health specialist began to formulate influential scientific doctrines on nutrition and infant care which aimed to reduce the escalating death rate among babies and children. In 1907, he convinced influential Dunedin women of the need to form a Society to promote a new health regime based on the support and education of mothers. King promoted his beliefs around the world, and the movement was inaugurated in Victoria (in conjunction with the Trained Nurses' Association) by 1913 by Sister M.V. Primrose of South Yarra. However, his methods were 'largely ignored' by the VBHCA (Heritage Victoria).

Baby health (or infant welfare) centres usually commenced in rented accommodation in public buildings before permanent buildings were provided, however, a construction subsidy of 1000 pounds introduced by the State Government after the Second World War encouraged the development of more purpose-built centres. From 1917-76 over 500 centres were established throughout Victoria.

#### Baby Health centres in Moonee Valley

The first baby health centre in the City of Essendon opened in temporary premises at the cloak room of the Town Hall in 1923, and in 1926 the foundation stone for the first permanent baby health centre building was laid at the corner of St Thomas Street (now Kellaway Avenue) and Pascoe Vale Road (MVTEH 2012:152). Then Mayor of the City of Essendon, Cr. A.A. Thomas, when laying the foundation stone, declared:

*Victoria is proud of its education system but the baby health movement was equally important for, by creating a strong babyhood, the community was doing the finest thing towards the establishment of a strong nation.*

Further centres were opened as the City of Essendon grew rapidly during the interwar period. A 'sub-centre' was opened in 1925 at the Scout Hall on the corner of Ardmillan and Clarinda roads and the first centre in North Essendon opened in the Methodist Church Hall in 1930 (*Essendon Gazette*, 23 & 30 July 1925; *The Argus*, 15 March 1938). However, it

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was not until 1936 that the second permanent baby health centre was opened, this time in Maribyrnong Road, Ascot Vale to replace the temporary centre operating out of a small shop in St Leonards Road. This was followed two years later by the third permanent centre in North Essendon, which was opened in Lincoln Road in 1938 (MVTEH 2012:153).

By 1941 there were four centres in the City of Essendon, one serving each ward, at Ascot Vale, Moonee Ponds, Essendon North and Aberfeldie, which received a combined total of 19,416 visits with 2,240 babies registered on the roll. This compared with 4,103 visits and 472 babies in 1924. The 'baby boom' of the postwar era, which by 1948-49 saw the number of visits climb to 26,000 with 3,198 babies enrolled, resulted in the building of new centres at Beaver Street, Aberfeldie, Niddrie, Avondale Heights and Airport West from the mid-1950s onwards (*Essendon Gazette*, 31 July 1941, 3 August 1950; MVTEH 2012:153).

Following the opening of the first centre in 1923 a Baby Health Centres Committee was formed, which reported annually to the City of Essendon. Most of the people on the committee and otherwise involved in the management, operation and support of the baby health centres were women, and many had very long associations with the centres. In 1952 several women were made Life Members of the Essendon Baby Health Centre, and a bronze plaque was unveiled at the Moonee Ponds Baby Health Centre in honour of Mrs. E.E. Mott for her services to the Essendon Baby Health Centres committee from 1923 to 1951 (*Essendon Gazette*, 22 May & 24 July 1952). In 1955 Sister Hall, who took charge of the first baby health centre in the Essendon Town Hall in 1923, retired after 28 years of continuous service (*Essendon Gazette*, 4 August 1955) and in the following year St Thomas Street was renamed Kellaway Avenue to 'perpetuate the memory of the late Mrs. Leslie Kellaway who carried out wonderful social work in the district and supported the Baby Health Centre Committee' (*Essendon Gazette*, 4 October 1956).

### Essendon Baby Health Centre

The first baby health centre in Essendon (or Essendon North) opened in the Methodist School Hall in 1930. Visits to the centre in the first year of opening were 955 and increased to 6,229 by 1937 leading to problems of overcrowding. Consequently, in March 1938 a deputation from the North Essendon Baby Health Centre Mothers Club requested Essendon Council to erect a permanent building (*The Argus*, 15 March 1938, p.12).

Plans for a new centre were already in hand. As early as 1929 Keilor Shire Council identified a potential site in Lincoln Road for a Baby Health Centre and by 1936 it was reported that Essendon City Council planned to build another Baby Health Centre to serve mothers in North Essendon and the Shires of Keilor and Broadmeadows. The proposed site was on part of Lincoln Park and in July of that year estimates for the cost of the building were submitted to the Public Works Committee. However, the Lincoln Park site was eventually abandoned in favour of the present site at the corner of Market Street and Lincoln Road and in August 1938 the Essendon Council announced it had accepted the tender of Mr. W. Swaby of 1,814 pounds to construct what was then referred to as the North Essendon Baby Health Centre (*Essendon Gazette*, 6 June 1929, 31 October 1935, 19 March & 16 July 1936; *The Argus* 2 August 1938, p.13).

While the decision to build the centre was supported the new choice of site was not considered 'as suitable as desired'. Sister Muriel Lee, who was in charge of the North Essendon centre noted 'The object of the mothers' club was to provide a playground for toddlers, but as ground space would not permit of this, the club had decided to form a library, with books for the mothers and fathers' (*The Argus*, 29 July 1938, p.4).

The Mayor of Essendon, Cr. R.J. Gilbertson, laid the foundation stone of the Essendon Baby Health Centre in August 1938 and presided over its official opening on 20 December 1938 (*Essendon Gazette*, 29 December 1938).

The plans for the centre were prepared by the Essendon City Surveyor, Mr. S. C. Steele.

### Sources

Allom Lovell & Associates, 1999, *Former Carlton Refuge, conservation analysis and comment on proposed registration*

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Heritage Victoria, Echuca Baby Health Care Centre, File No. HER/2000/000033  
Living Histories, 2012, *Moonee Valley Thematic Environmental History* (MVTEH)  
Public Records Office of Victoria (PROV), VPRS 7882 P1, Unit XXXX

### Description

#### Physical Description

The Essendon Baby Health Centre is typically domestic in appearance, resembling a cream-brick late interwar house, with a hip tile roof with deep boxed eaves. The walls are constructed of cream bricks on a dark brick plinth. The symmetrical front elevation comprises two double hung sash windows with margin glazing, and lintels and sills in dark brown half bricks on either side of 'Essendon Baby Health Centre' spelt out in stylized metal letters. Immediately below the sign is the foundation stone, set within the plinth below. There are similar windows in the north elevation, and paired windows in the south elevation. There is one brick chimney. The centre is in good condition and has a high degree of external integrity.

#### Comparative Analysis

According to Heritage Victoria the design of baby health centres demonstrated a 'philosophical association with domestic housing design both places traditionally perceived as the domain of women and children' and had a domestic or residential rather than institutional appearance. The model baby health centre constructed in 1951 in Carlton for the Victorian Baby Health Centres Association, which formed part of the Queen Elizabeth Maternal and Child Health Centre, exemplified this approach appearing as a small Moderne-influenced post-war brick house (Allom Lovell & Associates, 1999:26).

As the first baby health centre in the City of Essendon, built in 1926 at the corner of what is now Kellaway Avenue and Pascoe Vale Road, has been demolished the Ascot Vale Baby Health Centre is now the oldest surviving centre in the City of Moonee Valley. While domestic in scale, detailing and setting, the centre has a more institutional or commercial form overall. This is in large part due to its massing, as houses at the time often had an asymmetrical facade and some sort of projecting entrance porch at the front, while the parapeted front is more like a commercial building.

The design of the two baby health centres constructed in 1938 (this centre) and 1955 (Aberfeldie), both designed by Essendon City Engineer S.C. Steele, are more typical of the approach, with each appearing as small brick veneer houses. Both centres are in good condition and are externally very intact to their original design.

Later baby health centres of the post-war era (by then known as infant welfare centres) in the former Shire/City of Keilor retain the domestic scale of their predecessors but demonstrate Modernist influences through the use of flat or skillion roofs and window walls.

As group, the interwar and post-war centres in the City of Moonee Valley demonstrate that while the philosophy did not change, the design of centres was adapted in line with changing styles of domestic architecture during the twentieth century.

### Statement of Significance

#### What is significant?

The Essendon Baby Health Centre, designed by S.C. Steele and constructed in 1938, at 129 Lincoln Road, Essendon is

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significant. The Essendon Baby Health Centre is typically domestic in appearance, resembling a cream-brick late interwar house, with a hip tile roof with deep boxed eaves. The walls are constructed of cream bricks on a dark brick plinth. The symmetrical front elevation comprises two double hung sash windows with margin glazing, and lintels and sills in dark brown half bricks on either side of 'Essendon Baby Health Centre' spelt out in stylized metal letters. Immediately below the sign is the foundation stone, set within the plinth below. There are similar windows in the north elevation, and paired windows in the south elevation. There is one brick chimney.

Non-original additions and alterations to the centre, and all fencing are not significant.

### How is it significant?

The Essendon Baby Health Centre is of local historic, social and architectural significance to the City of Moonee Valley.

### Why is it significant?

It is historically significant as an example of a place associated with an important program that encouraged the provision of modern maternal and child health facilities in suburban Melbourne during the early to mid-twentieth century. It is socially and historically significant as a place that symbolises the determined efforts of the Council and local community to establish a place that would improve the health and welfare of women and children. It has social significance as a building that has been in continuous community since 1938 as a baby health or infant welfare centre. (Criteria A & G)

It is architecturally significant as a representative example of a small baby health centre, which illustrates the simple domestic scale and design that is typical of these buildings and reflects the philosophy of the Victorian Baby Health Centres Association. (Criterion D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

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Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.  
Extent of HO to include the whole of the property as defined by the title boundaries.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.



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| <b>Name</b>          | SOUTH ESSENDON PRIMITIVE METHODIST CHURCH and HALLS (FORMER) |                           |       |
| <b>Address</b>       | 880 MT ALEXANDER ROAD, ESSENDON                              | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Church, Sunday School  |                           |       |
| <b>Citation Date</b> | 2015   |                           |       |
| <b>Assessment by</b> | Context Pty Ltd  |                           |       |



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| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes                    |                            |  |
| <b>Designer / Architect</b>            | McIver, Evander, Cook, VG, Leith, GB | <b>Architectural Style</b> | Victorian Period (1851-1901)<br>Gothic Revival, Interwar Period (c.1919-c.1940) Gothic |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight - Building community life: 8.1 Maintaining spiritual life; Churches as a marker of social status or ethnic origin*

*Successive groups of migrants settling in Moonee Valley have brought with them their religious beliefs, establishing churches as the focal point of their communities. In the early days of settlement, church congregations often gathered in very rudimentary buildings before raising money to build substantial places of worship. As congregations grew, they established schools, sporting clubs and facilities to cater for the spiritual, educational and social needs of their constituents.*

*Protestant religions predominated in Moonee Valley in the nineteenth century. The first churches established were those of the Anglican, Methodist (Wesleyan) and Presbyterian denominations. These were spiritual communities which wished to transplant and replicate the belief systems of their British heritage and the architecture of their churches mostly conformed to designs favoured in their homeland.... In 1856 the Primitive Methodist Society built a small wooden church in Nicholson Street, Essendon, while the Flemington Wesleyan community met in makeshift quarters at the southern end of Mt Alexander Road (cited directly from MVTEH, 2012:148-149).*

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### Contextual history

Essendon Township is a parallelogram in plan, bounded by Buckley Street, Mt Alexander Road, Brewster Street and Pascoe Vale Road. Land sales began there in the early 1850s, after the new town and suburb of "Essendon and Hawstead" were gazetted in December 1852 (Butler, 1985:12). The township area included reserves for a common (state) school, and large reserves for the Church of England and Wesleyan Church by 1858. Land on the north-west corner of Buckley Street and Mt Alexander Road was also gazetted for the Presbyterian church by this time (SLV, 1858).

The population of the Borough of Essendon grew substantially during the boom years of the 1880s rising from 2,833 in 1881 to 14,411 in 1891 (MVTEH, 2012:33).

### South Essendon Primitive Methodist Church

The South Essendon Primitive Methodist Church was founded in 1854, with services conducted by Rev. John Ride in Joseph Pitches' home. Two years later they erected a timber church in Nicholson Street, possibly on the east side of the present site where there is now a tennis court (*Essendon Gazette*, 2 April 1914).

The Primitive Methodist Connexion was formed in England in 1811 as an offshoot of Wesleyan Methodism. The began to hold their first services in Melbourne on Flagstaff Hill in 1849, and laid the foundation stone for their first church in LaTrobe Street at the end of that year. By 1901 they formed the second largest group of Methodists in Victoria, and were prosperous enough to have built 125 churches. All divisions of Methodism united in 1902 to form the Methodist Church of Australasia (Lewis, 1991:10).

In September 1882, the foundations stones for a new brick church, on the corner of Mt Alexander Road and Buckley Street, were laid. The architect was Evander McIver and the builders Spargo Brothers of Brunswick (*North Melbourne Advertiser*, 15 September 1882:3 & Foundation Stone). When completed, in April 1883, the church comprised the current nave only.

After the union of Primitive Methodists with other divisions took place in 1902 to form the Methodist Church of Australasia, the church on Mt Alexander Road was simply called the South Essendon Methodist Church. In 1911, architect George Brown Leith designed an extension to the brick church, comprising a transept designed to blend in with the 1882 church. The additions were declared officially open by the Governor of Victoria in September 1911 (*Essendon Gazette*, 7 Sept. 1911).

In 1923 the timber Sunday School hall on the north side of the site was replaced with a new brick Sunday School Hall, designed by architect VG Cook. A small brick Kindergarten was built to the rear of the hall at the same time. According to reports at the time, the timber hall was over 70 years old (PROV; *Essendon Gazette*, 29 March 1923 & 21 June 1923). The Kindergarten was opened in May 1923 and the Sunday School in March 1924 (*Essendon Gazette*, 10 May 1923 & 13 March 1924). Small gabled additions were made to the north and south elevations of the Sunday School in 1930 and in 1933 (PROV).

Alterations were carried out to the interior of the Methodist Church in 1962 by James Earle Architects. In 1982 the whole site was purchased by the Salvation Army for use as their Moonee Ponds Corps Centre. To provide more space for this new use, a single-storey extension was built, to a design by RA Kitching & Associates Architects, which joined the three buildings together (PROV).

### Evander McIver, architect

Brunswick-based architect Evander McIver was also Town Surveyor and Engineer for the municipalities of Brunswick, Essendon, Flemington-Kensington, Broadmeadows and Hotham (North Melbourne) (Butler, 1985:18). He was the designer of a number of important civic and commercial buildings, including Brunswick Town Hall (first stage of 1876), Commercial Bank of Australia, 192 Sydney Road, Brunswick (1887), and Flemington and Kensington Town Hall (1901). He is probably best known for his prodigious output in Protestant churches, including the 1869 Primitive Methodist

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Church, 30 Providence Road, Greenvale, which is extremely similar in design to the South Essendon example. Both are Early English Gothic in style, with buttressed bichrome brick walls, raking corbels to the front gable, and a gabled bellcote. Other examples of his work are: Union Memorial Church, Elm Street, North Melbourne (1879) - considered his best surviving work; Presbyterian Church (1887) and Manse (1890), Highbury Grove, Kew; Presbyterian Church, 212 Sydney Road, Brunswick (1884); St Andrew's Presbyterian Church, Kerang (1891); St Andrew's Presbyterian Church, Queenscliffe (1896-99); St Andrews Presbyterian Church, Camperdown (1901); and St Cuthbert's Presbyterian Church, Wilson Street, Brighton. By the end of his career, McIver was exploring the Arts & Crafts in his churches. McIver trained architect Christopher Cowper, a key figure in Melbourne Federation architecture.

### *GB Leith, architect*

Architect George Brown (GB) Leith (1858-1937) moved from Scotland in 1879 and set up an architectural practice in Melbourne in 1890. He was also a City of Essendon Councillor from 1897 onward (Butler 1985:18). After World War I he practiced with his sons, first G Burridge Leith and later Arthur C Leith (Roser, 2012:403). Works by GB Leith include the distinctive shops at 112-120 Puckle Street (HO275, 1903, with Robert Haddon), and Methodist Churches in Camperdown (1903, with Robert Haddon), Shepparton (1908), and Mildura (1912).

### *VG Cook, architect*

Architect Victor G Cook (1889-1977) was a long-time Essendon resident, residing on McPherson Street in 1914 and on Primrose Street by 1927. His parents, Robert G Cook and Martha Woods, were considered local "pioneers" as they lived in Essendon from the 1850s. Among other jobs and business ventures, Robert G Cook was a builder and speculator, constructing 51 Fletcher Street c1887, for example, and may have influenced his son's choice of career. It appears that son Victor started his career as an engineer, assisting architect Leslie Perrott with the design of a concrete house at 11 Raleigh Street in 1914 (*Essendon Gazette*, 5 Feb. 1914:1). In 1924 he designed the New Ascot Theatre on Union Road, and in 1925, the Southern Cross Theatre and Church of Christ, both in Essendon (MVTEH 2012:109). In 1927 he designed the new Broadmeadows Shire Office (demolished; *Kilmore Free Press*, 16 June 1927:3).

### Sources

Butler, Graeme, *Essendon Conservation Study*, Vol. 1, 1985.  
*Essendon Gazette*, as cited in Chalmers, B 'Annals of Essendon' CD-ROM, 2005.  
*Kilmore Free Press*, as cited.  
Lewis, Miles, *Victorian Churches*, 1991.  
Living Histories, Moonee Valley Thematic Environmental History (MVTEH), 2012.  
*North Melbourne Advertiser*, as cited.  
Public Records Office of Victoria (PROV): VPRS 7882/P1 Unit 63, File 234 & Unit 661, File 4954.  
Roser, P, 'A.C. Leith & Bartlett' in *Encyclopedia of Australian Architecture*, Willis & Goad (eds.), 2012.  
State Library of Victoria (SLV): 'Township and suburban allotments, Essendon and Hawstead', 1858, Vale Collection.

## Description

### Physical Description

The former South Essendon (Primitive) Methodist Church complex, now a Salvation Army Corps Centre, stands on the north-east corner of Mt Alexander Road and Buckley Street, with the rear boundary extending to Nicholson Street. There are three buildings on site: the 1882 and 1911 church on the corner, the 1923 Sunday School to its north, and the 1923 Kindergarten Hall to the rear (east) of the Sunday School. While the church and Sunday School face Mt Alexander Road, all three buildings are aligned to the cardinal points, so face Mt Alexander Road at a diagonal.

Most prominent, with two street frontages, is the church. It is a bichrome brick Early English Gothic Revival building with a gabled bellcote above the gabled facade. Brickwork is of brownish Hawthorn brick with glazed headers in a

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Flemish bond pattern, with cream brick dressings. The plinth is of rock-faced basalt. The stepped engaged buttresses of the corners and along the side elevations are mainly of cream brick, giving a banded effect. The facade is relatively flat, though enlivened with raking corbels below the gable (of moulded cream bricks). A slightly projecting parapeted gable represents the porch, with a cream-brick lancet arched opening below. Above it is an oculus window with a cement hood mould, and to either side are lancet windows with cream brick dressings. The roof is covered in new slates, with early round metal ventilators on either side of the ridge. Along Buckley Street, the nave is divided by buttresses into four bays, each with a lancet window and corbelled eaves (with the same moulded cream bricks). The transept of 1911 used the same palette of materials and details as the original church, including the raking corbels. Here trefoil tracery sits within the oculus window above the lancet-shaped doorway. The church is largely intact, apart from infilling of oculus window and front entry of the facade and replacement of the doors to the south transept.

To its north, the Sunday School represents a change in palette and style. It is a very simplified Arts & Crafts Gothic in red brick with a terracotta tile roof. Nods to the medieval era include the dominant front gable and battered buttresses to the front corners. Other details stray far from pure Gothic, including the returning eaves creating an open pediment on the front gable, the semi-circular arched window within the gable and the diamond-shaped tile pattern in the gable apex. A 1929 room that extends from the south side of the buildings is more traditional in form, with traceried windows in an ashlar surround. The side elevations have a projecting gable at each end, between which is a skillion-roof section, providing visual interest to what is in fact a simple rectangular plan. A simple canopy has been added to the facade of this building, and the entry doors moved from the centre of the facade to the south half.

The Kindergarten Hall is not visible from Mt Alexander Road, but can be seen from Nicholson Street past the tennis court. It is a small red brick building with a north-south tiled gable roof. Windows are long rectangles with concrete lintels.

The area between the three buildings has been infilled with a recessive single-storey extension in the 1980s, which is not noticeable from either of the main frontages. Judging from the plans, there have been a number of new openings created in the south wall of the Sunday School, but few if any in the north wall of the church (PROV).

### Comparative Analysis

The growing population in the City of Essendon in the 1880s led to the expansion, rebuilding or construction of many churches. In 1888 St Thomas' Church, Moonee Ponds, was extended, and the local Wesleyan Church moved to Gladstone Street. In 1890 the first stage of St Monica's Catholic Church was opened. In many cases, these early churches were replaced during the early 20th century. This includes St Monica's, St Paul's Ascot Vale, Christ Church Essendon, Moonee Ponds Baptist, and St Brendon's Catholic, Flemington, leaving about half of the churches from this early boom remaining. In some cases the early church was retained as the church hall, as still seen at St John's Presbyterian (Uniting), Essendon, and Christ Church, North Essendon, but in most cases the early church/halls have since been demolished.

According to Lewis (1991:10, 23) Methodism, like Presbyterianism, had no great architectural tradition when it was introduced to Australia, but by 1857 the Wesleyan Methodists had adopted the Gothic style for its churches. However, the design of Methodist churches was also influenced by the precept of John Wesley who directed that 'preaching houses' should be 'plain and decent' and no more expensive than necessary. Accordingly, many Methodist churches were 'small and unpretentious buildings' (Lewis 1991:10). However, other Methodist churches also demonstrate an increasing acceptance of more elaborate and substantial Gothic style structures. Nevertheless, the nonconformist tradition was usually still reflected by the internal layout with an emphasis on the pulpit and choir stall.

As many of Moonee Valley's earliest churches have been demolished and replaced in the interwar period, the former South Essendon (Primitive) Methodist Church, to the extent of its 1882 nave, appears to be the second oldest surviving

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church in the municipality, and one of only three that predate 1890. The oldest is St Thomas' Anglican Church (HO354), Moonee Ponds, whose nave dates from 1857, with extensions built between 1885 and 1910, and the tower of 1954. Following it in date, the next is the Congregational Church (HO151), Ascot Vale, of 1885 and 1902. This was followed by the very simple brick 1890 Christ Church (HO203), North Essendon; the grand 1891 Wesleyan Church with a tower and spire (HO56), Moonee Ponds; and the small c1892 Carpenter Gothic St James' Anglican Church (HO354), Moonee Ponds.

Architecturally, the South Melbourne (Primitive) Methodist Church is one of the most interesting and developed designs of the early surviving churches in Moonee Valley, though it is more modest in size and design than the former Wesleyan Methodist Church (HO56), which is one of the most distinguished churches in the municipality with its impressive spire. As noted in the history, the South Melbourne (Primitive) Methodist Church was already somewhat old fashioned when built, as its architect McIver had designed the very similar Greenvale Primitive Methodist Church 13 years earlier. This gabled form, with a simple bellcote at its apex and a relatively flat facade, often enlivened by polychrome brickwork, was perhaps characteristic of the early Methodist churches in Victoria, seen elsewhere in the metropolitan area, such as the former Methodist Church at 472 Nicholson Street, Fitzroy of 1874 (VHR H148).

The former South Essendon Methodist Sunday School Hall of 1923 can be compared to other purpose-built church halls of the interwar period.

As noted above, in the interwar church building boom, many 19th-century churches were repurposed as the church hall. For this reason, there are few purpose-built church halls of this period in Moonee Valley. Those in the Heritage Overlay and assessed as part of the current heritage study are the following:

- HO85 St Thomas' Anglican Church Hall, Moonee Ponds, built in 1920 as the Soldiers' Memorial Hall (or Clubroom) in memory of the parishioners who were killed in World War I. It is a T-shaped red brick gabled building that backs on to Pascoe Vale Road. Ecclesiastical touches include engaged buttresses and crosses in the gables, though the windows and rest of the detailing is standard for the period.

- St Paul's Memorial Parish Hall, Ascot Vale (recommended for the HO), designed by prominent interwar architectural practice Gawler & Drummond in 1926. The hall is very similar in its form to the churches at the time, with a gabled nave set behind a facade-width porch. The porch has fine Arts & Crafts influenced detail, with planar gable forms, inset tiles and angled buttresses. The facade is highly intact, though there have been extensive alterations to the west elevation as part of a conversion to flats.

In comparison, the South Essendon Methodist Hall shares the relatively elaborate form and Arts & Crafts detailing with St Paul's Memorial Parish Hall, though its facade is less intact due to the relocation of the front door.

### Statement of Significance

#### What is significant?

The former South Essendon (Primitive) Methodist Church and halls, now the Salvation Army Moonee Ponds Corps Centre, at 880 Mt Alexander Road, Essendon, is significant.

The Church, on the corner of Buckley Street, was designed by architect Evander McIver and built in 1882. It is Early English Gothic in style, with buttressed bichrome brick walls, raking corbels to the front gable, and a gabled bellcote. Transepts were added in 1911, to a design by architect GB Leith which matched the nave in form and detail.

The South Essendon Sunday School Hall, to its north, was designed by local architect Victor G Cook, and built in 1923. That same year, Cook also designed the small red brick Kindergarten Hall, which sits behind it. The Sunday School Hall

## HERITAGE CITATION REPORT

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is red-brick building in a simplified Arts & Crafts Gothic style with a dominant front gable and battered buttresses to the front corners. Unusual details for the style include returning eaves creating an open pediment on the front gable, and the semi-circular arched window within the gable. A classroom, with a tracery window, was added to the south elevation of the Sunday School in 1929.

Later alterations and additions to the place are not significant.

### How is it significant?

The former South Essendon (Primitive) Methodist Church and halls are of local historical and architectural significance to the City of Moonee Valley.

### Why is it significant?

It is historically significant as an illustration of the important role the Methodist Church and its adherents played in the early history of Essendon. The South Essendon Primitive Methodist Church was founded in 1854, with services held first in a private home, and from 1856 in a timber building in Nicholson Street. The 1882 Church is also significant as the second-oldest surviving church building in Moonee Valley. The 1923 Sunday School Hall and Kindergarten Hall are tangible illustrations of the continuing expansion and prosperity of the Methodists during the interwar period. (Criteria A & B)

The Church is architecturally significant as a representative example of a 19th-century Methodist Church with a relatively planar gabled facade, in the Early English Gothic style. Here the modest design is enlivened by bichrome brickwork, raking corbels to the front gable, and a gabled bellcote. (Criteria D & E)

The Church is also significant for its association with architect Evander McIvor, the designer of many Protestant churches in Victoria, and civic buildings including the Brunswick Town Hall and Flemington and Kensington Town Hall. McIvor was also Town Surveyor and Engineer for the municipalities of Brunswick, Essendon, Flemington-Kensington, Broadmeadows and Hotham (North Melbourne), so had a local connection to the Moonee Valley area. (Criterion H)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

#### External Paint Controls

-

#### Internal Alteration Controls

-

#### Tree Controls

-

#### Fences & Outbuildings

-

#### Prohibited Uses May Be Permitted

-

#### Incorporated Plan

-

#### Aboriginal Heritage Place

-

### Other Recommendations

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|  |                       |          |
|--|-----------------------|----------|
| SOUTH ESSENDON PRIMITIVE METHODIST CHURCH and HALLS (FORMER) | 25-Sep-2015           | 04:42 PM |
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Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.  
Extent of the HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |                                     |                                 |
|----------------------|-------------------------------------|---------------------------------|
| <b>Name</b>          | COOKS BLACKSMITH                    |                                 |
| <b>Address</b>       | 882-884 MT ALEXANDER ROAD, ESSENDON | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Blacksmith                          |                                 |
| <b>Citation Date</b> | 2015                                |                                 |
| <b>Assessment by</b> | Context Pty Ltd                     |                                 |



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**Recommended** VHR - HI - PS Yes  
**Heritage Protection**

**Architectural Style** Victorian Period (1851-1901)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Three - Connecting Victorians by transport and communications: 3.1 Establishing pathways*

*Moonee Valley contains several transport routes that influenced patterns of settlement both within the study area and surrounding it. More importantly, perhaps, pathways through Moonee Valley have provided significant connections for Victorians moving through inner Melbourne and the world beyond (MVTEH 2012:47).*

#### Gold Fields Routes

*During the hectic 1850s, when gold attracted thousands of immigrants to Victoria, the early roads through the study area were transformed as thousands of gold seekers set out from Melbourne on foot, by coach or on drays, seeking their fortunes on the central Victorian goldfields. Mount Macedon Road, renamed Mt Alexander Road, became the 'principal road in the colony' and, at times, over 30,000 people per week crossed Flemington Bridge and made their way along this route. 'Teams of horse and bullocks traversed Mt Alexander Road day and night ... Many of the men seeking the new Eldorado trundled wheelbarrows holding their belongings ... Coaches passed through daily and gold escorts about thrice a week, recalled George Pearse, who grew up in Essendon at this time (MVTEH 2012:50-1)*

#### Accommodating and supplying travelers

*Businesses sprang up at convenient points along Mt Alexander Road to service the needs of travelers and those transporting both passengers and goods to the goldfields. Many of these early businesses supplied essential services to those setting out on the long (nine day) journey to the goldfields. Wheelwrights, blacksmiths and carriage repair works, tinsmiths, butchers, bakers and clothing suppliers were amongst the businesses that clustered along the road near Flemington Bridge, at Ascot Vale near present day Middle Street, at Moonee Ponds Junction, near Fletcher Street in Essendon and at Bendigo Corner, the junction of Bulla and Keilor Roads. Together with hotels, these businesses formed the nuclei of settlements within the Moonee Valley area (MVTEH 2012:53).*

#### Place history

This place has an extraordinary association with the Cook family who have owned this property and operated a blacksmith or metalworking business from here for 150 years. T.A. Cook obtained the Crown Grant for this land, being lots 2 and 3 Section 1, Parish of Doutta Galla, in November 1868 (Doutta Galla Parish Plan) and the blacksmithing business was established by then, and possibly as early as 1857. In an interview given to the *Essendon Gazette* in 1924 John Cook remembered:

*I can go back to the year 1857 when I arrived with our family from Western Australia, and settled down within a stone's-throw of my present residence. My father began business as a wheelwright, and I worked with him. Mount Alexander Road was a busy place from morning to night. Cobb's stage coaches passed through daily, and the thoroughfare was thick with wagons, drays, bullock teams etc. (Essendon Gazette, 6 March 1924)*

In 1869 Essendon was not sufficiently developed to enable street by street listings in the Sands & McDougall Directory, but Thomas, and John A. Cook are both listed and described as blacksmiths. Robert Cook, a butcher, is also listed (SM). Robert Cook was born in Norwich, England, in 1839 and at the time of his death in 1937, he resided in

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McPherson Street, Moonee Ponds. He started work as a boy in the hay and corn business in Essendon, was later a butcher, a wood and coal merchant, as well as a builder and speculator. (*Essendon Gazette*, 22 March 1914; 5 January 1915; 19 April 1935; 2 May 1936 & 5 August 1937; *The Argus*, 6 August 1937:12). It appears that Robert Cook constructed the shop and residence at 51 Fletcher Street c.1885 during his time as a builder and speculator and so he may have built Cook's blacksmith buildings. Robert and his wife Martha (nee Woods) had 10 children, one of whom was Victor George (VG) Cook (1889-1977), a prominent Essendon architect during the interwar era (Ancestry.com).

By 1875, when street by street listings in Essendon are available, Thomas and John are listed on the east side of Mt Alexander Road, and by 1885 this is specified as being between Buckley and Fletcher streets, immediately to the north of the Primitive Methodist Chapel (later the South Essendon Methodist Church). Robert Cook is also listed as having a store on an adjacent site until the 1880s. Thomas Cook disappears from the Directory by about 1890 and then in 1895 Robert Cook, now described as a 'greengrocer', makes a reappearance (SM).

In 1905 there are three listings: John Cook, blacksmith at No.748, Robert Cook, greengrocer and woodyards (No.750), and John Cook resident in a house at No.752 (SM). These three buildings are shown on the 1909 MMBW plan of this area. No.748 is in the approximate location of the brick building that exists today and there is a small stables on its north side close to the rear boundary. There is then a gap to No.752, which is adjacent to the house at no.754 (MMBW).

It appears that John had retired by 1910 when Arthur Cook, blacksmith is listed at no.748. Robert is still at no.750 and John is living at no.752. In 1925 Robert is no longer listed and there follows a series of tenants on the intervening site (SM).

John Cook died in 1934 at the age of 94 and his blacksmith shop was remembered as 'a shelter for many a weary traveler' (*Essendon Gazette*, 3 May 1934). In 1935 a Miss Mary A. Cook is listed as the resident of the house, by then renumbered as no.890. Meanwhile, Arthur Cook, blacksmith continued at no.884 (the former no.748) and A.J. Cook, an electrical engineer was sharing the premises during the 1930s. Arthur Cook was still listed in 1960 (at no.884), along with N. (Norm) Cook, engineer (no.882). Norm was the grandson of Thomas Cook (Vines, 1989).

The Cook family is still associated with the site in 2015. The site appears to be used for the manufacture of wrought iron fencing, balustrades and furniture, continuing its historic use.

### Sources

Aldous, Grant, *The stopover that stayed. A history of Essendon*, 1979  
Ancestry.com: Genealogy of Robert George Cook, accessed 18 July 2015  
Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1986 to 2000*  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.1655, dated 1909  
Vines, Gary, *Western Region Industrial Heritage Study*, September 1989

### Description

#### Physical Description

The Cook's Blacksmith building is in two sections, both of which are built to the front and side boundaries. The early section (dating from c.1890) is the brick building at the south side of the complex. It has an iron-clad gable-fronted roof (concealed by a simple sheet-metal parapet with 'Norm Cook Welding Repairs' and 'Est 1857'), two segmental arch windows in the south elevation (now boarded up) and large ledged timber carriage doors. Appended to its north side is a second gable-fronted bay, this one timber framed and corrugated-iron clad.

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|                  |                       |             |          |
|------------------|-----------------------|-------------|----------|
| COOKS BLACKSMITH |                       | 28-Jan-2016 | 03:45 PM |
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In 1989 the large brick stables, accessed from Willow Street, reportedly survived as a separate tenancy (Vines, 1989). However, this has since been demolished. At the rear of the brick building is a modern building with a steep skillion roof.

### Comparative Analysis

As a place type, small industrial premises such as shoe forges and blacksmiths are usually simple, architecturally undistinguished buildings. Many were simply timber framed and iron clad 'rough sheds', while more substantial examples were constructed of brick. Directories show that there were several blacksmiths or farriers along Mt Alexander Road in the nineteenth century, however, very few survive today and there are no examples currently included in the Heritage Overlay.

In the context of Mt Alexander Road, this place compares with the Gill Bros Shoeing Forge at nos. 374-78 in Travancore, as one of the few surviving examples of the small business established in the nineteenth century to serve travellers. It also compares with the former shoeing forge at 528-534 Racecourse Road, Flemington. Of these, the Flemington building is notable for its elaborated arched pediment flanked by scrolls. Otherwise it is a simple gabled building with segmental arched windows, like Gill's and Cook's buildings. All of the buildings have similar integrity and intactness.

### Statement of Significance

#### What is significant?

Cook's Blacksmith at 882-884 Mt Alexander Road, Essendon, is significant. The Cook's Blacksmith building is in two sections, both of which are built to the front and side boundaries. The early section (dating from c.1890) is the brick building at the south side of the complex. It has an iron-clad gable-fronted roof (concealed by a simple sheet-metal parapet with 'Norm Cook Welding Repairs' and 'Est 1857'), two segmental arch windows in the south elevation (now boarded up) and large ledged timber carriage doors. Appended to its north side is a second gable-fronted bay, this one timber framed and corrugated-iron clad.

#### How is it significant?

Cook's Blacksmith at 882-884 Mt Alexander Road, Essendon is of local historic significance to the City of Moonee Valley.

#### Why is it significant?

It is significant for its associations with the development of Mt Alexander Road and is a representative example of the small businesses established along its length in the nineteenth century to service travelers. It appears that a blacksmith has occupied this site since the 1850s and the continuous association with the Cook family who first established the business enhances the significance of the place. It is also significant as a rare surviving example of the simple industrial buildings once found along Mt Alexander Road, but that have been almost completely lost due to later development. (Criteria A, B, D & H)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.



## HERITAGE CITATION REPORT

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.



## HERITAGE CITATION REPORT

|                      |                                  |                                 |
|----------------------|----------------------------------|---------------------------------|
| <b>Name</b>          | HOUSES and SHOP                  |                                 |
| <b>Address</b>       | 34-40 NICHOLSON STREET, ESSENDON | <b>Significance Level</b> Local |
| <b>Place Type</b>    | House, Shop                      |                                 |
| <b>Citation Date</b> | 2015                             |                                 |
| <b>Assessment by</b> | Context Pty Ltd                  |                                 |



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## HERITAGE CITATION REPORT

**Recommended  
Heritage Protection**      **VHR - HI - PS Yes**

**Architectural Style**      Victorian Period (1851-1901),  
Victorian Period (1851-1901)  
Italianate, Victorian Period  
(1851-1901) English Queen  
Anne Revival

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Five - Building Victoria's industries and workforce: 5.3 Marketing and retailing - Serving local needs*

*Theme Six - Building towns, cities and the garden state: 6.7 Making homes for Victorians*

#### Contextual history

The town and suburb of Essendon was gazetted in 1852, named after a village in Hertfordshire, England.

Gold was discovered in 1851, bringing rapid commercial and residential development as most gold seekers travelled along Mt Alexander Road to reach the goldfields of Bendigo and Ballarat. Three areas had a concentration of new commercial development: on Mt Alexander Road, Ascot Vale, around Moonee Ponds Junction, and at 'Fletcher Corner' where Mt Alexander Road met Fletcher Street, with hay and corn stores, a butcher shop and stables among the early businesses.

The area received further development impetus when the Melbourne to Essendon Railway opened in 1860, and again in 1909 when the electric tram line up Pascoe Vale Road, then along Fletcher Street to Mt Alexander Road opened (Taylor, 2002:4-5). In 1881 there were 488 houses in the Essendon district, most of them situated in the streets and roads adjacent to Mt Alexander Road and the railway line, and the population was 3,100. By 1889 when Essendon was proclaimed a Town the population had climbed to almost 10,000. Over the next 3 years, during the height of the land boom in Melbourne, Essendon's population grew by 50% peaking at 15,245 in 1892 (Aldous, 1979:29, 32, 64).

#### Houses and shop, 34-40 Nicholson Street

In 1885 two acres at the south-east corner of Nicholson and Raleigh streets, within the original Township of Essendon, were reserved for the Church of England, but never used for a church. To its north was land granted in 1863 for a common (state) school. Most of the land in the immediate area had been divided into 2-rood residential blocks and sold by the Crown in the 1850s, though development only began in earnest in the early 1880s (Parish Plan).

James Taylor, an accountant of Collins Street, Melbourne, purchased the land that would become 34-40 Nicholson Street in November 1889 (LV: V2208 F446).

Taylor was born in Scotland and emigrated to Australia in 1857, moving to Essendon in 1860. He worked first as a clerk in a law office, and then worked at McCracken's Brewery for 30 years. He was a long-time member of the Essendon Council and three times mayor. His residence was just across Nicholson Street, the double-fronted bichrome house 'Kinneil' at no. 33 (*Essendon Gazette*, 9 Oct. 1902).

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By the end of 1891, the shop and adjoining semidetached house (nos. 40-38) as well as the villa at no. 36 were all completed and occupied: Mrs E Brown, bookseller, in the corner shop, Joseph Dunn in no. 38, and Thomas Tidy in no. 36. The following year, the house at no. 34 was completed and occupied by a Frank Heach. The tenants of the three residential properties changed frequently over the next decades. Mrs Brown ran her bookshop here until 1918, then became a confectioner (S&McD).

They all remained rental properties until James Taylor's death in 1902, at which time the title passed to his wife, Mary. She sold the shop and residence at nos. 38-40 to Alexander McCracken, her late husband's employer, in September 1903 (LV: V2208 F446). At the time they were advertised as a 'modern brick shop', 'a modern brick villa "Plassey"' and the 'brick villa "Cliveden"' (respectively, no. 34 and no.36) (*Essendon Gazette*, 5 March 1903). The 1910 MMBW Detail Plan (No. 1657) shows that the shop at no. 40 had a corner verandah over the footpath, and confirms that the house at no. 34 was called 'Plassey'.

By 1910 James Taylor's son, John Archibald Taylor, a solicitor, occupied the house at no. 36, and by 1920, his mother, Mary, had moved in with him (S&McD).

After Mary's death in 1927, the two remaining houses passed to her three children. They sold the house at no. 34 to a Lucy Margaret Bennett in 1932, but no. 36 remained in the Taylor family until at least the mid 1980s (LV: V2208 F446).

### Sources

Aldous, Grant, *The stopover that stayed. A history of Essendon*, 1979  
*Essendon Gazette*, as cited in Chalmers, B 'Annals of Essendon' CD-ROM, 2005  
Land Victoria (LV), certificates of title, as cited  
Melbourne Metropolitan Board of Works (MMBW), Detail Plans, as cited  
Parish Plan of Dootta Galla, Public Records of Victoria  
Sands & McDougall street directories (S&McD), as cited  
Taylor, M, 'Hoddle Street Precinct. Assessment of Cultural Heritage Significance', 2002.

## Description

### Physical Description

The buildings at 34-40 Nicholson Street stand on the south-east corner of Nicholson and Raleigh streets. All four buildings are constructed in tuckpointed polychrome brick - brown Hawthorns with accents in cream and red, with slate-clad roofs with diaper bands. The four are particularly distinctive for their rectilinear corbelled chimneys with cream and red banding.

No. 40 Nicholson Street is a single-storey corner shop built to its lot boundaries. The distinctive front gable with half-timbering pattern in bichrome brick and lobed bargeboard is repeated on a smaller gable facing Raleigh Street. The large timber-framed shop windows to the front of the store are retained; however the door to the splayed front corner has been replaced. Four residential-scale double-hung windows are located along the Raleigh Street facade with cream brick flat arches, basalt sills and cream bands at lintel height. The side door has also been replaced.

No. 38 Nicholson Street is a dwelling attached to the south side of the shop, set back behind a small front garden with sympathetic reproduction palisade fence. It echoes the shop in its form and details, including the unusual 'half-timbering' detail of bichrome brick to the front gable. The porch is entered via a red brick arch with moulded cream bricks at the springing. The porch floor has basalt edging and tessellated tiles. The entrance door is highlighted with ruby flashed glass with a design of a basket of flowers. An ornate timber and cast-iron hood sits over the front window which has a double-

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hung sash with sidelights. The brickwork has been recently tuckpointed and incorporates a band of cream brick at sill height and above the rock-faced basalt plinth.

No. 36 Nicholson Street is a freestanding double-fronted symmetrical villa set back from the street behind a garden with sympathetic reproduction palisade fence. The building has an M-hip roof and an ogee-profiled verandah clad in corrugated iron with a central pediment marking the entry. The verandah is supported by cast-iron columns and finished with a cast-iron frieze, and has a timber floor. A four-panel door with cricket bat mouldings, sidelights and highlights is set back in a recessed entry flanked by sash windows with sidelights and basalt sills. There are zig-zag cream brick voussoirs to the windows and corners.

No. 34 Nicholson Street is a freestanding double-fronted villa set back from the street behind a garden with a non-original low red-brick fence. The facade is unusual, having two projecting gabled bays with a central recessed porch beneath the roofline. The porch beam retains timber dentils. The porch floor has basalt edging and tessellated tiles. The brick has been overpainted, and the front windows and door and surrounds replaced, but the house is still recognisably part of the row thanks to its slated M-hip roof (with diaper bands) and distinctive polychrome chimneys.

### Comparative Analysis

Most of the suburbs of the City of Moonee Valley, particularly Flemington, Ascot Vale, Moonee Ponds, and Essendon, underwent a large amount of speculative development during the land boom of the late 1880s and early 1890s. This period saw the major development of the municipality's major shopping strips on Racecourse Road, Flemington (HO25), Union Road, Ascot Vale (HO26), and Puckle Street, Moonee Ponds (HO14). Thanks to these three large commercial precincts, as well as a number of individually listed commercial buildings on Mt Alexander Road, Victorian shops (and hotels) in commercial areas are well represented in the three southern suburbs.

This is not the case for the northernmost centre of development in the 1880s: Essendon. There appear to be no 19th-century Essendon commercial building in the Heritage Overlay. Essendon's main 19th-century commercial centre at the junction of Mt Alexander Road, Fletcher and Napier streets is unrecognised, as are the corner shops scattered around residential areas that were an important resource in the pre-motor car era.

The Victorian shops that are of Individual Significance in the Moonee Valley Heritage Overlay (whether or not in a precinct) are mostly recognised for architecturally distinguished treatment of their first-floor elevation and parapet, as almost all have lost their original posted verandah and shopfront. Examples include the Ascot Vale Hall, 140-144 Union Road, Ascot Vale (HO287), Shop and residence, 189 Union Road, Ascot Vale (HO288); Shops, 407-411 Mt Alexander Road, Ascot Vale (HO261); and 361, 363-379 & 548 Mt Alexander Road, Ascot Vale (all HO363).

Exceptions that retain an original shopfront are at 97-99 Mt Alexander Road, Flemington (HO196), Venetian Gothic shop-residences that retain one timber shopfront; the Victoria Buildings, 433-437 Mt Alexander Road, Ascot Vale (HO365) one of which retains its timber shopfront; 599-603 Mt Alexander Road, Moonee Ponds (HO359), one of which retains a partial timber shopfront; and the Grandview Store, 79 Holmes Road, Moonee Ponds (HO191), a corner store with arched panels to its shopfront. There are also a few examples of Victorian shops with original timber shopfronts that are Contributory to a precinct, including 304 Racecourse Road, Flemington (HO25), and 15 Norwood Street, Flemington (HO24).

Prior to widespread car ownership and home refrigeration, neighbourhood corner stores were an important amenity in residential areas, where day-to-day needs could be purchased. A corner store was often an early development in a newly subdivided area, providing an important marker of its origins. In low-density suburbs the shop was usually paired with an adjoining or attached dwelling that housed the shopkeeper and family. On denser commercial strips, the predominant type was a two-storey building with a residence upstairs. Both types were common until the post-war era when growing

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automobile ownership allowed shop owners to commute from home to work. While corner stores remained popular through the 1950s and '60s, often called 'milk bars' during those decades, most have since become redundant and are converted to new uses such as offices or residences.

There is one such neighbourhood corner shop individually listed in the Moonee Valley Heritage Overlay: the Grandview Store, 79 Holmes Road, Moonee Ponds, of 1888 (HO191). It is a two-storey building (residence above), with a splayed corner and arcaded timber shop windows (boarded over and believed to be altered). There are other Contributory examples scattered through Victorian-era residential precincts, such as 15 Norwood Street and 26 Brighton Street, Flemington (HO24), both of which retain their timber shopfront windows and posted verandahs.

In comparison to the examples discussed above, 40 Nicholson Street compares well with other shops of the late 19th century, due to its high level of intactness (in particular, retention of its shopfront), and its unusual architectural detailing whose presentation is strengthened by the row of houses it was built with.

The three dwellings in the row are typical of the houses built in Essendon around 1890, with their polychrome brick walls, as seen at houses such as 28 Nicholson Street of 1891 (HO265). Details such as the bichrome brick 'half-timbering' and the chimney form are unusual.

### Statement of Significance

#### What is significant?

The shop and houses at 34-40 Nicholson Street, Essendon, are significant. They were built 1890-92 for James Taylor, an accountant who moved to Essendon in 1860 and worked for McCracken's Brewery for 30 years, as well as serving as a long-time member of the Essendon Council and three times mayor. He resided across the street as 'Kinneil' (No. 33). The corner shop, at No. 40, housed Mrs E Brown's bookshop until 1918, after which she ran a confectioner's shop there.

All of the buildings have polychrome brick walls and chimneys and slate roofs with diaper bands.

The shop and attached dwelling at Nos. 40-38 are gable-fronted, and the corner shop retains its timber-framed shop windows.

The villas at No. 34 ('Plassey') and No. 36 (believed to be 'Cliveden') are double-fronted with M-hip roofs. No. 36 has an ogee-profile verandah roof and cast-iron columns and frieze, as well as zig-zag pattern quoining. No. 34 has an unusual facade composition with two projecting gabled bays and a central recessed porch beneath the roofline. Its polychrome brickwork is hidden beneath overpainting.

Later alterations and additions are not significant.

#### How is it significant?

The shop and houses are of local architectural and historical significance to the City of Moonee Valley.

#### Why is it significant?

They are of architectural significance for the visual cohesion and fine detailing of the buildings. Details of note include the rectilinear corbelled chimneys with cream and red banding, the 'half-timbering' detail to the gables of the attached shop and dwelling at Nos. 40-38, the intact ogee-profile verandah and zig-zag quoining of No. 36, and the unusual configuration of the facade of No. 34. The shop at No. 40 is rare in the Moonee Valley context for its high level of intactness, particularly the retention of its timber-framed shop windows. (Criteria E & B)

The corner shop (No. 40) is historically significant as an intact late 19th-century neighbourhood corner store which is a

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tangible demonstration of a bygone aspect of pre-WWII life: Prior to widespread car ownership and home refrigeration, neighbourhood corner stores were an important amenity in residential areas, where day-to-day needs could be purchased. (Criterion A)

The buildings are also of historic interest for their association with James Taylor, a prominent resident of Essendon in the 19th century.

### Assessment Against Criteria

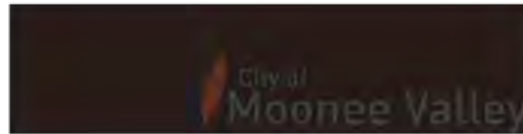
This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table. Extent of the HO to include the whole of the property as defined by the title boundaries.



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|                      |  |                           |       |
|----------------------|--|---------------------------|-------|
| <b>Name</b>          | FIVE MILE CREEK BLUESTONE CHANNEL      |                           |       |
| <b>Address</b>       | (off) PASCOE VALE ROAD, ESSENDON       | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Storm Water Culvert, Storm Water Drain |                           |       |
| <b>Citation Date</b> | 2015                                   |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                        |                           |       |



|  |                   |                            |                                 |
|--|-------------------|----------------------------|---------------------------------|
| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes | <b>Architectural Style</b> | Interwar Period (c.1919-c.1940) |
|--|-------------------|----------------------------|---------------------------------|

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### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme One - Shaping Victoria's environment: 1.3 Living with natural processes; responding to and experiencing drought, fires and flood*

*Flooding of the river and creeks through the Moonee Valley area affected residents and farmers from the mid-nineteenth century. Often early bridges constructed over creeks were washed away by flooding, as happened on the Moonee Ponds Creek in 1856, when the bridge near Pascoe Vale was washed away, preventing farmers from getting their produce to market in Melbourne. Although outside the study area, flood prevention was one reason why there were attempts to reclaim the West Melbourne Swamp, into which the Moonee Ponds Creek drained, in the nineteenth century. In the 1870s the creek's southern reaches were channeled into drains that fed into the Yarra and Maribyrnong Rivers. However, as late as the 1930s, when these drains had become silted up, the swollen Moonee Ponds Creek could cause flooding in the Kensington area. (MVTEH 2012:21-2)*

*Theme Six - Building towns, cities and the Garden State; 6.3 Shaping the suburbs*

#### Development of Essendon during the nineteenth century

Aldous (1979:69) notes that the municipality of Essendon was a 'product of the land boom':

*During the 1880s the big estates were subdivided and virtually the entire district fell under the auctioneers hammer.*

In 1881 there were 488 houses in the Essendon district, most of them situated in the streets and roads adjacent to Mt Alexander Road and the railway line, and the population was 3,100. By 1889 when Essendon was proclaimed a Town the population had climbed to almost 10,000. Over the next 3 years, during the height of the land boom in Melbourne, Essendon's population grew by 50% peaking at 15,245 in 1892 (Aldous, 1979:29, 32, 64).

With the collapse of the land boom the population declined to 13,000 and remained at that level until 1900. As development recovered in the early twentieth century the population grew to 20,000 by 1909 and Essendon was proclaimed a City in April of that year (Aldous, 1979:32).

#### Place history

The considerable expansion of the suburban areas of Essendon in the late nineteenth and the early twentieth century led to the need to improve drainage in the municipality. The increased run-off from urban development led to flooding of low-lying areas and concerns about outbreaks of disease from water pooling in areas where drainage was insufficient. There was also a belief that removing obstructions from natural watercourses and formalizing and 'regulating' them by straightening and lining in stone or brick either as an above ground drain or below-ground pipe or culvert would improve drainage. Many such natural watercourses were modified in this way.

The Five Mile Creek is a tributary of Moonee Ponds Creek and the catchment historically extended as far as Essendon Airport as a sequence of vegetated water holes. Following the arrival of Europeans the Essendon and Pascoe Vale area was used as grazing land and then became increasingly urbanized during the twentieth century. The landscape around the creek was heavily altered as a result and the embankments were damaged by erosion (Five Mile Creek Reserve Master Plan).

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In the early 1930s a section of the creek between the North Eastern Railway and Pascoe Vale Road was largely formalized within a bluestone channel to increase its drainage capacity. Much of the remaining sections of the creek was later diverted into underground pipes, including sections within the Salmon Reserve and the Magdala Drainage Easement (PROV, Five Mile Creek Reserve Master Plan).

### Sources

Aldous, Grant, *The stopover that stayed. A history of Essendon*, 1979  
Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1986 to 2000*  
'Five Mile Creek Reserve Master Plan', 2015, prepared for the City of Moonee Valley  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.1620, dated 1912  
Public Records Office of Victoria (PROV) VPRS 8609 P32 Unit 7

### Description

#### Physical Description

The section of Five Mile Creek between Pascoe Vale Road and the North Eastern Railway is contained in a bluestone-lined channel. Five Mile Creek emerges from an underground circular drain just to the west of the North Eastern Railway and continues as a bluestone channel for a short distance before passing through a culvert under the railway. On the east side the bluestone channel extends from the railway embankment to Pascoe Vale Road where the Creek once again passes into an underground drain. The channel floor is two pitches wide, and the sloping sides are two pitches high. Set back to either side are bluestone retaining walls.

### Comparative Analysis

This is an early example of the transformation of a naturally occurring creek into a channel in Moonee Valley. Although the route of the Maribyrnong River was not greatly altered, the appearance of its banks were 'improved' during the late nineteenth and early twentieth centuries by grading and the construction of bluestone retaining walls and edging. In the mid twentieth century the route of Moonee Ponds Creek was significantly changed due to the construction of the Tullamarine Freeway and now is in the form of a concrete-lined drain for much of its length.

The form of this drain using bluestone pitchers is typical, if rather late example of this construction. By the interwar period mass or reinforced concrete was becoming the most common material used for drains and other forms of water infrastructure.

### Statement of Significance

#### What is significant?

The section of Five Mile Creek between Pascoe Vale Road and the west of the North Eastern railway line, which is contained in a bluestone-lined channel, is significant. The channel floor is two pitches wide, and the sloping sides are two pitches high. Set back to either side are bluestone retaining walls.

#### How is it significant?

The Five Mile Creek Bluestone Channel is of local historic significance to the City of Moonee Valley.

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### Why is it significant?

It is historically significant for its association with the development of Essendon and Strathmore during the interwar period and demonstrates how the natural environment has been modified as the land has been settled and developed. It is representative example of how creeks were transformed into stone-lined channels in an attempt to improve drainage capacity and reduce the effects of flooding due to increased run-off from suburban development. (Criteria A & D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO controls as shown in the above table. Extent of HO to include the bluestone drain and adjoining land to a minimum of 2 metres on either side.



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| <b>Name</b>          | ESSENDON PRIMARY SCHOOL NO.483 and WAR MEMORIAL |                           |       |
| <b>Address</b>       | 38 RALEIGH STREET, ESSENDON                     | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | School - State (public), War Memorial           |                           |       |
| <b>Citation Date</b> | 2015  |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                                 |                           |       |



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|--|--|----------------------------|--|
| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes                              |                            |  |
| <b>Designer / Architect</b>            | Public Works Department, Bindley, Samuel Ebdon | <b>Architectural Style</b> | Federation/Edwardian Period (1902-c.1918), Interwar Period (c.1919-c.1940) |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Eight - Building community life: 8.2 Educating people*

*Moonee Valley has a strong history of commitment to education and the development of State schools in the area represents the major phases of education history in Victoria. A regulated system of education was introduced in Victoria through the government's Education Act of 1872, with the guiding principle being that education should be free, secular and compulsory. But schools had been established in Essendon and Flemington in the 1850s, well before this time. As one historian has noted, the early settlers in Essendon brought with them a spirit of assertion and self-reliance and aspired to a life better than the one which most had left behind in Britain; providing a good education for their children was an important part of their ethos (MVTEH, 2012:157-158).*

*One of the first non-denominational primary school for children in Victoria was set up in Essendon in 1850. Originally called the Pascoe Vale National School, it was situated on the banks of the Moonee Ponds Creek near the junction of Five Mile Creek. The school's beginnings coincided with the establishment of self government in Victoria, following separation from New South Wales. A system of national schools, following an Irish model, had begun in New South Wales in 1849. To establish national schools, fees were paid and money was raised by local ecumenical school boards. After 1862, with the introduction of the Common Schools Act, local committees, assisted by government funding, administered non-denomination schools. By 1863 Pascoe Vale National School had become Essendon Common School and moved to its present location in Raleigh Street. Following the 1872 Education Act, it was renamed Essendon Primary School (MVTEH, 2012:158).*

*Another remarkable fact in the history of education in Victoria is that Essendon Primary had the first purpose-built infants' school, constructed in 1902. Close on its heels was the Ascot Vale Infants' School, putting Moonee Valley schools well ahead of most Melbourne suburbs and setting the model for dozens of other Victorian schools. This was a great leap forward in a time when up to 180 young children had previously been crammed into one room. The design of the Essendon Infants' School allowed for children to be seated in twos in classrooms limited to 50 students (MVTEH, 2012:159).*

#### Schools in Moonee Valley 1872-1945

According to Burchell (1980:90):

*When the 1872 Education Act came into force on the first day of January 1873 the government assumed full responsibility for the designing and building of all new schools. No longer was there any guaranteed place for local initiative.*

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The government prepared new standard designs for state schools and embarked on a ambitious building program: in the first eighteen months more money was spent on construction than had been in the previous decade and almost a third of Victoria's nineteenth century urban state schools were built by the Education Department during its first three years of operation from 1873-76 (Burchell, 1980:90; Peterson 1993:3). A demand for more state primary schools however, began to grow again by 1885. There was overcrowding in South Melbourne and Prahran, and plans had to be made for extra classrooms at Essendon and Kensington. New schools were erected at East Brunswick, Maribyrnong and North Brunswick, and Flemington had to be reopened. Rural schools were also needed; of the sixty-one built in 1886-87, forty-five were in country areas, many being for new settlements.

The onset of the economic depression in the early 1890s brought school building to a halt for almost a decade. From 1885 to 1901 most school building work was confined to additions and relocations, and from 1894 to 1899 no new schools were built (Peterson 1993:5). Consequently, by the early 1900s there was a backlog of school buildings and in 1902 when Frank Tate was appointed Director of Education he reported an 'appalling heritage' of buildings deteriorating in a 'discreditable state' since the early 1890s. To redress the shortage Tate oversaw another ambitious building program and in the period until 1920, 650 new schools were built. According to Peterson (1993:11) in 1908 alone 44 new schools were built, but the peak of building was in 1915, which was surpassed only in 1921-25 when 248 country and 27 city schools were built.

The schools opened in the City of Moonee Valley during the late nineteenth century after the 1872 *Education Act* were Ascot Vale SS2608 (opened in 1885), Moonee Ponds West SS2901 (1888), while additions were made to Essendon SS483 (originally opened in 1863) in 1877, 1888 and 1890. Flemington SS250 (opened in 1858) closed in 1885 when Ascot Vale opened, but it was soon re-opened to relieve overcrowding at Kensington SS2374 (Kensington is outside of the City of Moonee Valley).

The schools at Ascot Vale, Essendon and Moonee Ponds West and Flemington were severely overcrowded by the early twentieth century due to the lack of new building since the early 1890s. The problem was made worse as the district of Essendon grew rapidly in the second half of the first decade of the twentieth century, following the inauguration of the electric trams in 1906. Between 1905 and 1909 over 1,000 houses were built in the municipality. Another development boom followed World War I and between 1910 and 1925 the population of Essendon almost doubled, increasing from 21,190 to 39,500 (MVTEH, 2012:113; VMD). Enrolments soared well beyond the capacity of most of the schools, for example, reaching 921 at Ascot Vale in 1907 and peaking at over 1000 at Essendon in 1919 (Chalmers 2012:3-5).

The building of infants' schools at Essendon in 1901, Ascot Vale (1902) and Moonee Ponds West (1913) and the deployment of timber 'pavilion' classrooms provided some relief, but as enrolments continued to grow the capacity of the schools was soon exceeded once again and many schools were forced to accommodate the overflow in church halls and other buildings. In addition, many of the older school buildings at these schools were poorly lit and ventilated. After continuous lobbying by local communities the pressure on the existing schools only began to ease once new schools were built in the decade after World War One. They included Moonee Ponds Central SS3987 (opened in 1919), Essendon North SS4015 (1920), Ascot Vale West SS4025 (1920), and Aberfeldie SS4220 (1925). Additions were also made to Essendon SS483 in 1921, while Flemington SS250 moved to a new school building in 1923 (Chalmers 2012:2-6).

### Essendon Primary School No.483

Essendon Primary School No.483 began as the Essendon National School, which opened on the present site in 1863. The site had been acquired by the Board of National Education in December 1861 at the time when Essendon became a Borough. The Board provided 300 pounds for the erection of a two-room brick school and 69 students from the old Pascoe Vale National School were transferred here upon opening. It was the third school in what is now the City of Moonee Valley (Chalmers 2012:2).

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The school was enlarged as enrolments increased. In 1871 a second classroom was added, enabling the school to accommodate 162 children. An existing room was enlarged in 1877 as enrolments passed 200 and three more rooms were added between 1888 and 1890. However, by 1893 the school, which was designed for 495 students, had regular attendances of between 680 and 700 and overcrowding led to the use of local church halls (Chalmers 2012:3). In 1902, the opening of a new four-room infants' school provided some relief but overcrowding remained a problem as the school continued to grow. In 1911 the assembly hall of the infants' school was converted to a classroom, and two 'pavilion' classrooms were erected, but this provided little relief as enrolments peaked at over 1000 students by 1916.

In June 1916, the Essendon State School Committee called a meeting to 'express their indignation at the most unsatisfactory and unsanitary conditions prevailing' noting they had spent 9 years fighting for better conditions, but 'still the school was in a most unhealthy state; the rooms were dark and badly ventilated, and the children sat in their own light. In consequence the doors were kept open and thus draughts were caused' (*The Essendon Gazette and Keilor, Bulla and Broadmeadows Reporter* 30 June 1916, p.6).

The opening of new schools at Moonee Ponds (1919) and Essendon North (1920) brought some respite but it was not until 1922 that building works to extend the school were finally carried out. Built at a cost of 9411 pounds, the new school building, which incorporated and extended the nineteenth century school buildings, was of two-storeys with seven classrooms on the ground floor and another seven on the first floor. A three storey section contained teacher's rooms and a 'Special Class Room'. In addition, three existing classrooms were renovated. Occupied from May 1922 it was officially opened on 20 October of that year (PROV, Chalmers 2012:3).

The original plans show that the 1922 building only slightly extended the footprint of the earlier buildings: at the front, the wall between the projecting bays was moved slightly closer to Raleigh Street, and what is now the three-storey section represented the other major extension to the floorplan. The plans also show how much of the original ground floor walls and some windows were to be retained, even the frame of the front door to Raleigh Street. Some minor details shown on the plans were not adopted - most notably a bracketed cornice that would have imparted some presence to the Raleigh Street entry (PROV).

In the postwar period the school library was built in 1956 from funds raised by the Mothers' Club and officially opened by the Mayor of Essendon, Cr. Ern Basford, on 15 August. An Art and Craft room was built in 1962 (Chalmers 2012:3).

### *Infants' School*

The infants' school built in 1901-02, designed by Samuel Ebdon Bindley of the Public Works Department, was the first purpose-built infants' school in Victoria.

Following the Fink Commission (1899), investigations into kindergarten conditions in Victorian schools were undertaken on behalf of the Education Department by Miss Eva Hooper who was a lecturer with the London School Board. On the basis of Miss Hooper's recommendations, a total of 57 infants' schools were erected in Victoria between 1901 and 1939. Heritage Victoria (1998) observes how the infants' schools were:

*... testimony to a new ambition. They were buildings whose exteriors were less important than the function of the interior spaces. The provision of schools designed for the particular needs of very small children was a new phenomenon in Victoria. A greater emphasis was placed on hygiene, lighting and ventilation. Greater consideration was given to the way school buildings might contribute to teaching practice, particularly in developing the child's aesthetic sense.*

The Fink Commission (1899) had recommended independent infants' schools. These did not ensue, but the first detached infants' school building was built in Essendon in 1901. This was the prototype for a group of symmetrical gable-roofed infants' schools which featured a central pavilion hall with classrooms clustered around, and prominent roof ventilators consisting of shafts with conical caps (although these were not included at Essendon). Such ventilators became standard

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design practice for Public Works Department schools, and from 1899 until around 1923 every new school was provided with them. The last infants' school was built in 1939.

### *War memorial*

During World War One the Essendon Primary School began a roll of honour to which were added the names of former students who enlisted (*Essendon Gazette* 3 August 1916, p.1). At the ANZAC Day ceremony the school was introduced to Pte. Camplan who, having received a shrapnel wound, returned from the front to fill the position of caretaker and 'the school was proud and honoured to have him with them'. At the same ceremony two framed groups of photos of 'Essendon State School lads now fighting for King and Country' were presented and it was announced that 20 other photos were about to be framed and would hang in the rooms. These photos then became the basis of a photographic 'roll of honour' showing those who served, which would be hung in one classroom and then another so that all classes would see it (EG, 1917).

In February 1924 the Old Boys' Association unveiled a soldiers' memorial in the grounds of the school (EG 31 January 1924). This memorial was 'renovated and updated' in April 1948 by the Old Scholars' Association, and the school committee at a cost of 100 pounds. This included enscribing the names of former scholars who died in World War Two on the third side of the monument (EG 4 October 1923, 15 & 29 April 1948).

### Sources

Blake, L.J. (ed.), *Vision and realisation: A centenary history of State education in Victoria*, Volume 3, Melbourne: The Government Printer, 1973  
Burchell, Lawrence, *Halls for learning. Infant school architecture in Victoria 1900-1939*, Coburg, 1999  
Chalmers, R.W., *Government schools in the City of Moonee Valley*. By Bob Chalmers, 2012  
Chalmers, R.W., *The Annals of Essendon*  
*Essendon Gazette* (EG)  
Heritage Victoria,  
Living Histories, *The Moonee Valley Thematic Environmental History*, 2012  
Peterson, Richard, *Historic Government Schools: a comparative study*, Heritage Management Branch, June 1993,  
Public Records Office of Victoria (PROV) Essendon State School building plans, SSO 483.3, 483.5, 483.6, 483.7, 483.8  
Victorian Municipal Directory (VMD)

## Description

### Physical Description

The Essendon Primary School No.483 comprises a complex of buildings. The significant buildings are the infants' school, dating from 1901-02, and the main school, dating from 1922 (and incorporating earlier buildings), at the corner of Raleigh and Nicholson streets. The other significant feature is the war memorial.

The infants' school, dating from 1901, is a polychrome brick building of six rooms. Stylistically, it combines elements of the Romanesque Revival (round-arched windows) with massing and gable treatment typical of the Gothic Revival. The school has a complex gable roof plan reflecting the organisation of rooms with an assembly hall at the centre of four classrooms. Each of the gables has wide eaves and decorative timber trusses incorporating a semi-circular opening which echoes the form of the windows below. Openings are arranged in groups of three, all with round arches and the tallest opening in the middle. There is a band of painted bricks or render that runs at the springing level of the arches and continues around their heads. This is mirrored by a beltcourse of polychrome brickwork at the window sill level. The windows have nine-over-nine double-hung sashes below the arched highlight windows. The school retains large corbelled brick chimneys and the roof is now clad with terracotta tiles, but was likely slate originally. The cloak room,

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added in 1910-11 on the north side, has been significantly altered or demolished and replaced with the present building. A ramp has been added to provide access to the front door, on the south elevation. The interior of the infants' school was not inspected, but it is believed to contain a beautiful honour roll flanking (and incorporating) a doorway within the building.

The main school building is a two and three storey, red brick Georgian Revival building, with typical features including a hipped roof clad in cement tiles, and large banks of multi-pane windows, and tall rectangular chimneys with a stringcourse. A notable feature is the rendered panel set between the windows to the western bay facing Raleigh Street with the name and number of the school. Unusually for schools of this period, the entrance is very discreet. Constructed in 1922, this school incorporates the earlier school buildings on this part of the site dating from the 1880s or possibly earlier. This is demonstrated by:

- The bluestone foundations to some of the walls, which indicates the original extent of the old school.
- The different coloured brick to the parts of the ground floor walls, with contrasting bands of dark and light colour bricks with diaper work evident in some sections of the south and east walls.
- The earlier flat headed windows in the ground floor of the east elevation, and north and south ends of the west wing, and the filled-in round headed windows and flat headed windows in the west elevation.
- The original door frame to the entrance from Raleigh Street.

The school was not inspected internally, but original plans show that rooms along the western side facing Nicholson Street opened off a corridor, while the rooms facing Raleigh Street to the right of the entrance opened onto a central hall that on the ground floor extended to form a hat and cloak room. The three storey section at the northeast corner contained the staircase and teacher's rooms on two levels with an intriguing 'Special Class Room' on the top level. It is not known whether this layout still survives. The main elevations of the 1922 school are very intact. Additions have been made in the courtyard behind the building.

The war memorial is in the form of a short obelisk constructed of rough and tooled bluestone, which is situated to the east of the 1922 building. On the north face of the memorial 'Gladly they lived and nobly they died for God, King & Country' is inscribed in gold. On the east face is attached a marble tablet with the inscription 'This Tablet was placed here on April 23rd 1948 in Honored Memory of former scholars of Essendon 483 who gave their lives in World War Two. School Committee 483'. On the south face it appears a plaque has been removed. The fascia of the cap above is inscribed with 'Lest We Forget'. The memorial is flanked by flagpoles and set within an area paved with bricks laid to celebrate the 150th anniversary of the school.

### Comparative Analysis

#### *Infants' school (1901)*

The infants' school at Essendon was the prototype of the first six infants' schools built in Victoria, all of which shared a common ground floor plan of a central hall surrounded by four classrooms. All but one (Armada) were single storey - the others were at Ascot Vale, North Melbourne, Fairfield and Preston South. According to Burchell (1999:19) in most of the five single storey schools there were signs of the 'struggle' of the government to contain costs. At Ascot Vale, for example, the only ornamental features allowed on the exterior were a double course of cream-coloured brickwork and strapwork in the gable ends.

The infants' school is also a fine example of the work of Samuel Bindley. According to Heritage Victoria:

*Bindley was one of the Public Works Office's most prolific architects. Over three decades until his retirement in 1907 he designed a number of schools, post offices, court houses and other public buildings. Perhaps one of his grandest and better known buildings was the Records Office in Queen Street, Melbourne.*

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### *1922 School*

Peterson (1993:17-18) identifies three types of schools built during the Edwardian period (1900-1929). They are:

- 7.2 Edwardian: Pavilion infants (1907-15)
- 7.3 Edwardian: Timbered gables (1901-27)
- 7.4 Edwardian: Parapet entrance (1904-27)

Of these, Type 7.4 is relevant to several of the schools constructed in Moonee Valley in the period from 1905 to 1925. Peterson (1993:17) describes the typical features as:

*Red brick with red terra cotta Marseilles tile hip roofs. Occasional half hips. Chimneys with broad roughcast band and mouldings, sides sometimes stepped. Up-draft shaft ventilators. Large windows in pairs to quadruples. Octagonal saucer-shaped fleches and finials. Wavy parapets occasionally project above (and sometimes through) the eaves line, sometimes carrying a name plate lettered similarly to the architectural drawings. Generally, standard sized classrooms off spine corridors. Transitional to Type 8.*

The first school in Moonee Valley of this type was the Essendon High School of 1912. The school was adopted from the Quarry Hill plan, a new school near Bendigo that featured an enclosed, but unroofed, verandahed quadrangle. Included on the Victorian Heritage Register (H1294) the statement of significance notes that it is 'architecturally significant as a near intact example of the quadrangle style of school. Featuring Edwardian, single-storey, red brick buildings around an unroofed quadrangle, the design dispenses with corridors and a hall, providing a unifying centre for the school'. Another single storey example of the quadrangle type is North Essendon SS4015 (HO224), constructed in stages in 1920, 1924, 1928.

The designs of Essendon High and Essendon North SS4015 are relatively understated with limited decoration. Two later schools with more of the Type 7.4 decorative features described by Peterson are Ascot Vale West SS4025, constructed in 1923, and Flemington SS250 (1924). Ascot Vale West (HO242) is described as:

*An imposing Neo Baroque two storeyed red brick and stuccoed State School complex with central protruding bay and balancing chimneys in the Palladian manner. Dominant stylistic elements consists of the Romanesque arched entry with hood supported on coupled volutes, stepped reveals and quoining and the surmounting semicircular pedimented treatment with oculus. The roof is hipped with terra cotta tiles and the timber framed double hung windows are grouped to afford maximum light to the classrooms that overlook Langs Road.*

Flemington SS250 (HO224) on the other hand is notable for its novel, stepped plan and the entrance, which is signaled by a stylized portico 'in antis', cement in construction and supported from a bracketed ledge over the doorway that extends the full height of the building.

While the 1922 building at Essendon SS483 with its hipped roof, large banks of windows and standard classrooms off corridors is generally typical of this type, it lacks the finer detailing found at Ascot Vale West and Flemington schools. At Essendon, the only decorative flourish is the rendered panel with the name and school number, and the entrance - such a feature of the other schools - is so discreet as to be almost unnoticeable. This building and the school at Moonee Ponds appear to belong to a group of schools that, perhaps for reasons of economy during a period of frenetic building, are much plainer than the schools that came before, or after (c.1922 onwards) when the Classical style schools designed under the direction of Chief Architect, E. Evan Smith began to appear. At Essendon the constraints imposed by having to incorporate the earlier school (another indication of the need to reduce costs) may have also influenced the design.

### Statement of Significance

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### What is significant?

The Essendon Primary School No.483, comprising the infants' school designed by S.E. Bindley and constructed in 1901 and extended in 1911, the 1922 school that incorporates part of the 1880s school, and the war memorial is significant. The infants' school is a polychrome brick building of six rooms. Stylistically, it combines elements of the Romanesque Revival (round-arched windows) with massing and gable treatment typical of the Gothic Revival. The school has a complex gable roof plan reflecting the organisation of rooms with an assembly hall at the centre of four classrooms. Each of the gables has wide eaves and decorative timber trusses incorporating a semi-circular opening which echoes the form of the windows below. Openings are arranged in groups of three, all with round arches and the tallest opening in the middle. There is a band of painted bricks or render that runs at the springing level of the arches and continues around their heads. This is mirrored by a beltcourse of polychrome brickwork at the window sill level. The windows have nine-over-nine double-hung sashes below the arched highlight windows. The school retains large corbelled brick chimneys and the roof is now clad with terracotta tiles, but was likely slate originally.

The main school building is a two and three storey, red brick Georgian Revival building, with typical features including a hipped roof clad in cement tiles, and large banks of multi-pane windows, and tall rectangular chimneys with a stringcourse. A notable feature is the rendered panel set between the windows to the western bay facing Raleigh Street with the name and number of the school. Unusually for schools of this period, the entrance is very discreet. Constructed in 1922, this school incorporates the earlier school buildings on this part of the site dating from the 1880s or possibly earlier. This is demonstrated by:

- The bluestone foundations to some of the walls, which indicates the original extent of the old school.
- The different coloured brick to the parts of the ground floor walls, with contrasting bands of dark and light colour bricks with diaper work evident in some sections of the south and east walls.
- The earlier flat headed windows in the ground floor of the east elevation, and north and south ends of the west wing, and the filled-in round arched windows and flat headed windows in the west elevation.
- The original door frame to the entrance from Raleigh Street.

The war memorial is in the form of a short obelisk constructed of rough and tooled bluestone, which is situated to the east of the 1922 building. On the north face of the memorial 'Gladly they lived and nobly they died for God, King & Country' is inscribed in gold. On the east face is attached a marble tablet with the inscription 'This Tablet was placed here on April 23rd 1948 in Honored Memory of former scholars of Essendon 483 who gave their lives in World War Two. School Committee 483'. On the south face it appears a plaque has been removed. The fascia of the cap above is inscribed with 'Lest We Forget'. The memorial is flanked by flagpoles and set within an area paved with bricks laid to celebrate the 150th anniversary of the school.

Non-original alterations and additions to the Infants' school and the 1922 building and other buildings on the site are not significant.

### How is it significant?

Essendon Primary School No.483 is of local historic, social and aesthetic significance to the City of Moonee Valley.

### Why is it significant?

It is significant as one of the oldest schools in the City of Moonee Valley and is associated with the early development of schools in the municipality. The Essendon Common School began on this site in 1862 and the present buildings demonstrate the historic development of the school since the late nineteenth century, and the changing approaches to school design in that time. The 1922 building is of interest as it incorporates part of the earlier 1870s or 1880s school building and therefore has potential to yield further information about the history of the school. (Criteria A, C & D)

The infants' school of 1901 is historically significant as the first example of this school type constructed in Victoria and

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| ESSENDON PRIMARY SCHOOL NO.483 and WAR MEMORIAL | 25-Sep-2015           | 04:43 PM |
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demonstrates the beginning of a new era in educational methods in Victoria during the early years of the twentieth century when efforts were made to provide buildings to serve the particular needs of very young children. The layout of the school with a central assembly hall surrounded by classrooms served as a prototype for the developed designs that followed. It has aesthetic significance as a fine and intact example of a school with Gothic and Romanesque detailing, as expressed in the gable ends and windows. (Criteria A, D & E)

The war memorial is historically significant as a rare example of a war memorial specifically associated with a school and demonstrates the impact the two world wars had upon all aspects of community life. (Criteria A & D)

It has social significance as a school that has been used continuously for over 150 years. (Criterion G)

### Assessment Against Criteria

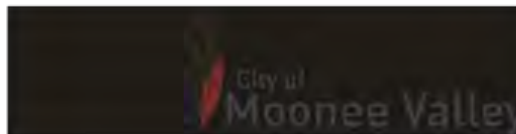
This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO controls, as shown in the above table. The extent of the HO should include the infants' school, the 1922 school and all of the land between these buildings and the Raleigh Street frontage including the land containing the war memorial.



## HERITAGE CITATION REPORT

|                      |  |                           |       |
|----------------------|--|---------------------------|-------|
| <b>Name</b>          | Rose St and Buckley St   |                           |       |
| <b>Address</b>       | 1-51 ROSE STREET, ESSENDON 112-118 & 123-131 BUCKLEY STREET, ESSENDON              | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Commercial Precinct, Retail or Wholesale Precinct, Shop, Railway Platform/ Station |                           |       |
| <b>Citation Date</b> | 2015   |                           |       |
| <b>Assessment by</b> | Context Pty Ltd  |                           |       |



## HERITAGE CITATION REPORT



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| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes            |                            |  |
| <b>Designer / Architect</b>            | Dossetor, Daniel R, Cook, VG | <b>Architectural Style</b> | Federation/Edwardian Period (1902-c.1918), Interwar Period (c.1919-c.1940) |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Five - Building Victoria's industries and workforce: 5.3 Marketing and retailing; Serving local needs*

*Theme Three - Connecting Victorians by transport and communications: 3.3 Linking Victorians by rail*

*A private company, the Melbourne and Essendon Railway Co. built Moonee Valley's first railway line from North Melbourne Station to Essendon, opening it on 22 October 1860. Local landowners and businessmen, including Hugh Glass and Peter McCracken, were shareholders and directors. Five stations were opened on the line at Kensington, Newmarket, Ascot Vale, Moonee Ponds and the terminus at Essendon and there were hopes to extend the line as far as Kilmore and beyond to provide a direct rail link to transport stock to the saleyards which had moved to Newmarket in 1860. ...*

*Though the company's directors had hoped that the opening of the line would attract business and residents to the area - and several buyers had purchased land near the railway line in the expectation that this would occur - by 1864 the company's funds were exhausted and the line was closed. The Victorian Government purchased the railway line in 1868, repairing it and reopening the line as far as Essendon in 1871, but also extending it to form the beginnings of the North Eastern Railway line to Wodonga. ... Suburban trains from Melbourne, however, still terminated at Essendon and the*

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*station buildings at Newmarket, Ascot Vale, Moonee Ponds and Essendon were not substantially completed until 1888-89. ...*

*Melbourne was the first city in Australia to change its suburban train network from steam-power to electricity. In 1912, the Victorian Government authorised this scheme and a central power station at Newport was built to distribute electricity via a number of substations. One of these substations, at Newmarket, was completed in 1915. The spur line from Newmarket to Flemington racecourse was used in 1918 to experiment with the new system. The line between Essendon and Sandringham was the first line to be electrified, with the first electric train running on 28 May 1919. (MVTEH, 2012:57-60)*

### Essendon

Most of the residential development of Essendon municipality in the nineteenth century occurred in proximity to the railway line and Mt Alexander Road. The Depression of the 1890s, after the collapse of the land boom, slowed the suburban development of Essendon. However, there was rapid growth in the number of houses in the second half of the first decade of the twentieth century, following the inauguration of the electric tramlines in 1906. Between 1905 and 1909 over 1,000 houses were built in the municipality. Another development boom followed World War I and between 1910 and 1925 the population of Essendon almost doubled, increasing from 21,190 to 39,500 (MVTEH, 2012:113; VMD)

### Precinct history

Corresponding with the re-opening of the Essendon Railway Station in 1871, land on the west side of the station was auctioned in March and August of that year. The land, comprising Crown Allotment 12, is bounded by Rose, Flower, Buckley and Shamrock streets. It was not until 1877, however, that Rose Street first appeared in the Sands & McDougall's street directory, listing three residential properties at its north end. The first business premises on the street were near the Buckley Street corner, reportedly at 11 Rose Street, housing a series of real estate agents from 1889 in response to the property boom of the late 1880s. Tadgell Brothers estate agents took over the premises in 1904, and remained on Rose Street until 1949 (Chalmers, 2007:93-94).

The 1906 MMBW plan shows the precinct almost empty of buildings, with no development on this part of Buckley Street. On Rose Street, apart from the railway station on the east side, there was a tiny building on the north-west corner of Rose and Buckley Streets (the estate agent's), and two double-fronted houses, set back from the street, at what is now Nos. 29-31 and 37. North of the precinct there was a house with a shop appended to its front at No. 55, and another four dwellings before reaching Miller Street.

While houses at 11 and 37 Rose Street were intermittently used for businesses, it was not until the rebuilding of the Essendon Railway Station in 1909 that the shopping strip took off. A completely new station at Essendon had been constructed in 1878, erected on the site of the present island platform. Additions in 1886 included the provision of subways and footbridges and the conversion of the 1878 single-faced platform into the island. In 1909 the current centre platform and station building and the lamp room/store complex were constructed on the site (VHR H1562). These 'Edwardian Baroque' or 'Edwardian Free Classical' style station buildings, constructed by A. Challingsworth, also had a strong stylistic impact on the commercial buildings constructed to face it. The station reconstruction was also important in stimulating the development of this shopping strip, as it provided station access from the west side (via Rose Street) for the first time (Butler, 1985:24).

Three groups of shops were built on Rose Street in 1910: a fine three-part compositions with an arched central parapet at Nos. 15-19 for Frederick Tadgell and at Nos. 39-43, as well as a pair of Free Classical shops at Nos. 5-7 for J Davies to a design by architect D.R. Dossetor (Building Permit Records). An early photo shows the posted metal verandahs in front of these shops, with a particularly fine decorative arch at the centre of the verandah at No.17 (PROV).

Daniel R. Dossetor was a local architect and City of Essendon Councillor from 1917 to 1922. His early designs include churches in Glenroy (1908), in Ascot Vale (1911) and Hawthorn (1911) (HV), and the Essendon Cricket Clubhouse of

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1913 (HO164). In the 1920s he designed the new Christ Church, Essendon, of 1921 (HO203), and the New Essendon Picture Theatre of 1925 as part of practice Dossetor & Frew (HO355).

Shops were built at 9-13 Rose Street in 1911 and 1912, but these have since been demolished. A pair of small shops harking back to the Victorian era with traditional parapets at 21-23 Rose Street were built in 1914. No. 21 served as a Chinese laundry, managed by Mr Foon Kee. Other businesses along Rose Street in 1915 were, going from south to north: a bootmaker, a chemist, a dressmaker, a butcher, a news agent, Taddell Bros. estate agents, a confectioner, Kee's laundry, Galbraith Bros. hairdressers and tobacconists, then two private dwellings, and final dairy produce, another bootmakers, and a pastry cook (S&McD)

Construction paused during the war years, until the 1920s brought the first two-storey buildings to the street. The first was a row at Nos. 33-37 in 1921, each with a residence upstairs indicated by recessed balconies set below enormous parapets with segmental arches. The following two years brought nine new shops surrounding them. At Nos. 47-49 is a pair of 1922 shops that share one long, elegant ogee arched parapet, then a small shop (c1922) with a simple arched parapet. The rectilinear Neo-Grec influence is seen at the pair of identical shops at Nos. 29-31 (1922) which were built in front of a 19th-century house (which survives, hidden), and a simpler version at No. 45 (1922) designed by local architect Victor G. Cook. These new shops contained the following businesses in 1924, going from south to north: J.H. Vicary estate agents, a greengrocer, Galbraith Bros. hairdressers and tobacconists (in a new location), a grocer, ladies' drapers, a furniture wholesaler, the Misses Bertram's tea rooms, Dalton Bros. art furnishings, and another estate agent (S&McD).

In the second half of the 1920s, development moved to the still empty land along Buckley Street. In 1926 alone, three rows of shops were built. On the north side, the old shop on the corner of Rose Street, which had housed a bootmaker and estate agents, was replaced by the two-storey building housing 1-3 Rose Street. Beside it was a row of single-storey shops (112-118 Buckley Street), built as part of the same development, sharing the simple parapet design with the two-storey shops next door. On the south side of Buckley Street, three two-storey shops with curved roughcast rendered parapets, reminiscent of the earlier 33-37 Rose Street, were also built.

On the corner of Leslie Road, Joseph Allison's undertaking firm built new premises in 1928, a two-storey brick building with a picturesque jerkin-head roof. They added a single-storey chapel beside it (at No. 129) in 1936, using matching red and clinker brickwork and a jerkin-head roof. Joseph Allison, the elder, established an undertaking business in North Melbourne in 1854, one of the first in Victoria. His son took over the business in 1886, with the head office on Errol Street. By 1890 he had expanded to second premises on Puckle Street, Moonee Ponds. Other branches were opened in Sydney Road, Brunswick (1912), in Balaclava (1922) and in Camberwell (1932) (*Essendon Gazette*, 17 July 1952; *Age*, 1 Feb. 1890:12).

In 1930 the following businesses were operating in the new Buckley Street shops: on the north side, a billiard saloon, a tiler, a dressmaker, and a fishmonger, and on the south side, a plumber and the undertaker (Nos. 125-127 were vacant).

### Source

*The Age*, as cited.

Building Permit Records of the former City of Essendon, held by the Essendon Historical Society.

Butler, Graeme, 1985, 'Essendon Conservation Study', Part 1.

Chalmers, RL, 2007, 'The Early History of the Parish of Douuta Galla', unpublished MS held by Essendon Historical Society.

Essendon Historical Society, 1970, 'Houses of Essendon', unpublished MS held by Essendon Historical Society, contains built dates of buildings based on information from street directories and rate records.

Heritage Victoria (HV), assessment of the former Russell Street Theatre, Melbourne (Registration Refused), Hermes No. 196586, accessed 28 July 2015.

Melbourne and Metropolitan Board of Works (MMBW), Detail Plan No. 1679, 1906.

Public Records Office of Victoria (PROV), VPRS 12800/P1, item H4939, c1915 photo of Rose Street.

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Sands & McDougall's street directories (S&McD), as cited.  
Victorian Heritage Register (VHR), H1562 Essendon Railway Station citation, accessed 28 July 2015.  
Victorian Municipal Directory (VMD).

### Description

#### Physical Description

The Rose Street & Buckley Street Precinct comprises a long row of shops on the west side of Rose Street, facing the Essendon Railway Station (VHR H1562), as well as shops directly to the south, on the north and south sides of Buckley Street. The majority of the shops are single-storey, with a few groups of double-storey shops scattered among them.

The two sides of Rose Street present a contrast: the row of single and double-storey shops built to boundaries on the west side, and the wide footpaths and station landscaping on the east side. The two are united by their shared development history and architectural expression. The station building is in the Edwardian Free Classical style, whose typical features are exhibited by the station buildings, including cement-render banding paired with red brick, and an undulating parapet motif of segmental (or ox-bow) arches between raised piers or pylons, creating a picturesque skyline above cantilever verandahs. Its construction had an almost immediate impact on the other side of Rose Street, with shops being built from 1910, most of them mirroring the picturesque approach of the station building. While the style of shops in the 1920s changed toward the Free Classical and Arts & Crafts, many still had prominent arched parapets, creating cohesive yet picturesque streetscapes in the precinct.

The treatment and profile of the arched parapets varies from building to building. Among the earliest shops to be built, architect Dossetor's pair of shops at 5-7 Rose Street are unusual in having individually articulated parapets; here defined by octagonal engaged piers that rise far above the unusual parapets with reverse arches and a shallow apron below the cornice. Red brick and (partly unpainted) render is employed to great effect. More typical of the period are the three shops at 15-19 with a symmetrical composition of a round-arched pediment over the centre shop and straighter parapets to either side, with foliage-covered spheres at the top of the end piers. Another tripartite parapet composition is at 39-43 Rose Street with reverse arches, a central semi-circular arch, and truncated brick piers above the skyline; and a pair of shops at 47-49 Rose Street with a graceful ogee curved arch over them both. The later retains its original shopfronts, with brown glazed tiles, inset entries, and metal-framed windows and highlights.

Shops of the 1920s tend to have a single (usually semi-circular) arched pediment over each tenancy, such as the roughcast-rendered parapets of 123-127 Buckley Street, red brick at 33-37 and smooth render at 51 Rose Street. The shops at 35-37 Rose Street have notable details in the raking pediments and highlight windows of the balcony doors. And a few have rectilinear parapets typical of the Stripped Classical style, such as 112-118 Buckley Street and 1-3, 29-31 & 45 Rose Street.

Among the shops in the precinct, the following retain their original shopfront: 114, 116 & 125 Buckley Street and 17, 19, 29 (partial), 35, 37, 47 & 49 Rose Street.

Two unusual buildings in the precinct are at 129-131 Buckley Street, which can be described as Arts & Crafts in style. These tuckpointed red and clinker brick buildings, with tiled roofs, have a more domestic scale and massing, in keeping with their use as a funeral parlour (No. 131) and associated chapel (No. 29). Both buildings are distinguished by the high quality of their detailing, and elements such as the jerkin-head roofs, and leadlight windows. No. 131, a corner building, is highly intact to both elevations, retaining all original windows, including tripartite box windows to the upper floor of the side elevation, glazed doors with a diamond pattern and terrazzo steps to Buckley Street, and a Seraglian leadlight window. The cantilevered verandah with pressed metal soffit also appears to be original. The chapel, No. 129, has a wide segmentally arched opening of fine brickwork, with a leadlight highlight and sidelights.

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### Comparative Analysis

Early commercial development in Essendon was centred on the area where the railway line meets Mt Alexander Road. The earliest commercial development was at 'Fletcher Corner' where Mt Alexander Road meets Fletcher Street. While the Essendon Railway Station also encouraged development after its reopening by the State Government in 1870, this was again to the east side. Only with the new access from Rose Street to the west did a new commercial strip spring up along it in the 1910s. Development continued to move northward, with 'North Essendon Village' - Leake Street and the west side of Mt Alexander Road between Lincoln Road and Thorn Street - primarily developed in the 1920s, with the landmark New Essendon Picture Theatre at its centre (12-18 Leake Street, HO355).

Most of the existing commercial precincts in the Moonee Valley Heritage Overlay focus on the large retail centres of the southern half of the municipality: Racecourse Road, Flemington; Union Road, Ascot Vale; and Puckle Street, Moonee Valley. These three precincts are predominantly Victorian in character, with some contribution from the Edwardian and interwar eras. Scattered among them are buildings of the 1910s and 1920s, but they are not the main focus or character of these precincts.

The Holmes Road and Norwood Crescent Precinct (HO307), beside the Moonee Ponds Railway Station, is an exception among the commercial precincts in its emphasis on Edwardian and interwar development, 1905-1936. Styles represented in the precinct include Queen Anne with half-timbered gables and tiled roofs; Free Classical with arched pediments; Stripped Classical, some very plain and others with a variety of materials and windows shapes; and one example of Spanish Mission.

Rose Street Commercial Precinct bears similarities to the HO307 precinct, in its period of development and the important influence the neighbouring railway station had on its progress. Both precincts are also notable for the high proportion of original shopfronts that survive. While HO307 precinct contains a wide range of styles and forms, Rose Street Commercial Precinct is distinguished by its visual cohesion, with its multitude of picturesque arched parapets. This cohesion is due in large part to its very rapid development (almost all buildings within the space of 16 years).

### Statement of Significance

#### What is significant?

The Rose Street and Buckley Street Precinct, Essendon, is significant, comprising 112-118 & 123-131 Buckley Street, 1-51 Rose Street, and the Essendon Railway Station. The precinct comprises the 1909 railway station as well as single and double-storey shops constructed almost all from 1910 to 1926. They are all of masonry construction, some employing red brick and render banding, many rendered with brick accents, and later examples using roughcast render or clinker brick to contrast with red face brick. Almost all of the shops have some form of arched parapet, whether a single semi-circular arch over a shop, or more complex arrangements over multiple shops. Styles in the precinct are primarily Edwardian Free Classical, and interwar Stripped Classical, plus the unusual Arts & Crafts funeral parlour and chapel at 129-131 Buckley Street.

All buildings in the precinct are Contributory, apart from the Significant Essendon Railway Station and the Non-contributory 9-11 Rose Street.

Key attributes that contribute to the significance of the precinct include:

- The consistency of scale (one and two storeys), form (parapets, usually arched), siting (built to the front and side boundaries), original cladding materials (face brick, render, roofs clad in corrugated iron where concealed behind a parapet, or tiled where visible) of Contributory buildings.
- The high degree of intactness of the Contributory buildings above parapet level.

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- The retention of original shopfronts with solid stallboards (clad in tiles or bricks), metal-framed display and highlight windows, recessed entries with tiled floors, and timber-framed glazed doors at 114, 116 & 125 Buckley Street and 17, 19, 29 (partial), 35, 37, 47 & 49 Rose Street.
- The absence of vehicle crossovers.

Post-WWII alterations and additions are not significant.

### How is it significant?

The Rose Street and Buckley Street Precinct is of local historical, architectural and aesthetic significance to the City of Moonee Valley (while the Essendon Railway Station is of State significance).

### Why is it significant?

It is historically significant for demonstrating the major impact the reconstruction of the Essendon Railway Station in 1909 had on the area, both spurring its development and inspiring its skyline of picturesque curved parapets. A year later three groups of shops were built on Rose Street, and the retail strip was fully developed by 1926, extending to the south side of Buckley Street. (Criterion A)

It is architecturally significant for its demonstration of the architectural styles popular during the Edwardian and early interwar periods, particularly Edwardian Free Classical and interwar Stripped Classical. (Criterion D)

It is aesthetically significant for its visual cohesion, thanks to its rapid period of development and the dialogue set up between the 1909 Essendon Railway Station and the shops facing it. They mirror its Free Classical undulating parapets with arches between raised piers, creating a picturesque skyline. The precinct is enhanced by the large number of shops that retain their original shopfronts. (Criterion E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add this precinct to the heritage overlay with no specific HO schedule controls, as shown in the above table. Extent of the HO and gradings of individual properties as shown on the associated precinct map.



Map derived from www.land.vic.gov.au, State Government of Victoria

#### Legend

- |  |  |
|--|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Individually significant | <span style="display: inline-block; width: 15px; border-bottom: 2px solid red;"></span> Proposed precinct boundary   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Contributory          | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightgrey; border: 1px solid black;"></span> Moonee Valley Heritage Overlay |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Non contributory       | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black;"></span> Cadastral boundary  |

#### Proposed Rose Street and Buckley Street Precinct, Essendon

02/09/2015



## HERITAGE CITATION REPORT

|                      |  |                           |       |
|----------------------|--|---------------------------|-------|
| <b>Name</b>          | Keilor Road Precinct   | <b>Significance Level</b> | Local |
| <b>Address</b>       | 2-12 KEILOR ROAD, ESSENDON NORTH 3-19<br>KEILOR ROAD, ESSENDON |                           |       |
| <b>Place Type</b>    | Commercial Precinct, Retail or Wholesale Precinct, Shop        |                           |       |
| <b>Citation Date</b> | 2015   |                           |       |
| <b>Assessment by</b> | Context Pty Ltd  |                           |       |



Keilor Road Precinct  
Hermes No 196171

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| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes                                |                            |  |
| <b>Designer / Architect</b>            | Tompkins, HW & FB, Winbush, Harry and Associates | <b>Architectural Style</b> | Postwar Period (1945-1965),<br>Interwar Period (c.1919-c.1940) |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Five - Building Victoria's industries and workforce: 5.3 Marketing and retailing; Serving local needs*

*Theme Three - Connecting Victorians by transport and communications: 3.5 Travelling by tram*

#### Contextual history

*The earliest subdivisions for suburban housing in [North Essendon] were on and around Keilor Road, North Essendon. The so-called Devonshire Estate, covering the wedge of land between Keilor Road and Kerferd Street, was originally subdivided in 1884, although no sales evidently took place. An adjacent estate, extending from Kerferd to Bulla Road, was subdivided two years later. No auctions were held at the time, and only a handful of houses would be erected there over the next three decades. ...*

*Further subdivision of these areas took place in the early twentieth century. In August 1916, local agent John Keam & Company, in association with E E Roberts, auctioned Fountain's Paddock, offering 16 large lots with frontages to Keilor Road, Berry and Gillies Street. The same team also auctioned Major's Paddock near the tram terminus in February 1917. ...*

*It was not until 1920 that the ill-fated Devonshire Estate began to develop more steadily, when the 60 acres were resubdivided into 327 residential allotments that were auctioned in March of that year. Of these, 100 blocks were sold in the first week, and a further 70 blocks were re-released in December 1929, after the Depression had struck. Further down Keilor Road, the Victory Estate, covering the Bulla Road and Treadwell Street area, was auctioned in 1924. The entire area filled out during the 1920s and 30s, with residential buildings inevitably accompanied by community facilities. (cited directly from Heritage Alliance, 2005:27-28)*

#### Precinct history

In 1910, what is now called Keilor Road was still considered a continuation of Mt Alexander Road, but this had changed by 1915. What is now Bulla Road was known as Broadmeadows Road (S&McD). The area on the south side of the road (where 3-19 Keilor Road now stand) was used as a market to sell livestock (*Essendon Gazette*, 11 June 1925). The Essendon electric tram service arrived at the Mt Alexander Road junction in 1906, and was extended about a kilometre along Keilor Road to Gillies Street in 1923. This tram extension encouraged both residential development in North Essendon, as well as the growth of a shopping centre at the south-east end of Keilor Road.

The earliest permanent business within the precinct was John Keam, estate agency, established in 1914 on the south (south-west) side of the road, just past the Lincolnshire Arms Hotel. The hotel, just outside the precinct boundaries at 1 Keilor Road, had been established in 1851 or 1852, and rebuilt after a fire in 1905. It was remodelled and extended c.1938, reflecting the development boom at this time within the precinct.

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John Keam moved to Essendon and started his estate agency at an office in Queen Street, Melbourne, in 1896. In 1914 he expanded his business to an office at 1 Keilor Road at what was then the Essendon Tram Terminus (*Essendon Gazette*, 24 Sept. 1936; *Argus*, 21 Sept. 1936:11 & 26 Nov. 1914:5). His first office was a timber building set well back from the road at what is now 5 Keilor Road. In 1925, Keam lodged plans with the City of Essendon to extend the building forward to the street front and extend it to the sides with two more shopfronts, creating 3-7 Keilor Road (Building Permit Records). The plans as lodged show an unusual amalgam of typical 1920s shops with their simplified classical parapets articulated with short piers, and a large half-timbered gable over the central shop with an earlier Queen Anne influence. It appears that this design was never built, as a pre-1928 aerial photo (Pratt:1924), shows John Keam's three shops as they are today. This design is more subtle than the one shown on the building plans, with the same tripartite configuration of a gabled parapet between two straight ones, but with flatter piers between the parapets and a low triangular pediment at the centre, all three sections ornamented with cast-cement bas reliefs.

John Keam & Co. played an important role in the development of Essendon North and Essendon West acting as the agent for major subdivisions such as Fountain's Paddock in 1916, Major's Paddock in 1917, Devonshire Estate from 1920, and the Boulevard Estate with 300 blocks north of Buckley Street overlooking the Maribyrnong River from 1920 (*Essendon Gazette*, 10 Aug. 1916, 25 Jan. 1917, 18 March 1920, 28 Oct. 1920).

John Keam & Co. had a competitor estate agent located across the road, at 2 Keilor Road, from the early 1920s. This establishment, as well as a confectioner's next door, was replaced in late 1928 by the new Metropolitan Gas Company depot, a distinguished Neo-Grec building on the angled corner between Keilor and Bulla roads. The building permit plan has a raised seal that appears to read 'Tompkin'. The only architects by this name practicing during the 1920s were the Tompkins Brothers. They were engaged by the Metropolitan Gas Co. in 1933 to carry out renovations to their headquarters on Flinders Street next to St Paul's Cathedral (UMA), so it is likely that the practice was also engaged to do other design work for the company. The Tompkins Brothers were prominent early 20th century architects known for many important Melbourne buildings such as the two Myer stores (the Beaux Arts building 1925 on Lonsdale Street and the Art Deco building of 1933 on Bourke Street), the Herald & Weekly Times Building of 1921-28, and the Commercial Travellers' Association of 1912-13 (both on Flinders Street).

Another institutional building was constructed in the precinct in 1928, the Georgian Revival State Savings Bank at 9-13 Keilor Road. This was followed in 1933 by a pair of Stripped Classical single-storey shops next door designed by architect Harry Winbush for Messrs RJ Gilbertson Pty Ltd, butchers (in No. 15). The second shop was for A Tenant, Grocers (Building Permit Records).

Harry Winbush (1903-1990) was a local architect who left a legacy of fine mid-20th century buildings in the City of Moonee Valley. He studied architecture at the Working Men's College (now RMIT) and completed his architectural qualifications in Melbourne and England. In 1935 Winbush married Jessie McKenzie of Essendon, and built their Streamlined Moderne home there, at 50 Fletcher Street, in 1937-38. Other designs in the area include the Functionalist Trappes House, 66 Napier Street, 1939-40; the AF Showers Pavillion at Windy Hill, 1939; the Essendon Rotary Club building in Queen's Park of 1952; and the Essendon Civic Centre at the corner of Kellaway Avenue and Pascoe Vale Road, 1967. Further afield, he designed the Port Melbourne Fire Station (1939) and Kew Fire Station (1940-41), both of which combine Moderne and Functionalist styles. Winbush was appointed the head of RMIT's architecture department in 1944 and was president of the RAIA, 1955-57 ('Tribute', 2010).

By 1935, the shops on the south side of Keilor Road included a confectioner, a fishmonger, and a fruiterer, as well as John Keam & Co, the State Savings Bank, and Gilbertson butcher's shop (S&McD).

After the shops built in 1933, there was a pause in the precinct's development due to the Depression. It was not until the end of the decade that construction began again. These were a two-storey cake shop at 19 Keilor Road and a composition of three shops at 4-8 Keilor Road. Though for different clients, all four shops were designed by architect Francis T Humphryis (Building Permit Records). The client for the shops at Nos. 4-8 was a George Boundy, grocer. His grocery



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store had operated next to the Metropolitan Gas Co. building by 1930. It appears that his original c1929 shop is 4 Keilor Road, as it is noted on Humphryis' 1939 plans as 'Existing Shop', and the matching shop at No. 8 (demolished) is shown with the note 'Elevation to new shop to match existing shop'. In between them was Boundy's new grocery store (No. 6), a double-width shop with a very stylish Art Deco parapet in brown brick.

Little is known of architect Frank T Humphryis. His offices were at 467 Collins Street, Melbourne (*Argus*, 10 Oct. 1953:28). He published a series of small home designs in *The Australian Women's Weekly* in the late 1950s.

The rush of development in the late 1930s was also seen just outside of the precinct. Around 1938 the 1905 Lincolnshire Arms building was remodelled with the addition of a Streamlined Moderne curved corner bar bracketed by small, two-storey wings. And across Mt Alexander Road, the Essendon Hotel (HO204) was constructed in clinker brick to a Streamlined Moderne design by architects Robert McIntyre & Associates.

The final pair of shops to be built in the precinct is at 10-12 Keilor Road. They are two-storey shops with clinker brick walls. They appear in the street directory between 1955 and 1960, but are similar to shops built further north up Keilor Road in the late 1940s.

### Sources

*The Argus*, as cited.

*The Australian Women's Weekly*, 24 Sept. 1958:71; 23 July 1958:50; and 4 Feb. 1959:46;

Building Permit Records of the former City of Essendon, held by the Essendon Historical Society.

Heritage Alliance, *City of Moonee Valley Gap Study*, Vol 1, 2005.

Pratt, CD, Airspy collection of aerial photos, State Library of Victoria, 'Looking towards Melbourne down Mount Alexander Road, Essendon, showing the junction with Keilor and Lincoln Roads' of 8 Oct. 1924; and 'Intersection of Mount Alexander Road and Keilor Roads, North Essendon' of c.1924-1939 [NB: based on knowledge of building dates in the precinct, this photo dates from c1934-38].

University of Melbourne Archives (UMA), Bates, Smart and McCutcheon Pty Ltd Collections, record 1985.0057.

Sands & McDougall's street directory (S&McD), as cited.

'A Tribute to Australian Christians: Harry Winbush', accessed 24 July 2015 on:

<https://attributetoaustralianchristians.wordpress.com/2010/10/22/harry-winbush/>

## Description

### Physical Description

The precinct sits at the south-west end of Keilor Road, where it meets Mt Alexander/Bulla Road. Buildings in the precinct are located on both sides of Keilor Road, and 2-2A Keilor Road (the former Metropolitan Gas Co.) also addresses Bulla Road from its corner site. This building and the Lincolnshire Arms Hotel (HO369) provide a visual gateway to the precinct. While the hotel is not located within the precinct, the 1930s Moderne alterations and additions to the 1905 building are in keeping with and complement the development in the precinct. Most of the buildings are single-storey in height, increased by some large parapets, as well as some two-storey buildings. All but the State Savings Bank (Nos. 9-13) are built to the front and side boundaries.

Buildings of the 1920s in the precinct include the John Keam's shops at Nos. 3-7, the State Savings Bank next door at Nos. 9-13, and the Metropolitan Gas Company building on the angled corner site of Nos. 2-2A. Typical for that eclectic decade, they present a number of styles. Keam's three shops of 1925-26 are rendered with a simple but attractive Stripped Classical composition with a parapet above verandah level and a raised raking pediment over the centre shop. Decoration is restricted to a few cast-cement reliefs. The centre shop, No. 5, retains what appears to be an original shopfront with a deep central ingo, metal-framed windows and a tiled stallboard (overpainted blue tiles). The three shops retain a

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cantilevered verandah with a pressed metal soffit.

The former State Savings Bank of 1928, next door, is a very restrained free-standing Georgian Revival building of red brick with a tiled pyramidal roof. First floor windows are six-over-six sashes. The ground floor to the north and west sides has been obscured by a 1970s single-storey extension infilling the angled front setback and a side garden. As part of these works, the ground floor of the front facade was demolished. Across the road, Tompkins' Metropolitan Gas Co. building is an elegant Neo-Grec single-storey building with an articulated parapet to the Keilor and Bulla Road frontages. The building is rendered and broken up into bays by piers that project above the parapet, with an abstracted triglyph at the top. The narrow corner bay has a stepped aedicule. At the middle of the Keilor and Bulla elevations is an abstracted raking pediment between piers. The building retains its original return cantilevered verandah at the corner (later extended along Keilor Road). The ground floor has been extensively altered, with the bases of the piers removed as well as the solid walls and small windows shown on the original plans, and the double front doors that were in the corner bay.

The 1930s buildings in the precinct are the pair of single-storey shops at Nos. 15-17, and neighbouring double-storey No. 19, as well as the single and double-storey composition at Nos. 4-8 (though No. 8 was recently demolished and replaced with an intrusive concrete slab and glass building). The earliest of the group, Harry Winbush's has much in common with the Stripped Classical Keam's shops. It has a simple rendered parapet with a clinker brick coping and stepped central section, and applied floral roundels at either end. The building retains its original cantilevered verandah. The shopfront to No. 15, with tiny (overpainted) tiles to the stallboard, recessed entry, highlight windows and metal-framed windows appears to original (apart from the door). The other two are Moderne in style, typical of the late 1930s, both featuring the fashionable dark brown glazed manganese bricks of that period. Both are designs of 1939 by architect FT Humphryis, but differ in their level of embellishment. No. 19 is a simple composition with a slightly stepped parapet with a band of mottled soldier bricks below it, and cream bricks around the first-floor windows, which are set below a concrete hood. The shop retains its original shopfront (recessed entry, metal framed windows, highlight windows), but the tiles have been replaced with faux stone cladding. Across the road, the double-fronted shop at No. 6 is a sculptural delight with a high parapet with curved corners and recessed 'speedlines' in mottled tapestry brick. The centre of the parapet is raised between two abbreviated piers with curved tops flanking a raised section of parapet in half tapestry bricks. Below it is a louvered vent with a surround of half manganese bricks. The composition was completed by two side wings (Nos. 4 & 8), with prominent transverse gable roofs covered in terracotta pantiles (or Cordoba tiles, typical of the Spanish Mission style). Sadly, the shop at No. 8 has recently been demolished.

The latest shops are the pair at Nos. 10-12, possibly built as late as the 1950s, though they share an aesthetic with the simple 1939 shop at No. 19. The facades are of clinker brick (popular in the 1930s and '40s), with a straight, unembellished parapet. Windows have a fixed centre pane and double-hung sashes to the sides (replaced at No. 12). They share a cantilevered verandah, and both retain their original shopfront. They have recessed entries, stallboards clad in half-bricks (overpainted), metal-framed windows and highlight windows, timber-framed glazed doors, and square beige tiles to the floors of the ingos.

### Comparative Analysis

The interwar period was one of great stylistic eclecticism for both domestic and commercial architecture. In the commercial realm, common styles ranged from the Free Classicism so popular in the Edwardian period and characterised by curvilinear parapets framed by piers; the more geometric and simplified Stripped Classicism, one variant of which is the Neo-Grec; the more decorative but geometric Jazz Moderne and horizontal Streamlined Moderne; and the 'exotic' Spanish Mission, drawing inspiration from Baroque Spain and its colonies.

While the interwar period is well represented in the commercial building stock of Moonee Valley, especially in the suburbs that underwent extensive development during this period, such as Essendon, this is not reflected in the Heritage Overlay. In the entire suburb, there are only two interwar rows of shops in the Heritage Overlay, as well as two hotels,

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but no commercial precincts. These are:

- 1033-1041 Mt Alexander Road, Essendon (HO202), a row of four two-storey brick shops with simple geometric parapets and box windows to the first floor. One retains its original shopfront.
- The Junction Buildings, 942-950 Mt Alexander Road & 3-17 Napier Street, Essendon (HO314), a two-storey Stripped Classical building containing a number of shops on a triangular site. The two-storey section at the corner has lost its shopfronts, but a number survive on Napier Street below single-storey parapets with simple geometric designs created in roughcast and smooth cement render.
- The former Essendon Hotel (HO204), a Streamlined Moderne clinker-brick building of 1936, designed by Robert McIntyre & Associates. Only the front facade survives as part of an apartment conversion.
- The Brickmakers' Arms Hotel (HO353), Essendon, a Stripped Classical building of 1927 of which only the front facade survives.

Early commercial development in Essendon was centred on the area where the railway line meets Mt Alexander Road. The rebuilding of the Essendon Railway Station in 1909 spurred the development of a new shopping strip on Rose Street, developed in the 1910s and '20s. The 'North Essendon Village' - Leake Street and the west side of Mt Alexander Road between Lincoln Road and Thorn Street - was primarily developed in the 1920s, with the landmark New Essendon Picture Theatre at its centre (12-18 Leake Street, HO355).

The development at the south end of Keilor Road also represents 1920s development, though of an architecturally more sophisticated variety than seen in North Essendon Village (excepting the Picture Theatre). It also contains some late 1930s Moderne shops, which are very rare in the City of Moonee Valley as a whole, and particularly as a group. Individual Moderne shops in the Heritage Overlay are located within the three main commercial precincts in which Victorian-era development predominates (Racecourse Road, Union Road and Puckle Street). They include the Streamlined Moderne 1935 GJ Coles store by architect Harry Norris (72 Puckle Street, Moonee Ponds, HO274), and 42-44 Puckle Street (Contributory to HO14), neither of which retain their original shopfronts. Also Girwood's Hygienic Library at 44 Pin Oak Crescent, Flemington (Contributory in HO24), a curved corner building of c1935 at 235-239 Union Road, Ascot Vale (Contributory in HO26).

The Holmes Road and Norwood Crescent Precinct (HO307) is an exception among Moonee Valley's commercial precincts in its emphasis on demonstrating 'development in the first decades of the twentieth century' particularly after World War I. Many shops in the precincts are from the Edwardian era, but the majority are from the interwar era (1919-1936). Interwar styles represented in the precinct range from Free Classical with arched pediments; Stripped Classical shops, some very plain and others with a variety of materials and windows shapes; and an ornate Spanish Mission shop, but no late 1930s Moderne.

### Statement of Significance

#### What is significant?

The Keilor Road Precinct, comprising shops and commercial buildings constructed in the interwar period and early post-war, is significant. The precinct comprises single and double-storey commercial buildings mainly constructed between 1925 and 1939. They are all of masonry construction, both with a cement rendered finish as well as face brick examples. In keeping with the eclecticism of the interwar period, they range in style from simple Stripped Classicism, to Neo-Grec, Georgian Revival and the Streamlined Moderne. The fine Metropolitan Gas Co. Building by architect Tompkins provides a clear entry to the precinct, complemented by the Lincolnshire Arms Hotel across the road (remodelled c1938, HO369) which is just outside the precinct.

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All buildings in the precinct are Contributory, apart from the Non-contributory 8 Keilor Road and the 1970s single-storey addition to 9-13 Keilor Road.

Key attributes that contribute to the significance of the precinct include:

- The consistency of scale (one and two storeys), form, siting (generally built to the front and side boundaries), original cladding materials (face brick, render, roofs clad in corrugated iron where concealed behind a parapet, or tiled where visible) of Contributory buildings.
- The high degree of intactness of the Contributory buildings above parapet level, as well as the retention of original cantilevered verandahs.
- The retention of original shopfronts to Nos. 5, 10, 12, 15 & 19 with solid stallboards (clad in tiles or bricks), metal-framed display and highlight windows, recessed entries with tiled floors, and timber-framed glazed doors.
- The absence of vehicle crossovers.

### How is it significant?

The Keilor Road Precinct is of local historical and architectural significance to the City of Moonee Valley.

### Why is it significant?

It is historically significant for its demonstration of the commercial development that followed the path of the tramway, which allowed both easy access to new shopping strips as well as encouraging residential development on either side, which created demand. The Essendon electric tram service arrived at the Mt Alexander Road junction in 1906, and was extended about a kilometre along Keilor Road to Gillies Street in 1923. In 1925, the precinct began to develop in earnest. (Criterion A)

It is also significant for its association with John Keam Real Estate, which was one of the first businesses to be established in the precinct (in 1914), and the earliest surviving building was purpose-built for Keam in 1925-26 (Nos. 3-7). John Keam & Co. played an important role in the development of Essendon North and Essendon West acting as the agent for major subdivisions such as Fountain's Paddock in 1916, Major's Paddock in 1917, Devonshire Estate from 1920, and the Boulevard Estate with 300 blocks north of Buckley Street overlooking the Maribyrnong River from 1920. (Criterion H)

It is architecturally significant as the best collection of late interwar commercial buildings in the municipality, which is notable for its consistency of built form and relatively high degree of integrity to the period of development. (Criterion D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add this precinct to the heritage overlay with no specific HO schedule controls, as shown in the above table. Extent of the HO and gradings of individual properties as shown on the associated precinct map.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.



Map derived from [www.land.vic.gov.au](http://www.land.vic.gov.au), State Government of Victoria

#### Legend

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Individually significant | <span style="display: inline-block; width: 15px; border-bottom: 2px solid red;"></span> Proposed precinct boundary                                      |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Contributory          | <span style="display: inline-block; width: 15px; height: 15px; background-color: grey; border: 1px solid black;"></span> Moonee Valley Heritage Overlay |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Non contributory       | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black;"></span> Cadastral boundary                                     |

Proposed Keilor Road Precinct,  
 Essendon and Essendon North

02/09/2015



## HERITAGE CITATION REPORT

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| <b>Name</b>          | NEWMARKET SHEEP and CATTLE YARD PLATFORMS |                           |       |
| <b>Address</b>       | ASCOT VALE ROAD, FLEMINGTON               | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Railway Platform/ Station                 |                           |       |
| <b>Citation Date</b> | 2015                                      |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                           |                           |       |



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Recommended VHR - HI - PS Yes  
Heritage Protection

Architectural Style Victorian Period (1851-1901)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Three - Connecting Victorians by transport and communications: 3.3 Linking Victorians by rail*

*Private companies built Melbourne's first suburban railway lines in the 1850s, the first line opened being that between Flinders Street and Port Melbourne. Private companies also initiated work on railways connecting Melbourne with Geelong and Melbourne with Bendigo. When financial difficulties confronted these companies in the late 1850s, however, the Victorian government took over the lines, and the Victorian Railways Department was formed. A private company, the Melbourne and Essendon Railway Co. built Moonee Valley's first railway line from North Melbourne Station to Essendon, opening it on 22 October 1860. Local landowners and businessmen, including Hugh Glass and Peter McCracken, were shareholders and directors. Five stations were opened on the line at Kensington, Newmarket, Ascot Vale, Moonee Ponds and the terminus at Essendon and there were hopes to extend the line as far as Kilmore and beyond to provide a direct rail link to transport stock to the saleyards which had moved to Newmarket in 1860 (MVTEH, 2012:57-58).*

*Only a year after the line to Essendon opened, the spur line from Newmarket Station to Flemington Racecourse was added, to capitalise on traffic to the races. Though the company's directors had hoped that the opening of the line would attract business and residents to the area and several buyers had purchased land near the railway line in the expectation that this would occur - by 1864 the company's funds were exhausted and the line was closed. The Victorian Government purchased the railway line in 1867, repairing it and reopening the line as far as Essendon in 1871, but also extending it to form the North Eastern Railway to Wodonga. By September 1872, the line extended as far as Seymour. Railway yards were established adjacent to Newmarket Station to cater for stock transported via the North-Eastern line to Newmarket saleyards (MVTEH 2012:58-59).*

*Theme Four - Transforming and managing land and resources: 4.3 Grazing and raising livestock; Newmarket saleyards*

*The first Melbourne stock saleyards operated on the corner of Elizabeth and Victoria Streets. In the late 1850s, however, the Melbourne City Council decided to move them from this very public corner to Flemington. The new saleyards (at what became Newmarket) opened for business in 1859. Two years later the Melbourne Corporation abattoirs, stretching from the saleyards to the Saltwater River, opened. Although the saleyards lay just outside of the Moonee Valley area, their impact was felt within the area. Railyards associated with the Newmarket station, for instance, funneled sheep transported by train to market from the north east of Victoria. By the early 1880s 'some 15,000 to 20,000 sheep and 5,000 to 6,000 lambs were yarded every Tuesday and from 1,000 to 1,500 cattle every Wednesday'. Aside from the livestock transported by rail to the saleyards, sheep and cattle were often herded along roads through Moonee Valley to market. There were many local objections to the presence of the saleyards with their associated dangers and smells. The sale yards and abattoirs were phased out in the early 1980s (MVTEH, 2012:75-6).*

#### Place history

During the time that the Government take-over of the Essendon Railway was being finalized a start was made on

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rehabilitation of the line so that services could be recommenced. By mid-1867 100 men were set to work to give the railway a 'complete overhaul' and by October of that year the single line had been repaired as far as Newmarket, where a new crossing loop was laid (Turton 1973:23). This enabled the line to be opened to Flemington Racecourse just in time for the spring racing carnival in November 1867. Early in 1870 tenders were called for the rehabilitation of the line to Essendon and by November 5 of that year double track was opened to Newmarket, again just in time for the Melbourne Cup. Soon after, tenders were called for duplicating the line from Newmarket to Essendon, which enabled train services between Melbourne and Essendon to recommence on January 9, 1871 (Turton 1973:23).

In 1861 the Essendon Railway Co. made the first delivery of sheep to the Newmarket Saleyards. The sheep came overland from the western district of Victoria to Geelong, and then were taken by train to the yards (Museum Victoria). It is not known where the sheep were unloaded.

The Victorian Railways issued a contract in September 1871 to Robert McColl for the construction of a sheep and cattle station at Newmarket. This was completed by June 1872. In 1882 alterations and additions were made to the cattle yards (VR). The yards were situated on the south side of the railway between Ascot Vale Road and the site of the Electrical Substation, which was constructed in 1919. They are shown on the 1902 MMBW plan. The MMBW plan shows a platform extending along the length of the yards on the south side of the railway, adjacent to the siding, and returning along Ascot Vale Road. To the south of the platform is a series of fenced yards with pitched surfaces and troughs along the south boundary. There are also some small buildings.

By the early 1900s the majority of stock transported to Newmarket was by rail and it would become Australia's busiest railway livestock receiving and despatch terminal. Cattle, sheep, lambs, horses, goats, donkeys, mules, pigs and even circus animals were loaded in and out of freight wagons at Newmarket. Over time, however, the mode of stock transport changed and by the 1950s approximately 60% of stock transported to Newmarket came by road. By the time of the closure of Newmarket in 1985 almost all stock was transported to and from the saleyards by road (Museum Victoria).

After Newmarket saleyards were closed the land containing the sheep and cattle yards was sold and developed for housing.

### Sources

Living Histories, *The Moonee Valley Thematic Environmental History*, September 2012  
Melbourne & Metropolitan Board of Works (MMBW) Detail Plan 842 & 843, 1902  
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<http://museumvictoria.com.au/collections/themes/4309/railway-transport-at-the-newmarket-saleyards> [accessed 26 July 2015]  
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[http://prov.vic.gov.au/index\\_search?searchid=41](http://prov.vic.gov.au/index_search?searchid=41) viewed 27 July 2015  
Turton, Keith, 1973, *Six and a half inches from destiny. The first hundred years of the Melbourne-Wodonga Railway 1873-1973*, Australian Railway Historical Society (Victorian Division), Melbourne  
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## Description

### Physical Description

The remains of the Newmarket Sheep and Cattle Yards platforms comprise the bluestone platform walls on the south side of the railway reserve extending for a couple of hundred metres east from Ascot Vale Road, and returning for about 50 metres south along Ascot Vale Road. The platform walls are constructed of worked/tooled bluestone with bluestone coping and there is a length of rails set in concrete along the edge of the platform in the section close to Ascot Vale Road.

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The condition of the wall is fair and there is some damage, where stones are missing or have fallen away. It appears as though the section of wall along Ascot Vale Road has been reconstructed.

### Statement of Significance

#### What is significant?

The remains of the Newmarket Sheep and Cattle Yards, comprising the bluestone platform walls on the south side of the railway reserve extending for a couple of hundred metres east from Ascot Vale Road, and returning for about 50 metres south along Ascot Vale Road, is significant. The platform walls are constructed of worked/tooled bluestone with bluestone coping and there is a length of rails set in concrete along the edge of the platform in the section close to Ascot Vale Road. The condition of the wall is fair and there is some damage, where stones are missing or have fallen away. It appears as though the section of wall along Ascot Vale Road has been reconstructed.

#### How is it significant?

The remains of the Newmarket Sheep and Cattle Yards are of local historic and archaeological significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant as the only remaining evidence of the cattle yards, which were the main point of entry and exit for animals being transported to and from Newmarket Saleyards and the significance of the platforms walls is enhanced as the only surviving fabric associated with the yards. The length of the remnant platforms gives some impression of the size of the yards where hundreds of thousands of sheep and cattle were loaded and unloaded each year, and the site has potential to yield further information about how the place was used. (Criteria A & C)

### Assessment Against Criteria

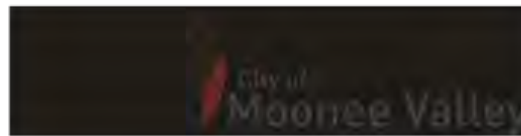
This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO controls, as shown in the above table. Extent of HO to include the platform walls and adjoining land to a minimum extent of 2 metres on either side.



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| <b>Name</b>          | SEC D ASCOT VALE SUBSTATION (FORMER) |                           |       |
| <b>Address</b>       | 21 ASCOT VALE ROAD, FLEMINGTON       | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Electricity Transformer/Substation   |                           |       |
| <b>Citation Date</b> | 2015                                 |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                      |                           |       |



|  |                   |                            |   |
|--|-------------------|----------------------------|---|
| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes |                            |   |
| <b>Designer / Architect</b>            | SECV              | <b>Architectural Style</b> | Interwar Period (c.1919-c.1940),<br>Interwar Period (c.1919-c.1940)<br>Free Classical |
| <b>Maker / Builder</b>                 | SECV              |                            |   |

## History and Historical Context

### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Five - Building towns, cities and the garden state: 6.3 Shaping the suburbs; Expanding services to meet demand; Gas and electricity*

### Electricity supply in Victoria

Early electricity production in Victoria used relatively simple technology, but transmission over even a short distance was difficult. Initially, it was used only for public events - such as the Duke of Edinburgh's visit in 1867 and a night football match at the MCG in 1879 - and lighting in the theatre. Small scale generating plants were built in Melbourne to serve

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small areas and industries, however, gas remained the source of street lighting in Melbourne until 1894 when the Spencer Street power station was constructed by the Melbourne City Council. This power station generated enough power to light Melbourne's streets. Other councils embraced Melbourne's initiative and streets in many nearby areas - such as Richmond, Essendon, Hawthorn and South Yarra - were also lit by electricity by the late 1890s.

The first production and supply of electricity in Melbourne was commenced by private companies in the 1880s and 1890s. This led to the passing of the *Electric Light and Power Act* in 1896. The impact of this Act is summarised by Terry McCredden:

*The Act ensured that there would be no private monopoly as it gave important advantages to local councils. Three clauses were very favourable to the councils. Clause 8 said that every council was entitled to an order for its municipal district. Clause 12 would not allow any company the right to an order, unless it had the consent of the municipal government concerned. Clause 43 gave the Councils powers to buy out private companies. (McCredden, 1977:22-23, 26)*

Between 1898 and 1900 the Melbourne City Council acquired the assets of three private companies operating within its municipal boundaries, creating a new company known as the Melbourne City Council Electricity Supply Department (MCCESD). By 1903 it was one of four electricity supply companies in Victoria and supplied 53.6% of total generating capacity.

The response of other Councils to the Electric Light and Power Act varied. Rather than enter the market as producers, some chose to allow the major power producers to distribute within their boundaries. Still others decided to enter into the market as distributors rather than producers, purchasing electricity in bulk from one of the major power generating companies and managing its distribution through a local area. Councils that set up their own distribution networks included Footscray (1911), Brunswick (1912-13), Port Melbourne (1912-13), Preston (1912), Nunawading (1912), Northcote (1912), Coburg (1914), Heidelberg (1914), Williamstown (1915-16) and Doncaster (1916). Of these councils, Brunswick, Coburg, Williamstown, Port Melbourne and Footscray obtained their supply from the MCCESD (SECV, Annual Report, 1923, p.6).

Demand for electricity grew rapidly in the early decades of the twentieth century. The bulk of the metropolitan area was supplied by just two companies, the aforementioned MCCESD and the Melbourne Electricity Supply Co (MES Co.). They obtained their supply from the Spencer Street Power Station until the Newport 'A' Power station was built at the mouth of the Yarra at Newport between 1913 and 1918. It was constructed by the Victorian Railways to supply energy for the electrification of the suburban rail system, but also supplied bulk electricity to the MCCESD and MES Co.

With the growth of Melbourne it was expected that demand would surpass the operating capacity of the existing private and municipal companies by the early 1920s and so the State government began to investigate options for the future generation of Victoria's electricity supply. Most of Victoria's power in the early 1900s was generated using black coal; however, the supply of coal from New South Wales was often interrupted by strikes, while the quality of coal from the Victorian State Coal Mine at Wonthaggi was variable and supply was limited. This led the State government to investigate and eventually approve the use of brown coal for power generation (Edwards, 1969:27-29).

In 1918 the Victorian Government passed the *Electricity Commissioners Act* and appointed three part-time commissioners in March 1919. The new commissioners moved quickly, recommending that a power generation scheme using brown coal from a site near Morwell (later renamed 'Yallourn') would best meet the predicted demand within the time available. The commissioners also recommended a single electricity authority and that any power scheme should be 'the first step to a greater one, linking all of the State's power supplies'. The commissioners had already given notice that they expected to take over their biggest rival the MES Co. when its franchise ran out in 1925 (Edwards, 1969:41).

On the recommendation of the Commissioners the State Electricity Commission of Victoria (SECV) was established in

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1921 under the chairmanship of Sir John Monash. The first projects of the SECV were the construction of the first brown coal power plants at Newport B (adjacent to the Victorian Railways Newport A traction power station), which came on line in 1923, and Yallourn A (the first Latrobe Valley power station), which opened in stages from 1924. Meanwhile, the SECV began to establish and develop its supply and distribution network. The first stage involved the construction of sub-stations at key locations, which enabled the SECV to progressively assume control for the supply and distribution of power in the metropolitan area. One of the first areas where the SECV took over supply were the suburbs previously supplied by the North Melbourne Electric Tramways & Lighting Co.

### Electricity supply in Moonee Valley

The North Melbourne Electric Tramways & Lighting Co. (NMETLCo.) was established in 1905 and authorised to construct and operate electric tramways through the municipalities of Flemington and Essendon, and provide a municipal electricity supply for a period of thirty years. At the end of the franchise the company's assets and operations would revert to the municipalities, with the exception of the property on which the power station and tram depot was located, which was to be purchased by the Councils. An acre of land on the east side of Mt Alexander Road was purchased for the site of the power station, company offices and tram depot. Construction of the two tram lines commenced in June 1905 and both commenced operations in October 1906 (MVTEH 2012:66-7).

The way that the franchise was established discouraged investment by the NMETLCo. in both the tramway network and the electricity supply. As noted by Edwards (1969:72):

*The Melbourne and Essendon City Councils could, if they wished, take over its assets in 1934. There was thus little future in the Company's spending money on assets in those circumstances; in any case, it had no money. So it neglected the growing demand in the developing Essendon area. Not unnaturally, Essendon ratepayers complained, loudly and frequently. Finally, the Essendon Council asked the SEC to take the company over.*

The SECV itself in its Annual Report noted that:

*The operation of the supply resulted in numerous complaints reaching the Commission of failure to obtain supply, and finally the Essendon Council approached the Commission with the pressing request that the undertaking be taken over by the Government so that the very necessary development works would be no longer retarded. It is the electrical development of this most important section of the metropolis that the Commission is called upon to undertake, and it is hoped that a vigorous policy of construction will do much to improve the existing situation. (SECV, Annual Report, 1922, p.4)*

In August 1922 an Act was passed enabling the SECV to take over the electricity assets of the NMETLCo. The tramways component was sold to the recently formed Melbourne and Metropolitan Tramways Board. Apart from enabling the electricity supply to Essendon and Flemington to be improved, the acquisition of the NMETLCo. was also used by the SECV to support its proposed takeover of the MCCESD by demonstrating that the SECV could supply power cheaper to households than the MCC (SEC Annual Report, 1923, p.6).

Following the acquisition, the SECV set about improving supply to the Essendon-Flemington districts, which included the construction of a new main sub-station at Ascot Vale, conversion of supply from AC to DC current, and the construction of numerous distribution substations of standard design. To oversee the operation the SECV had taken over part of the old NMETLCo. offices in Mt Alexander Road. However, it was found that the building was 'not conducive to the Commission obtaining the best results from the operation of this undertaking' as it was not situated in a central location and, apart from that, the Tramways Board needed the whole of the available space for its own operations. Accordingly, a decision was made to vacate the old office and to construct new offices in Moonee Ponds (SECV, Annual Report, 1923, p.13)

The new offices, which were designed by the Commission's architectural staff, were completed and occupied by

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November, 1923. The 1924 Annual report noted that:

*This enabled the affairs of the undertaking to be placed on a more efficient basis in both the technical and clerical departments, and, as was anticipated, closer co-ordination of the work than was possible under the previous conditions has resulted.*

This was the first metropolitan branch office constructed by the SECV and was constructed just one year after the first head office of the SECV, situated at the corner of William Street and Flinders Lane in Melbourne, which was opened in April 1922. The Moonee Ponds office remained in use by the SECV until the 1980s.

### Place history

As noted above, the SECV began to establish its electricity supply network in the early 1920s, which would enable it to progressively take over supply to the areas served by the MCCESD and the NMETLCo. After taking over the assets of the NMETLCo, the SECV approached the MCC in December 1922 and pointed out that with the coming into operation of the Yarraville Terminal Station and with the completion of sub-station 'C' (Brunswick) and sub-station 'D' (Ascot Vale) the Commission would be in a position to give bulk supply to the corporations concerned at a cheaper rate than was provided in their existing contracts with the MCC. By early 1924 agreement had been reached with the MCCESD for the gradual transfer of its electricity supply (SECV, Annual Reports, 1923:6, 1924:4-5).

This sub-station, known as 'D' Ascot Vale, was constructed in 1922-23. It was one of the first sub-stations built by the SECV in the Melbourne area and an image of it was featured in the SECV's Fourth Annual Report. Substation 'J', supplying the MCC at its power station in Spencer Street was completed and in operation in the same year, while Sub-station 'C' to supply the Brunswick district was expected to be completed soon after. Designs for Sub-station 'B' at Collingwood had been completed and it was proposed for completion by the end of 1924.

The completion of Ascot Vale 'D' Sub-station enabled the SECV to expand supply to the municipality of Essendon. In contrast to the NMETLCo, the approach of the SECV was to develop the supply infrastructure in advance of anticipated demand and to 'push on' with all extensions, 'provided there was prospect ultimately of the investment being self-supporting' (SECV, Annual Report, 1923, p.13). In 1924 the SECV was able to report that 'marked progress' had been made:

*This has served to confirm the view expressed to the Government when transfer of this undertaking to the Commission was projected in 1922, that by judicious expenditure, energy could be made available to portions of the territory hitherto undeveloped electrically and that the anticipated growth in the demand would more than warrant this progressive step.* (SECV Annual Report 1923-24 p.15)

This sub-station was connected to a network of small brick distribution sub-stations that were built by the SECV throughout Moonee Valley during the inter-war period (refer to the separate Hermes record for the distribution sub-stations).

The sub-station has been de-commissioned and has been converted for residential and office accommodation.

### Sources

Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1986 to 2000*  
Edwards, Cecil, *Brown power: A jubilee history of the State Electricity Commission of Victoria*, 1969  
Lincolne, Gerald, *Electricity Supply in Victoria*, 1955  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
McCredden, T.C., 'The Impact of electricity in Victoria 1880-1920', B.Com. thesis, University of Melbourne, 1977  
*Sands & McDougall Directory*, 1920-26, 1974.  
State Electricity Commission of Victoria (SECV), Annual Reports, as cited

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### Description

#### Physical Description

The former 'D' Ascot Vale Sub-station is a 1920s Greek Revival building. The walls are of roughcast render with smooth render to the base and in a band underneath the cornice, which is dentilated. The symmetrical facade has a large triangular pediment above the recessed central bay that contains the large entry, which is framed with a panelled aedicule of smooth render. The flanking bays on either side have the original tall metal-framed windows with a Greek Cross pattern. Originally, there were similar windows in the side elevations, but these have been replaced and, in some cases, extended downward on the south side, while on the north side they are concealed behind the additions.

A large contemporary addition clad in black metal has replaced the roof, and there are additions on the north side and at the rear.

#### Comparative Analysis

As noted in the History, 'D' Ascot Vale sub-station was one of the first sub-stations built by the SECV as it established its distribution network in Melbourne. All of these substations were designed by the Commission's engineering staff under the direction of chief architect A.R. La Gersch.

The first substations ('C' Brunswick, 'D' Ascot Vale, and 'J' Melbourne) were of similar designs embodying open-air type switchgear and indoor transformers, all completely housed in a 'fairly roomy building'. Perhaps to save costs a new design was introduced for the next sub-station, 'B' Collingwood, which was located in a dense industrial area. It was a completely outdoor station, using open type switches and busses on the 22,000 volt side, and steel cased switches with open busses on the 6,600 volt side. Although the sub-station was built and completely equipped at a very satisfactory cost the SECV decided on a different approach for this class of sub-station when designing new sub-stations for the southern and eastern portion of the metropolitan area, which was demonstrated in the next sub-station, 'G' South Melbourne, which was equipped with 'armour-clad switchgear throughout, this gear being accommodated in an inexpensive building'. 'G' South Melbourne served as the prototype for the new sub-stations built in the southern and eastern portions of the metropolitan area (SECV Annual Report 1924-25 pp. 32-33).

Sub-station 'D' Ascot Vale is therefore significant as one of the earliest SECV sub-stations, which were all fully enclosed. Of the other early sub-stations, 'C' Brunswick (in the City of Moreland) is still extant and is of an identical or very similar Greek Revival design as 'D' Ascot Vale. The site of 'J' Melbourne is currently being redeveloped and it is not known whether it still survives.

The buildings constructed by SECV were designed by their in-house architectural department under the direction of chief architect A.R. La Gersch. Most of the interwar buildings constructed by the SECV are in variations of the classical style, as it was applied during the interwar period. For example, the first administrative offices of the SECV, built in 1922-23 at Yallourn is a two storey brick building in the Inter-war Academic Classical style featuring a portico with giant order Ionic columns. The simplified Free Classical or Greek Revival styles, on the other hand, were applied in many of its electricity network buildings during the early interwar period. This is demonstrated in the 'D' Sub-station at Ascot Vale and the similar 'B' Sub-station at Brunswick, which are redolent of the Greek Revival through their strong massing and a simplified use of Greek classical elements, such as the raking pediment (derived from the Greek temple), and the Greek Cross motif in windows. Despite the alterations and additions that have been made to the Ascot Vale substation the original form and detailing can still be readily understood.

In Moonee Valley, the small electrical distribution sub-stations constructed by the SECV during the interwar period (refer to the Hermes record for the serial listing of the sub-stations) show how this classical design approach was carried

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through to the simplest buildings.

SECV buildings of the later interwar period (e.g. the SECV offices in Flinders Street, Melbourne and the 1930 Richmond Terminal station) also used classical elements, but in a more minimal way often with Art Deco elements in the manner of the Stripped Classical style. All of these buildings demonstrate the commitment of the SECV to high quality design, which was also exemplified in the 'model' town of Yallourn that was designed, laid out and developed by the SECV in the 1920s and 1930s on 'Garden City' principles under the direction of A.R. La Gersch.

### Statement of Significance

#### What is significant?

The former 'D' Ascot Vale Sub-station, designed and constructed by the State Electricity Commission of Victoria (SECV) in 1922-23, at 21 Ascot Vale Road, Flemington is significant. It is a 1920s Greek Revival building. The walls are of roughcast render with smooth render to the base and in a band underneath the cornice, which is dentilated. The symmetrical facade has a large triangular pediment above the recessed central bay that contains the large entry, which is framed with a panelled aedicule of smooth render. The flanking bays on either side have the original tall metal-framed windows with a Greek Cross pattern, a motif which is repeated in the glazing around the inset entry door. Originally, there were similar windows in the side elevations, but these have been replaced and, in some cases, extended downward.

Non-original alterations and additions to the building are not significant.

#### How is it significant?

The former 'D' Ascot Vale Sub-station is of local historical and architectural significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its associations with the establishment and development of the SECV network in the 1920s. It was one of the first suburban sub-stations built by the SECV and enabled the Commission to take over supply of electricity from the municipal and private companies that had supplied Melbourne's electricity until then. (Criterion A)

It is of architectural significance as a representative example of one of the first metropolitan substations constructed by the SECV that are distinguished by the use of the Greek Revival style in their form and detailing as demonstrated by the strong massing and a simplified use of Greek classical elements, such as the raking pediment (derived from the Greek temple), and the Greek Cross motif in windows. While additions have been made to the building, the original form and detailing of the sub-station is still readily apparent. (Criterion D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.





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|                      |  |                                 |
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| <b>Name</b>          | HOUSE and STABLES  |                                 |
| <b>Address</b>       | 17 CROWN STREET FLEMINGTON 6 ASCOT VALE ROAD, FLEMINGTON | <b>Significance Level</b> Local |
| <b>Place Type</b>    | House,Stables  |                                 |
| <b>Citation Date</b> | 2015   |                                 |
| <b>Assessment by</b> | Context Pty Ltd  |                                 |



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Recommended VHR - HI - PS Yes  
Heritage Protection

Architectural Style Federation/Edwardian Period  
(1902-c.1918)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Five - Building Victoria's industries and workforce: 5.8 Working; Working conditions and environment*

*The emergence of horse racing as a sport, entertainment and business enterprise also created jobs for many people in diverse roles. It began with thoroughbred racing in the 1840s when the Racecourse was established at Flemington, followed by the Moonee Valley Racecourse established by WS Cox at Moonee Ponds in 1883. From 1883 until 1942 JL Reilly's (later John Wren's) Ascot Racecourse was the place for pony racing and later trotting in the area east of the Melbourne Showgrounds. In addition, from 1946 night trotting (a new departure) was held at the Showgrounds, moving to the Moonee Valley Racecourse in 1976 and continuing there until 2010. These tracks and facilities have provided a working environment for trainers, jockeys, farriers, stable-hands, saddlers and caterers, both on the racecourses and in neighbouring precincts. Many horse trainers set up homes and stables in the area known as 'The Hill' (sometimes called Whiskey Hill), the area immediately west of Flemington Racecourse and the Showgrounds and including Langs Road, Fisher Parade, Leonard Crescent and Watson Terrace. From the 1970s these included Bart Cummings, Colin Hayes and in the 1980s Lee Freedman. From the 1880s at least 15 Melbourne Cup winners and other champion racehorses, including 'Manfred' and 'Dulcify', have been stabled and trained from The Hill. 'Sainly Place' at 22-24 Leonard Crescent, operated by Cummings, is one of the few remaining stables. In the Moonee Ponds area Joseph Cripps, who trained the 1893 Melbourne Cup winner 'Tarcoola', resided and trained at a large property at 25 Park Street (on the corner of Margaret Street). In West Essendon from 1948 until 1964 former champion jockey-turned-trainer, Alexander Fullarton, trained a steady stream of hurdle and steeplechase winners from his stables near the Maribyrnong River (MVTEH 2012:111-12).*

#### Place history

As noted above, due to the proximity to Flemington Racecourse, many people associated with the horse racing industry built houses and stables, or established other related businesses in the surrounding suburbs. Until the 1960s, horse trainers built their own stables in the neighbourhoods surrounding Flemington and walked their horses to the course each day (VRC website). The area bounded by Ascot Vale Road, Kent Street, Racecourse Road and the railway line has been referred to as the 'racing triangle' due to the high concentration of people and places associated with the trading and training of horses.

This property, situated on the west side of Crown Street just to the north of Racecourse Road, is situated within the 'racing triangle' and it is historically related to the property at 24 Ascot Vale Road. The stone house at 24 Ascot Vale Road was built c.1875 for Frank Mortison and, by 1886, there were timber stables on the property (Hermes 24295). The 1902 MMBW shows the house on a fenced block with grounds which extended to Crown Street. Extensive stabling round a courtyard was situated in the centre of the property at the rear of the house. Beyond the fenced south boundary was vacant land to Racecourse Road. Immediately to the north was another house with a large stables complex, while on the opposite side of Crown Street was the brick stables built in 1887 and later leased to horse trainer, Frank McNamara (MMBW).

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Frank Mortison appears to have been a sheep salesman, but later owners were involved in the horse racing industry. These included William Cox (1910), who may have been part of the famous Cox family that established Moonee Valley Racecourse. In 1914 the property was sold to George Coleman who was a trainer and he established 'racing stables' on what is now no.17 Crown Street, which were listed in the Directory by 1918. At that time they were the only listing on the west side of Crown Street between Racecourse Road and Edinburgh Street (LV, SM). Coleman did not own the land on which the 'racing stables' were situated in Crown Street and must have leased the property.

Coleman died in 1923 and his property at 24 Ascot Vale Road was purchased in the following year by William Burke, a horse trainer. In 1928 Burke also purchased this property containing Coleman's 'racing stables'. Then, in 1930, Burke began to sell off the land containing the racing stables to various people. What is now no.17 was sold to David Walsh, a horse trainer, who lived at 23 Crown Street. During the time of Walsh's ownership there was no mention of the stables in the Directory but Walsh was listed as resident in the house by 1935, which was first listed in 1930 when it was occupied by John Moran. Walsh remained owner until 1951 when it was sold to another horse trainer, Victor Hartney. Hartney also acquired the rear part of the lot to the north and another lot to the northwest facing Ascot Vale Road. In 1955 there was also a horse trainer at no.29 Crown Street, while William Burke's stables were still listed (LV, SM).

In the 1960s, the Victoria Racing Club (VRC) built its first on-course stables at Flemington Racecourse, which were first leased to Tony Lopes as Chicquita Lodge, and in 1967 extended the Smithfield Road area stables, originally built in the 19th century as 'stripping sheds' for trainers bringing horses to Flemington for training. Between 1997 and 2003 the VRC constructed an entire village of training stables on the south-eastern section of the racecourse, and these can now accommodate 800 horses (VRC website). As a consequence, the Smithfield Road stables were demolished in 2006 and many of the private stables in the area surrounding Flemington have also been demolished.

### Sources

Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1986 to 2000*  
Hermes 24295, House, 24 Ascot Vale Road  
Land Victoria (LV) Certificates of title Vol. 3829 Fol.638 (24 Ascot Vale Rd, 1914), Vol. 5373 Fol.593 (17 Crown St, 1928), Vol.7749 Fol. 143 (17 Crown St, 1951)  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.844, dated 1900  
Sands & McDougall Directory (SM)  
Victoria Racing Club (VRC) website <https://www.flemington.com.au/about-us/trainers-and-stables> [viewed 30 August 2015]

### Description

#### Physical Description

This property contains a late Victorian or Federation era house, stables and manege. The house is an asymmetrical timber cottage with a hip roof. The facade is clad in ashlar boards and there are tripartite windows to the front bay and adjacent to the front door. Other detailing included paired eaves brackets and medallions. There is one plain brick chimney. The verandah has been altered. At the rear of the house is the stables block, which comprises a double height central gabled section with skillion side aisles. There is also a circular rotunda, other outbuildings and the manege is to the west of the stables.

### Comparative Analysis

Stables in Moonee Valley broadly fall into one of three categories:

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- Private residential stables associated with residential properties, mostly larger villas and mansions, which were built from the nineteenth century until the early 1900s.
- Commercial stables, sometimes associated with commercial uses such as dairies, again mostly dating from the nineteenth century until the early 1900s.
- Stables associated with horse racing, mostly found in the Flemington and Ascot Vale areas, which date from the nineteenth century until well into the twentieth century.

This house and stables is associated with the horse racing industry. All of the racing stables currently in the heritage overlay (HO) date from c.1890 to c.1900, with the oldest dating from c.1887: this is the stables at 40 Crown Street, Flemington (HO138), which is also one of the largest and most architecturally distinguished of the stables being brick and gabled with detailing including a string-mould, an oculus vent, a segment-arched opening, decorative stepped corbelling to the gable ends and small segment-arched openings in the side walls lighting the stalls. Like the other large stables in Canterbury Street (HO132), which has a central gabled section and side aisles, it is associated with the racing industry. These two stables are located within the 'racing triangle'. The other cluster of racing stables is found in the Whiskey Hill/Bagotville Area, particularly in Fisher Parade and Leonard Crescent, where there are several interwar houses with associated stables. Another large stables block associated with the racing industry in the 'Whiskey Hill' area is situated at 42 Myross Avenue (HO225).

This house and stables complex, which dates from the early twentieth century, compares with those in Fisher Parade and Leonard Crescent. The form of the stables with the double height central gable and skillion side aisles is similar to the Canterbury Street stables. While this house and stables complex is representative, it is also rare. As noted in the History, private stables were established in the suburbs adjoining Flemington Racecourse so that trainers could walk their horse to the track. However, racing stables on private properties within the Ascot Vale/Flemington area (and throughout Moonee Valley more generally) are becoming increasingly rare as most stables and training facilities have been consolidated on-course at Flemington Racecourse. This stables complex was once one of three of four on the west side of Crown Street, however, it is the only one to survive today.

### Statement of Significance

#### What is significant?

The house and stables at 17 Crown Street, Flemington are significant. The house is an asymmetrical timber cottage with a hip roof. The facade is clad in ashlar and there are tripartite windows to the front bay and adjacent to the front door. Other detailing included paired eaves brackets and medallions. There is one plain brick chimney. At the rear of the house is the stables block, which comprises a double height central gabled section with skillion side aisles. There is also a circular rotunda, other outbuildings and the manege is to the west of the stables.

#### How is it significant?

The house and stables at 17 Crown Street, Flemington are of local historical significance to the City of Moonee Valley.

#### Why is it significant?

The house and stables are significant for their associations with the horse racing industry and demonstrates how horse stables and training facilities have been traditionally located within this part of Flemington due to its proximity to the racecourse. While there were once several stables complexes in Crown Street, this is now one of only two surviving examples. (Criteria A, B & D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for*

|                   |                       |          |
|-------------------|-----------------------|----------|
| HOUSE and STABLES | 25-Sep-2015           | 04:43 PM |
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## HERITAGE CITATION REPORT

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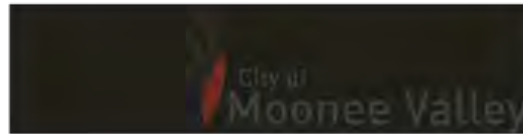
*Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |  |
|----------------------------------|--|
| External Paint Controls          | -  |
| Internal Alteration Controls     | -  |
| Tree Controls                    | -  |
| Fences & Outbuildings            | Yes Stables and associated outbuildings. |
| Prohibited Uses May Be Permitted | -  |
| Incorporated Plan                | -  |
| Aboriginal Heritage Place        | -  |

### Other Recommendations

Add to the heritage overlay (HO) with outbuildings controls applied to the stables and associated buildings, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |                               |                                 |
|----------------------|-------------------------------|---------------------------------|
| <b>Name</b>          | FLEMINGTON BRIDGE (INBOUND)   |                                 |
| <b>Address</b>       | MT ALEXANDER ROAD, FLEMINGTON | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Tramway Bridge,Road Bridge    |                                 |
| <b>Citation Date</b> | 2015                          |                                 |
| <b>Assessment by</b> | Context Pty Ltd               |                                 |



|                             |                       |          |
|-----------------------------|-----------------------|----------|
| FLEMINGTON BRIDGE (INBOUND) | 25-Sep-2015           | 04:43 PM |
| Hermes No 196260            | Place Citation Report | 342      |

## HERITAGE CITATION REPORT



**Recommended  
Heritage Protection** VHR - HI - PS Yes

**Designer / Architect** Monash, Sir John

**Architectural Style** Victorian Period (1851-1901),  
Federation/Edwardian Period  
(1902-c.1918)

**Maker / Builder** Reinforced Concrete & Monier  
Pipe Construction Co. Pty Ltd

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme 3 - Connecting Victorians by transport and communications: 3.1 Establishing pathways; 3.4 Linking Victorians*

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## HERITAGE CITATION REPORT

*by road in the twentieth century; 3.5 Travelling by tram*

*Moonee Valley contains several transport routes that influenced patterns of settlement both within the study area and surrounding it. More importantly, perhaps, pathways through Moonee Valley have provided significant connections for Victorians moving through inner Melbourne and the world beyond (MVTEH 2012:47).*

*Tracks through Moonee Valley and across Solomon's Ford offered the most convenient overland route between the little settlement of Melbourne on the Yarra and all points west - including Williamstown - in the 1830s. A more direct route would have been to cross the Saltwater River at Footscray. However, a swamp between Melbourne and Footscray coupled with the width of the river at this point, made this route difficult. Solomon's Ford offered the lowest accessible crossing place on the river. In 1839, Police Magistrate Captain William Lonsdale established a punt on the river at Footscray, enabling travelers to use this shorter route. But heavier traffic continued to use Solomon's Ford (MVTEH, 2012:49).*

*Surveyor Henry Smythe noted the route across the river at Solomon's Ford when he mapped the Parish of Doutta Galla in 1842. He labeled it the road 'from Geelong'. Smythe indicated the main tracks through the Moonee Valley. One track that originated in Flemington proceeded in a straight line through the centre of the valley, roughly following the direction of Bulla Road. This was labeled as the Mount Macedon Road on later maps and was the forerunner of Mt Alexander and Bulla Roads ..... Another track which Smythe noted on the map was that which followed the west side of the Moonee Ponds Creek from Flemington as far as Pascoe Vale. The southernmost reaches of this track would later become Mt Alexander Road, while the northern part of the track foreshadowed Pascoe Vale Road. (MVTEH 2012:49).*

### *Mains Bridge (Flemington Bridge)*

*Travellers leaving Melbourne via the routes described above first had to negotiate the marshes and Moonee Ponds Creek in the vicinity of Flemington. A ford near present day Flemington Bridge Railway Station offered the first crossing place over the Moonee Ponds Creek. In 1839 Patrick Main, who was transporting stone for some early Melbourne buildings, built a small log bridge over the creek here. This temporary bridge, known as Mains Bridge, was the first vehicular bridge built in the Melbourne area. By 1848, James Dunbar had established the Flemington Inn near the bridge. It was not until 1851 that the government replaced Mains Bridge with a timber structure that came to be known as Flemington Bridge. This bridge was replaced once more in 1868 with an iron bridge (MVTEH, 2012:49-50).*

*In the twentieth century the introduction and rapid spread of the motor car influenced the physical development of Moonee Valley (MVTEH 2012:61). Increased traffic due to settlement at Maribyrnong in the first decade of the twentieth century, led to the need to replace the inadequate 1870s timber bridge that crossed the Maribyrnong River linking Maribyrnong Road and Raleigh Road. From 1898, working at first with partner, Joshua Anderson, then from 1905 as director of the Reinforced Concrete and Monier Pipe Construction Company, engineer John Monash pioneered the use of reinforced concrete in bridge construction in Victoria. His Monier Bridge across the Maribyrnong River was designed to cope with increased traffic, to deal with floods, and to allow river craft to pass underneath. The bridge opened in 1911. Monash also used reinforced concrete for the girders and decking of the Flemington Bridge over the Moonee Ponds Creek, which was widened and strengthened in 1913. The widening of Flemington Bridge reflected the increasing use of Mt Alexander and Flemington Roads as the 'northern gateway' to Melbourne in the twentieth century (MVTEH 2012:62).*

### **Place History**

In 1905 the Borough of Essendon formed an agreement with the North Melbourne Electric Tramway and Lighting Company to supply both trams and electricity for the municipality for thirty years, after which the system would become the property of the municipality. The company's two tramlines were inaugurated on 11 October 1906; one following the route of the present day no.59 tram via Mt Alexander Road and Pascoe Vale Road through Flemington, Moonee Ponds and Essendon, and the other the present day no.57 via Racecourse Road, Epsom Road and Maribyrnong Road. Both lines

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began from Flemington Bridge, but did not cross it, as the 1868 iron bridge was not strong enough or wide enough to carry trams and so for several year passengers had to walk about two hundred yards between the termini of the Essendon services, and the cable tram to and from Melbourne on the other side of Flemington Bridge, causing delays and inconvenience (MVTEH 2012:63, 65-66; Alves 1998).

In 1912 a new bridge was proposed to carry the tramway across the creek and a budget of 800 pounds was allocated. However, following criticism that the proposed bridge would be 'too small and cheap' the State government agreed to assist and the budget was shared by the Government, the City of Melbourne, Essendon Council, and the North Melbourne Tramway Company. The proposal, which was the responsibility of the Public Works Department, was to increase the width of the bridge from 44ft to 60ft in order to eliminate the 'bottleneck' at the beginning of Mt Alexander Road and allow the North Melbourne electric tramway to be extended to meet the cable tram terminus. The specifications supplied by the PWD required the old bridge to be dismantled and re-erected using the existing iron plate girders, rearranging them to provide greater strength under the tramlines, and for the old wooden decking to be replaced with reinforced concrete. Tenders were called in March 1913 and the Reinforced Concrete & Monier Pipe Construction Co. was awarded the contract for their design priced at 1,788 pounds (Alves, 1998).

Work on the bridge commenced in April 1913, with the western half of the bridge being dismantled and reconstructed first, to allow the bridge to remain open for traffic during the works (Alves, 1998). The foundation stone (which contained a jar with copies of the morning papers, a Commonwealth Bank Note, and several coins) for the (as yet, uncompleted) bridge was laid by the Minister for Public Works, Mr. W.H. Edgar, on 29 May 1913 in the presence of several dignitaries including the Lord Mayor of Melbourne, Carlo Catani (chief engineer of the Public Works Department) and the Mayor and Mayoress and Councillors of Essendon. Upon laying the stone, Mr. Edgar said that 'Flemington Bridge was one of the most important northern gateways into the city ... Everything possible was being done to make the entrances from the southern end as imposing as possible, and it was just as important to improve the northern end' (*The Argus* 30 May 1913, p.15). The bridge was completed in either July or August, at a final cost of 2,110 pounds (Alves, 1998).

The opening of the bridge enabled the electric tramway to be extended to the terminus of the cable tram. Passengers were required to transfer between the two networks until the cable tram was replaced with an electric tram in the 1930s and trams could run directly between Moonee Valley and the city. These works were undertaken by the Melbourne & Metropolitan Tramways Board, which had been formed in 1919 and took over the North Melbourne tramway company lines in 1922.

In 1997 a new outbound carriageway was constructed as part of the City Link Project. The 1913 bridge was retained as the inbound carriageway.

### Sources

Alves, Lesley 'Melbourne: Flemington Road Bridge' on the John Monash website:<http://www.aholgate.com/girdertexts/gdrtext3.html#flemington> [accessed 24 July 2015]  
Living Histories, *The Moonee Valley Thematic Environmental History* (MVTEH), September 2012

### Description

#### Physical Description

The following description of the Flemington Bridge is cited directly from the John Monash website:

*This project involved the strengthening and widening of an existing iron bridge to provide for two tram tracks down the middle of the roadway. The alterations used the iron columns and girders from the old structure and introduced new*

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*reinforced concrete components.*

*There are five spans of 21 feet 3 inches (6.48 m). The central strip of the bridge is still supported by the original piers, each consisting of six cast iron cylinder columns connected with X-shaped cross-bracing. Five central girders, numbers 3, 4, 5, 6 and 7 (counting from the upstream side of the bridge) are made of reinforced concrete and carry the tram lines. On the upstream side two lines of reinforced concrete columns on strip footings were added to support a new footpath. On the downstream side three further lines were added to support a widening of the road and another footpath. On each side the outer line of columns (numbers 1 and 11) supports a reinforced concrete beam to carry the edge of the footpath, while the inner lines (columns 2, 8, 9 and 10) support iron girders re-used from the old bridge. The old timber deck was replaced by a cast in-situ reinforced concrete deck extending over the full width of the bridge. The abutments of the bridge are the column and wall type, with a bluestone wall in front of the Melbourne abutment. The iron handrailing supported by decorative cast iron standards and a concrete pillar at each corner, with a commemorative inscription on the south west pillar, as provided for the 1913 extension, remains reasonably intact.*

The above description was prepared c.1998. The condition and integrity of the bridge has not changed appreciably since then. The commemorative inscription on the south west pillar reads: 'In commemoration of the widening of the bridge this stone was laid by the Hon. W.H. Edgar M.L.C. Commissioner of Public Works on the 29th day of May 1913'.

### Comparative Analysis

This is one of about 50 reinforced concrete girder bridges constructed by the RCMPC between 1905, when the company was founded, and 1918. There was one other bridge constructed by the RCMPC in Moonee Valley; the 1911 bridge over the Maribymong River, which has been demolished.

This bridge is notable as it was the first reinforced concrete tramway bridge in Victoria. As Alves (1998) explains:

*Monash had so far been unable to convince any public authorities engineers in Victoria that reinforced concrete girders were suitable for tram or railway bridges. Several years earlier the Company had been unsuccessful in their tenders for tramway bridges at Elwood and Bendigo, although Monash's South Australian company had built the Hindmarsh River Railway Bridge at Victor Harbour and the Thebarton Tramway Bridge in Adelaide. The Company's drawing for Flemington Bridge dated 20 March 1913 shows three reinforced concrete girders under the tram tracks, with the old iron girders to be re-used under the widened portions. At first George Kermode of the Public Works Department, who was supervising the work, opposed the use of reinforced concrete girders. No record of discussions over the issue is available, however it is clear that Monash eventually convinced the Department that reinforced concrete was strong enough to support a tramway, and indeed superior to the iron girders which were placed where less strength was required. Amended drawings dated 5 May 1913 show five reinforced concrete girders - four under the tramlines and one under the new section of road. The physical evidence of the bridge shows that this was the plan followed. Flemington Road Bridge is therefore the first tramway bridge in Victoria with reinforced concrete girders.*

The bridge is also notable for its innovative construction that retains and incorporates some of the original fabric of the 1868 bridge including the iron plate girders and pylons into the structure of the bridge.

### Statement of Significance

#### What is significant?

Flemington Bridge, as reconstructed and widened in 1913 by the Reinforced Concrete & Monier Pipe Construction Co., is significant. The bridge combines the iron girders and columns of the 1868 iron bridge, with the reinforced concrete deck, piers and girders, and handrails supported by decorative cast iron standards added in 1913. A bluestone

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wall in front of the south abutment may also be part of the 1868 bridge.

### How is it significant?

Flemington Bridge is of local historical and technical significance to the City of Moonee Valley.

### Why is it significant?

Flemington Bridge is historically significant for its associations with the development of Mt Alexander Road and demonstrates the importance of the bridge as one of the principal northern entries to Melbourne. There has been a bridge at this site since the 1850s and the present bridge incorporates some of the fabric of the third bridge, constructed in 1868, as well the additions made when it was reconstructed in 1913. The bridge demonstrates the improvements made to Melbourne's road network as traffic increased, and was an important component in the development of Melbourne's electric tramway network by enabling a direct connection to be made between the routes in Moonee Valley and the rest of the system. (Criterion A)

It is also significant as an intact example of a reinforced concrete girder bridge constructed by the Reinforced Concrete & Monier Pipe Construction Co. It is notable as an example of the adaptation by the company of an old structure using innovative technology, to provide the first reinforced concrete tramway bridge in Victoria. (Criteria D, F & H)

It is also significant for its remnant fabric of the 1868 bridge which may yield further information about bridge construction in nineteenth century Victoria. (Criterion C)

### Assessment Against Criteria

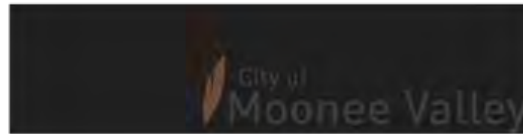
This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO), as an individual place, with no specific HO controls as shown in the above table. Extent of HO to include all of the 1913 bridge (inbound) within the City of Moonee Valley.



## HERITAGE CITATION REPORT

|                      |                                     |                                 |
|----------------------|-------------------------------------|---------------------------------|
| <b>Name</b>          | SHOEING FORGE (FORMER)              |                                 |
| <b>Address</b>       | 528-534 RACECOURSE ROAD, FLEMINGTON | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Blacksmith                          |                                 |
| <b>Citation Date</b> | 2015                                |                                 |
| <b>Assessment by</b> | Context Pty Ltd                     |                                 |



|                        |                       |          |
|------------------------|-----------------------|----------|
| SHOEING FORGE (FORMER) | 27-Jan-2016           | 02:49 PM |
| Hermes No 23922        | Place Citation Report |          |
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## HERITAGE CITATION REPORT

Recommended VHR - HI - PS Yes  
Heritage Protection

Architectural Style Victorian Period (1851-1901)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Five - Building Victoria's industries and workforce: 5.8 Working; Working conditions and environment*

*The emergence of horse racing as a sport, entertainment and business enterprise also created jobs for many people in diverse roles. It began with thoroughbred racing in the 1840s when the Racecourse was established at Flemington, followed by the Moonee Valley Racecourse established by WS Cox at Moonee Ponds in 1883. From 1883 until 1942 JL Reilly's (later John Wren's) Ascot Racecourse was the place for pony racing and later trotting in the area east of the Melbourne Showgrounds. In addition, from 1946 night trotting (a new departure) was held at the Showgrounds, moving to the Moonee Valley Racecourse in 1976 and continuing there until 2010. These tracks and facilities have provided a working environment for trainers, jockeys, farriers, stable-hands, saddlers and caterers, both on the racecourses and in neighbouring precincts. Many horse trainers set up homes and stables in the area known as 'The Hill' (sometimes called Whiskey Hill), the area immediately west of Flemington Racecourse and the Showgrounds and including Langs Road, Fisher Parade, Leonard Crescent and Watson Terrace. From the 1970s these included Bart Cummings, Colin Hayes and in the 1980s Lee Freedman. From the 1880s at least 15 Melbourne Cup winners and other champion racehorses, including 'Manfred' and 'Dulcify', have been stabled and trained from The Hill. 'Sainly Place' at 22-24 Leonard Crescent, operated by Cummings, is one of the few remaining stables. In the Moonee Ponds area Joseph Cripps, who trained the 1893 Melbourne Cup winner 'Tarcoola', resided and trained at a large property at 25 Park Street (on the corner of Margaret Street). In West Essendon from 1948 until 1964 former champion jockey-turned-trainer, Alexander Fullarton, trained a steady stream of hurdle and steeplechase winners from his stables near the Maribyrnong River (MVTEH 2012:111-12).*

#### Place history

John Marshall, a farrier, establishing a 'shoeing forge' on this site by 1891. The business was continued by Mrs. (or Miss) H. Huht, farrier until 1910. In 1915 the Byrne family began their long association with the business, starting with James Byrnes. By 1935 the business was referred to as Byrne Bros farriers, before reverting in the 1950s and early 1960s to J.N. Byrnes, farrier. It appears that some of the farriers including Miss Huht (1905) and James Byrnes (1925) lived in the adjoining house at No.256 (SM).

The forge is shown on the MMBW plan of 1900. At that time it was the only building in Racecourse Road between Coronet Street and Ascot Vale Road. The adjoining house to the east had not been built. The MMBW plans also show the reason why this shoeing forge was constructed where it was: a short distance to the north in Crown Street on the east side is a large stables complex, while on the west side, between Crown Street and Ascot Vale Road are two houses with extensive stable complexes. The Flemington Racecourse is just to the west, while to the east along Racecourse Road is the Pastoral Hotel, which has an extensive complex of stable blocks behind, and the Newmarket Saleyards (MMBW).

In 2015, the building is being used as a café.

#### Sources

Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1986 to 2000*  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012

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Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.844, dated 1900  
Sands & McDougall Directory (SM)

### Description

#### Physical Description

Situated on a corner and built to both boundaries, this former shoeing forge is constructed of brick and has a transverse gable roof with parapeted gable ends. There is a segmental arch door in the west end elevation and four segmental windows in the front elevation, two on either side of the segmental arch door. The windows have 12-over-one sashes, which may be original. The building is distinguished by its elaborate stepped and arched pediment flanked by scrolls and remnants of corbels at either end of the front wall suggest that there was once a cornice along the front of the building.

A mural has been painted across the facade and east side walls (which may cause moisture problems for the brick). Some additions have been made at the rear.

#### Comparative Analysis

As a place type, small industrial premises such as shoe forges and blacksmiths are usually simple, architecturally undistinguished buildings. Many were simply timber framed and iron clad 'rough sheds', while more substantial examples were constructed of brick. Directories show that there were several blacksmiths or farriers along Mt Alexander Road and in Racecourse Road and Epsom Road in the nineteenth century, however, very few survive today and there are no examples currently included in the Heritage Overlay.

This former shoeing forge compares with the Cook's Blacksmith at 882-84 Mt Alexander Road, Essendon and the former Gill's shoeing forge at 374-78 Mt Alexander Road, Travancore. Of these, this building is notable for its elaborated arched pediment flanked by scrolls. Otherwise it is a simple gabled building with segmental arched windows, like the Gill's and Cook's buildings. All of the buildings have similar integrity and intactness.

#### Statement of Significance

##### What is significant?

The former shoeing forge, constructed c.1891, at 528-34 Racecourse Road, Flemington is significant. Situated on a corner and built to both boundaries, this former shoeing forge is constructed of brick and has a transverse gable roof with parapeted gable ends. There is a segmental arch door in the west end elevation and four segmental arch windows in the front elevation, two of either side of the segmental arch door. The windows have 12-over-one sashes, which may be original. The building is distinguished by its elaborate stepped and arched pediment flanked by scrolls, and the remnants of corbels at either end of the front wall suggest there was once a cornice along the front of the building.

Non-original alterations and additions to the building are not significant.

##### How is it significant?

The former shoeing forge at 528-34 Racecourse Road, Flemington is of local historic significance to the City of Moonee Valley.

##### Why is it significant?

It is historically significant as a tangible reminder of how the presence of Flemington and Ascot racecourses as well as

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SHOEING FORGE (FORMER)

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Newmarket Saleyards encouraged the establishment of associated businesses in the Flemington area during the nineteenth century. While the simple gabled form, built to the boundaries is characteristic, the building is notable for the detailing to the parapet, which is unusually elaborate for this type of building. (Criteria A & D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

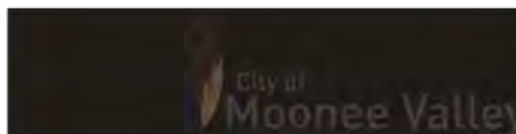
### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific controls, as show in the above table. Extent of HO to include the whole property as defined by the title boundary.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.



## HERITAGE CITATION REPORT

|                      |                                       |                           |       |
|----------------------|---------------------------------------|---------------------------|-------|
| <b>Name</b>          | KEILOR HEIGHTS PRIMARY SCHOOL NO.4877 |                           |       |
| <b>Address</b>       | 45 CLARKS ROAD, KEILOR EAST           | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | School - State (public)               |                           |       |
| <b>Citation Date</b> | 2015                                  |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                       |                           |       |



|  |   |                            |                            |
|--|---|----------------------------|----------------------------|
| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes                       |                            |                            |
| <b>Designer / Architect</b>            | Public Works Department, Everett, Percy | <b>Architectural Style</b> | Postwar Period (1945-1965) |

## History and Historical Context

|                                       |                       |          |
|---------------------------------------|-----------------------|----------|
| KEILOR HEIGHTS PRIMARY SCHOOL NO.4877 | 25-Sep-2015           | 04:43 PM |
| Hermes No 196110                      | Place Citation Report |          |

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### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History (MVTEH)*:

#### *Theme Eight - Building community life: 8.2 Educating people*

*Moonee Valley has a strong history of commitment to education and the development of State schools in the area represents the major phases of education history in Victoria. A regulated system of education was introduced in Victoria through the government's Education Act of 1872, with the guiding principle being that education should be free, secular and compulsory. But schools had been established in Essendon and Flemington in the 1850s, well before this time. As one historian has noted, the early settlers in Essendon brought with them a spirit of assertion and self-reliance and aspired to a life better than the one which most had left behind in Britain; providing a good education for their children was an important part of their ethos (MVTEH, 2012:157-158).*

*One of the first non-denominational primary school for children in Victoria was set up in Essendon in 1850. Originally called the Pascoe Vale National School, it was situated on the banks of the Moonee Ponds Creek near the junction of Five Mile Creek. The school's beginnings coincided with the establishment of self government in Victoria, following separation from New South Wales. A system of national schools, following an Irish model, had begun in New South Wales in 1849. To establish national schools, fees were paid and money was raised by local ecumenical school boards. After 1862, with the introduction of the Common Schools Act, local committees, assisted by government funding, administered non-denomination schools. By 1863 Pascoe Vale National School had become Essendon Common School and moved to its present location in Raleigh Street. Following the 1872 Education Act, it was renamed Essendon Primary School (MVTEH, 2012:158).*

*Another remarkable fact in the history of education in Victoria is that Essendon Primary had the first purpose-built infants' school, constructed in 1902. Close on its heels was the Ascot Vale Infants' School, putting Moonee Valley schools well ahead of most Melbourne suburbs and setting the model for dozens of other Victorian schools. This was a great leap forward in a time when up to 180 young children had previously been crammed into one room. The design of the Essendon Infants' School allowed for children to be seated in twos in classrooms limited to 50 students (MVTEH, 2012:159).*

### Post-war schools in Moonee Valley

The suburbs of Avondale Heights, Airport West, Niddrie, Keilor and Keilor East once formed part of the Shire of Keilor and were mostly undeveloped at the conclusion of World War Two. However, within a few decades this rural land would be 'almost completely covered with houses' as Melbourne's suburbs 'spread out rapidly as post-war migration, the baby boom and housing shortages ... led to a rush of home building' (MVTEH 2012:109). Between 1947 and 1954 the population of the Shire of Keilor trebled to 10,681. A further three-fold increase was recorded by 1961 when the population reached almost 30,000 and the municipality was elevated in status from Shire to a City (Keating).

The rapid growth of these new suburbs placed significant pressure upon existing schools and resulted in the need for new schools; however, because of a shortage of manpower and building materials the Education Department found it difficult to keep up with demand. According to Doyle (2000:30) 'the baby boom produced large numbers of school age-children and heralded an extensive school building program. The lowering of the school entry age to five years in 1946 and the effect of large-scale postwar immigration also contributed to dramatically increased student numbers'. In the decade after the end of World War Two there was an average increase of 11,000 primary school students each year, including an increase from 1949 to 1950 alone of over 16,000 of whom 5,000 were the children of migrants (Chalmers 1995:47).

This increase in students, coupled with postwar restrictions on building, led to a severe school accommodation shortage. To solve the problem the Education Department first entered into a contract with the Bristol Aircraft Company to produce pre-fabricated units, which were constructed in England and assembled in Australia. The first of the double unit, 80 pupil classrooms arrived in January 1950, part of an order of 782 Bristol units over 1949-50, with a further 188 ordered in 1953

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(Peterson 1993:13). Meanwhile, in 1949, the State Director of Education, Alan Ramsay, visited England and recommended the creation of a 'standardised' school design to reduce the expense of commissioning architects to individually design each school and enable more efficient and economical construction (Peterson 1993:13). Consequently, Percy Everett, Chief PWD architect, and Samuel Merrifield, Commissioner of Public Works developed what became known as the Light Timber Construction (LTC) type. 990 LTC rooms were budgeted for over three years, but many more were built including almost 500 in the first year (1953), followed by 647 in 1954 and 798 in 1955. Over the decade from 1954 to 1964 seventeen LTC schools were built (Peterson 1993:13).

The first new school opened since the 1920s in Moonee Valley was Strathmore State School No.4612. It opened in September, 1944, but was destroyed by fire just over one year later and did not re-open until December 1946 because of a shortage of building materials. The original four classrooms was extended to eight by 1952 and increased to 18 by 1960 when the enrolment peaked at over 800 (Chalmers 2012:9). The growth of Strathmore SS4612 was mirrored at other existing schools on the fringes of the new suburbs such as Aberfeldie SS4220 and Essendon North SS4015, however, it was not until 1953 that the next new school was opened, this time in Niddrie. Known as Doughta Galla State School No.4708, this was first of six new schools established over the next decade to serve the growing communities in the north and west in what was then the Shire of Keilor. The others were Parklands SS4738 (opened 1958), Avondale SS4812 (1961), Strathmore North SS4821 (1961), Niddrie SS4849 (1961), and Keilor Heights SS4877 (1963).

Many of the new schools also grew rapidly. For example, at Avondale SS4812 enrolments grew from 279 at its opening in 1961 to over 900 in 1968 when it reached capacity. However, by the mid-1960s the rapid growth had eased and the opening of two new schools in 1967 and 1968 at Avondale Heights (Milleara SS4969) and Keilor (Keilor South SS4971), respectively, took pressure off the existing schools. The last two schools opened in Moonee Valley were Overland PS5054 (1974) and Lincolnville PS5096 (1975) (Chalmers 2012:12-13).

As the communities matured enrolments at many of the schools fell well below what they had been at their peak and several were closed or amalgamated with other schools. For example, despite being one of the newest schools, Lincolnville SS5096 in 1988 merged with Keilor South SS4971 to become Rosehill Park Primary School. The Lincolnville school site was sold and the buildings demolished and replaced with housing. Rosehill Park Primary survived only five more years until it closed in 1993 as part of a state-wide rationalization of schools undertaken by the Kennett government. Other schools closed during this period included Parklands SS4738 (1993), Overland SS5054 (1993), and Doughta Galla SS4708 (1996). Milleara SS4649 continued until 2010 when it merged with Avondale SS4812 (Chalmers 2012:9-13). Most of the closed schools have been demolished, and the sites sold and developed for housing. The exception is Doughta Galla, which continues as a school for autistic children (Chalmers 2012:10).

### Place history

According to Chalmers (2012:12) the site of Keilor Heights Primary School was set aside in 1955 when the 'City View' housing estate was subdivided, and by 1962, as the subdivision began to fill with houses, the Milleara Progress Association led the local push for a school to be established on the site. Construction of the school commenced in 1962 and it was opened on 13 May 1963 with an enrolment of 169 students (Chalmers 2012:12).

The school was constructed by A.V. Jennings. Like other schools of its era, the building was a Light Timber Construction type clad in cement tiles. Originally of eight rooms, six classrooms were added by 1967, with further additions between 1969 and 1971 (Chalmers 2012:12).

As noted above, this was the first of four schools opened in the Keilor district in the post-war era (another school, Keilor Park SS5030, opened in 1973 and closed in 2008 was just outside the City of Moonee Valley), but is the only one to remain open today.

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Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012

Peterson, Richard, *Historic Government Schools: a comparative study*, Heritage Management Branch, June 1993

Public Records Office of Victoria (PROV) Keilor Heights School building plans, SSO 2608.1-7

### Description

#### Physical Description

Keilor Heights Primary School occupies a rectangular site bounded by Clarks Road, Henry Street, Ronald Grove and Shelley Street. The school buildings comprises the two Light Timber Construction (LTC) classroom blocks, constructed in the early 1960s, along with a small timber building at the west end of the north LTC block, and a large, multi-purpose building at the east end of the south LTC block.

The LTC blocks are of typical design being long buildings, oriented east-west, comprising rows of class or staff rooms situated on either side of a central corridor that runs the length of the building. Typically, there is a continuous row of classrooms on one side while the other side has additional exit/entry points to allow light into the corridor. Originally, each row of classrooms had a continuous skillion roof separated by the central corridor, which had a separate, flat roof. The outside walls of the long elevations at Keilor Heights are clad in cement tiles with exposed aggregate, with continuous rows of windows, three deep, up to eaves height, and there were clerestory windows on the inside walls to provide additional light, particularly for the classrooms on the south side. There were also windows in the shared internal walls between the rooms and the corridor. At the east end of each block is a service wing with a skillion roof containing storage areas and toilets, which are connected to the main blocks by breezeways.

The LTC blocks are relatively intact. Alterations including the infilling of the roof above the central corridor to each block and the construction of a canopy above the main entrance, which faces south toward Ronald Grove. The south block is connected at the southwest corner to the multi-purpose hall, which is a large building with a shallow-pitch gable roof.

The other building, at the west end of the north LTC block, is constructed of timber, clad in weatherboards with a skillion roof, and may have been originally constructed as shelter shed accommodation.

The buildings are situated in the west half of the school grounds with playing fields in the eastern half. There are some semi-mature native trees around the perimeter of the site.

### Comparative Analysis

As noted in the History, the Light Timber Construction (LTC) school type was specifically developed by the Education Department to enable the quick and economical construction of schools to meet the post-World War Two demand. First used in 1953, the early examples were clad in vertical weatherboards. This was superseded by cement tiles (which was the most common cladding) and, in the later 1960s, by brick (Peterson 1993).

The majority of the new state primary, secondary and technical schools built in Moonee Valley in the period from 1945

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to 1970 were LTC types. The exception was Aberfeldie SS4220, which was rebuilt in 1953 after a fire in a Modernist style, with some details (e.g. skillion roofs and window walls) that were incorporated into the LTC schools that followed.

The first LTC school in Moonee Valley was Dousta Galla SS. Constructed in 1953 this was also one of the first LTC types built in Melbourne. Like other early examples it is clad in vertical weatherboards, and is the only timber-clad LTC school in Moonee Valley. Now used by the Western Autistic School, it appears to be very intact and includes single-sided and double-sided layout types.

LTC schools clad in cement tiles in Moonee Valley (and still extant) include:

- Avondale Primary School No.4812
- Buckley Park High School (now Buckley Park College), Essendon
- Keilor Heights Primary School No.4877
- Niddrie Primary School No.4849
- Niddrie High School (now the Niddrie campus of Essendon Keilor College)
- Niddrie Technical School (now Rosehill Secondary College);
- Strathmore Secondary School (now Strathmore Secondary College);
- Strathmore North Primary School No.4821.

Milleara State School No.4969 at Avondale Heights, one of the last LTC type schools, was constructed with brick walls. It was closed in 2010 and may have been demolished.

Of these examples, Keilor East Primary School is one of the most intact, retaining its external wall treatments and remaining largely in its original form and layout. It is of some interest for the less common use of concrete tile with exposed aggregate, which is one of only two examples in Moonee Valley. The other is Buckley Park Secondary College.

### Statement of Significance

#### What is significant?

Keilor Heights Primary School No.4877, comprising the two Light Timber Construction (LTC) classroom blocks constructed from 1962 to c.1967, is significant. The LTC blocks are of typical design being long buildings, oriented east-west, comprising rows of class or staff rooms situated on either side of a central corridor that runs the length of the building. Typically, there is a continuous row of classrooms on one side while the other side has additional exit/entry points to allow light into the corridor. Originally, each row of classrooms had a continuous skillion roof separated by the central corridor, which had a separate, flat roof. The outside walls of the long elevations at Keilor Heights are clad in cement tiles with exposed aggregate, with continuous banks of windows above, three rows deep, up to eaves height. At the east end of each block is a service wing with a skillion roof containing storage areas and toilets, which are connected to the main blocks by breezeways.

Non-original alterations and additions to the LTC buildings and other buildings on the site are not significant.

#### How is it significant?

Keilor Heights Primary School No.4877 is of local historic and social significance to the City of Moonee Valley

#### Why is it significant?

It is historically significant for its association with the significant expansion to State primary education after World War Two, and as a representative example of the Light Timber Construction (LTC) schools that were constructed to meet the severe shortage of school accommodation in Victoria at that time. It is notable as one of the most intact surviving

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examples of the LTC schools constructed in Moonee Valley and is also of interest for its less common use of cement tiles with exposed aggregate, which is one of only two examples of this cladding material for a LTC school in the municipality. (Criteria A & D)

It is of historic and social significance for its associations with the development of Keilor as a suburb of Melbourne after World War Two, and for its continuing use as a school since 1963. (Criteria A & G)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO controls, as shown in the above table. The extent of the HO should include the two LTC classroom blocks and all the land between the blocks extending to the north and south boundaries directly in line with the buildings.



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| <b>Address</b>       | 31 MARK STREET, KEILOR EAST                      | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Childcare facility, Infant Welfare Centre        |                           |       |
| <b>Citation Date</b> | 2015   |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                                  |                           |       |



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Recommended VHR - HI - PS Yes  
Heritage Protection

Architectural Style Postwar Period (1945-1965)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Six - Building towns, cities and the garden state: 6.3 Shaping the suburbs: Progress associations*

*Progress Associations proliferated in Victoria in the early twentieth century. Formed by residents and businessmen in local areas, they pushed for improvements in services and transport and lobbied local government on local issues. Their popularity was maintained during the post Second World War era as the frontiers of Melbourne expanded. In the Moonee Valley area, the formation of progress associations followed the pattern of residential development and an extraordinary number of progress associations were formed in the Moonee Valley area over the twentieth century. An early association, the Ascot Vale Peoples' Association, is thought to have been formed as early as the 1880s. It lobbied for improvements to the Maribyrnong Bridge in 1908. Other early progress associations included the Aberfeldie Progress Association, the Essendon Progress Association, which aimed to build the Essendon Public Hall in Russell Street (now Ukrainian Hall), the Moonee Ponds Progress Association, the Maribyrnong Hill and Bagotville Progress Association (1917), which lobbied for a school (eventually built as Ascot Vale West). Later progress associations represented such areas as North Essendon, Keilor Road, Strathmore, Airport West and Niddrie. While advocating for services, such as the extension of public transport or the provision of education, progress associations within the study areas also aimed to beautify the area and attract visitors. (MVTEH 2012:119-20)*

*Theme Eight - Building community life: 8.3 Providing health and welfare services*

#### Maternal and child health in Victoria

Maternal and child health became a major issue in the first decades of the twentieth century and led to a baby health movement that was driven by committed volunteers frustrated at government inaction. Dr Isabella Younger Ross (1887-1956) who had studied infant health in England helped set up Victoria's first baby health clinic in Richmond in 1917. By 1918 the voluntary Victorian Baby Health Centres Association (VBHCA) was formed to oversee the growing number of centres. Financial support also came from local councils and in 1926 the State government formed the Infant Welfare Section of the Public Health Department and appointed Dr Vera Scantlebury Brown as the first Director (Heritage Victoria).

Some years earlier Dr (later Sir) Frederick Truby King, who was the Superintendent of a New Zealand mental hospital and an infant health specialist began to formulate influential scientific doctrines on nutrition and infant care which aimed to reduce the escalating death rate among babies and children. In 1907, he convinced influential Dunedin women of the need to form a Society to promote a new health regime based on the support and education of mothers. King promoted his beliefs around the world, and the movement was inaugurated in Victoria (in conjunction with the Trained Nurses' Association) by 1913 by Sister M.V. Primrose of South Yarra. However, his methods were 'largely ignored' by the VBHCA (Heritage Victoria).

Baby health (or infant welfare) centres usually commenced in rented accommodation in public buildings before permanent buildings were provided, however, a construction subsidy of 1000 pounds introduced by the State Government

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after the Second World War encouraged the development of more purpose-built centres. From 1917-76 over 500 centres were established throughout Victoria.

### **Baby health centres in the Shire/City of Keilor**

What are now the suburbs of Avondale Heights, Airport West, Niddrie, Keilor and Keilor East in the Shire of Keilor were mostly undeveloped at the conclusion of World War Two. However, within a few decades this rural land would be 'almost completely covered with houses' as Melbourne's suburbs 'spread out rapidly as post-war migration, the baby boom and housing shortages ... led to a rush of home building' (MVTEH 2012:109). Between 1947 and 1954 the population of the Shire of Keilor trebled to 10,681. A further three-fold increase was recorded by 1961 when the population reached almost 30,000 and the municipality was elevated in status from Shire to a City (Keating).

The rapid growth of these new suburbs placed significant pressure upon existing kindergartens, pre-schools and infant welfare centres and resulted in the need for new centres. Like schools, the opening of new baby health centres and pre-schools was a sign of community growth and formation. From the 1950s onwards baby health centres became known as infant welfare centres and were often co-located with pre-schools.

As in other municipalities, the first infant welfare centre in the Shire of Keilor was opened in 1946 in the Shire Hall and this would remain the only centre for almost a decade. Due to the rapid growth of the municipality, Keilor's Shire Secretary admitted in 1952 that it had not been possible for Council to keep up the various amenities required by the community, and it was not until 1956 that the first purpose-built centre was opened in Matthews Avenue, Niddrie, while a further six years would pass before the next centre was built in Clarendon Avenue, Avondale Heights. This was followed in 1963 by the centre in Emerald Street, West Essendon. Planning for the next centre in East Keilor began in 1965, but it did not open until 1967, just prior to the second Avondale Heights centre (known as the Rhonda Davis centre), which opened in 1968, the same year that plans were prepared for the centre at Airport West, which finally opened in 1971. Until these permanent centres were built temporary facilities were provided in local halls and churches such as the Milleara Church of Christ or the R.G.Ratcliff Community Hall (PROV1, *Essendon Gazette* 13 December 1956 & 22 August 1962).

These purpose-built former Shire/City of Keilor centres, with the exception of the centres at Clarendon Avenue and Niddrie, remain in use today as kindergartens or community centres. The Clarendon Avenue centre, now closed, has been replaced by a new pre-school and maternal and child health centre, directly opposite, while the Niddrie centre has been replaced by a new complex on the same site.

### **Place history**

The Pre-School and Infant Welfare Centre at Keilor East opened in late 1967.

The approved plans, prepared by the Keilor City Engineer's office, show a brick building with a low skillion roof and large rectangular windows in the main elevations with 'Fabric AV' textured panels beneath. Internally, the building comprised separate sections for the pre-school and infant welfare centre. At the east end the kindergarten comprised a 'play room' with adjoining kitchen, office store and toilets along the rear while, while the infant welfare section at the west end comprised a pram park opening onto a waiting room, a smaller consulting room, a kitchen and toilets. There was also a small outbuilding to provide a store for playground equipment (PROV2).

Approval of the centre took some time. The building was situated in a developing residential area and at the time the application to the Health Department was first made in 1965 the streets were unmade, and there was a creek at the rear of the block. The Department of Health initially gave approval for the site to be used as proposed but only if the roads and footpaths were made and the creek placed underground drain and backfilled. Council responded that it was 'totally in opposition' to the condition in relation to made streets and footpaths as 'it may be several years before such work is actually put in hand' whilst noting also there was an urgent need for this particular service to be established in the area, and finally that 'approvals had been given for other IWC in areas with unmade streets but nevertheless have rendered



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yeoman service in the areas where they are situated'. The centres cited by the Council included Matthews Avenue, Niddrie, Tullamarine, Emerald Street, West Essendon, and Clarendon Street, Avondale Heights (PROV2).

The Commission of Public Health responded that it was not requiring fully made roads and footpaths, rather, 'all-weather' surfaces to give reasonable access and, on this basis the condition was withdrawn. However, the first plans submitted by Council were found to be defective in several ways including the 'unsatisfactory' location of both the playground (located on the south side of the building) and the pram park (that took up 'far too much of the central part of the building'), while the proposed common entrance to the pre-school and infant welfare sections was considered 'undesirable'. As the matter dragged on, Council wrote to the Commission in June 1966 advising that a complaint had been received from the Milleara Progress Association about the temporary facility at the Milleara Church of Christ and requesting approval at an early date. Plans that addressed the issues raised by the Commission were finally approved in December 1966 (PROV2).

### Sources

Built Heritage, *Survey of post-war built heritage in Victoria. Stage Two: Assessment of community and administrative facilities*, prepared for Heritage Victoria, 2010

Heritage Alliance, *City of Moonee Valley Heritage Gap Study*, 2005, Citation for Emerald Street Community Centre Keating, Jenny, 'Keilor' in 'eMelbourne. The city past & present' website: emelbourne.net.au [accessed 21 July 2015]

Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012

Public Records Office of Victoria, VPRS 7882/P1 Unit 1132 (PROV1), VPRS 7882/P1 Unit 1770 (PROV2)

## Description

### Physical Description

The pre-school and infant welfare centre is a brick building with a low-pitch skillion roof. The windows are floor to ceiling and have textured spandrels below set on manganese brick sills, and aluminium framed windows above with openable sashes set within fixed panes of glass. The separate entrance doors to the infant welfare centre (at the west end) and the pre-school (at the east end) are timber framed and have toplights. In the west end wall there is the original 'East Keilor Pre School' in metal letters (this wall probably once contained the crest of the municipality of Keilor).

The reserve surrounding the centre contains some mature specimens of native trees, including two notable specimens of Lemon Scented Gums (*Corymbia citriodora*), which provide a related setting.

## Comparative Analysis

According to Heritage Victoria the design of baby health centres demonstrated a 'philosophical association with domestic housing design both places traditionally perceived as the domain of women and children' and had a domestic or residential rather than institutional appearance. The model baby health centre constructed in 1951 in Carlton for the Victorian Baby Health Centres Association, which formed part of the Queen Elizabeth Maternal and Child Health Centre, exemplified this approach appearing as a small Moderne-influenced post-war brick house (Allom Lovell & Associates, 1999:26).

In the post-war era, the design of baby health centres evolved. Renamed as infant welfare centres, they were often co-located with kindergartens to provide a range of services for parents and children and by the early 1950s the emergence of a new generation of locally-trained modernist architects 'brought about a significant change in pre-school architecture in Victoria'. Built Heritage (2010:17) identifies three main influences upon kindergarten design:

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- The so-called Melbourne Regional style - characterized by brave structural expression, playful forms and bright colours.
- International Modernism - demonstrated by a number of pre-schools designed as ubiquitous flat-roofed boxes with repetitive fenestration.
- A parallel development of the 'organic' style informed by the work of Frank Lloyd Wright and local designers such as Alastair Knox

As the Shire of Keilor boomed in the post-war period the Council struggled to provide facilities for its ever-expanding population. Buildings constructed during the 1950s, such as the first community hall and infant welfare centre in Matthews Avenue, Niddrie were usually very simple buildings, often constructed of timber, and sometimes intended only to be temporary with the intention of more substantial buildings being erected at a later date.

Upon its elevation to a City in 1961 it appears the Council was able to embark on a program of building improved community facilities and over the next decade several pre-schools and infant welfare centres and halls were constructed throughout the municipality. Most of these were designed by the City Engineer's office, under the direction of Garnett Everett Price, CE, AMIE (1916-1999), who served as Engineer and Building Surveyor to the Shire (and later City) of Keilor for almost twenty years, from c.1955 until c.1973. While still modest buildings, they were usually more substantial, usually being constructed of brick, and designed to be permanent.

In Moonee Valley the only example of the 'Melbourne Regional school' is the former West Essendon or Emerald Street pre-school and infant welfare centre built in 1963 for the City of Keilor, which was designed by Garnett Price. City Engineer Garnett Price's first proposal, prepared in 1960, was for a simple rectilinear building on concrete stumps. This, however, was soon abandoned because of the unsuitability of the site. The reserve was actually a former creek bed that had been used for sand mining and, later, as a rubbish dump. Price's second scheme, prepared during 1962, proposed a triangular-planned building that was elevated above the ground on a tripod-like structure. The three points of contact were founded on bedrock, a considerable distance below the surface, and incorporated screw threads so that the floor level could be manually adjusted (Heritage Alliance). The West Essendon centre is included in the heritage overlay as an individual place: HO332.

The other pre-school centres built by the City of Keilor in the 1960s, on the other hand broadly fit within the 'International Modernism' type. Four of the surviving examples at Avondale Heights (Clarendon Avenue and the Rhonda Davis centre), Airport West and East Keilor are all very similar in design being brick buildings with low-pitch skillion roofs and large windows to the main elevations. They have few distinguishing features, apart from the treatment of the floor to ceiling windows at East Keilor (which feature textured spandrels) and Airport West (spandrels of stacked bond bricks). While all the centres have some characteristics of Modernist houses of the postwar era they are more institutional in appearance than the earlier examples at Aberfeldie (1955) and Essendon (1938).

### Statement of Significance

#### What is significant?

The East Keilor Pre-School and Infant Welfare centre, constructed in 1967-68, at 31 Mark Street, Keilor East is significant. It is a brick building with a low-pitch skillion roof. The windows are floor to ceiling and have textured spandrels below set on manganese brick sills, and aluminium framed windows above with openable sashes set within fixed panes of glass. The separate entrance doors to the infant welfare centre (at the west end) and the pre-school (at the east end) are timber framed and have toplights. In the west end wall there is the original 'East Keilor Pre School' in metal letters. The mature Lemon-scented Gums (*Corymbia citriodora*) contribute to the significance of the place.

Non-original additions and alterations to the building, other buildings on the site, the front fence, and play equipment are

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not significant.

### How is it significant?

The East Keilor Pre-School and Infant Welfare Centre is of local historic and social significance to the City of Moonee Valley.

### Why is it significant?

It is historically significant as an example of a place associated with an important program that encouraged the provision of modern maternal and child health facilities in suburban Melbourne during the early to mid-twentieth century. It is socially and historically significant as a place that symbolises the determined efforts of the Council and local community to establish a place that would improve the health and welfare of women and children. (Criteria A & G)

It is also historically and socially significant for its association with the development of Keilor the suburb and with the civic improvements made in the municipality of Keilor after it was proclaimed as a City in 1961. It was the first community building erected by the City of Keilor in the suburb and demonstrates the efforts of the Council to provide modern and up to date facilities for its citizens. (Criteria A & H)

It is significant as a representative example of a combined pre-school and infant welfare centre of the post-war era. The mature eucalypts provide a related setting. (Criterion D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

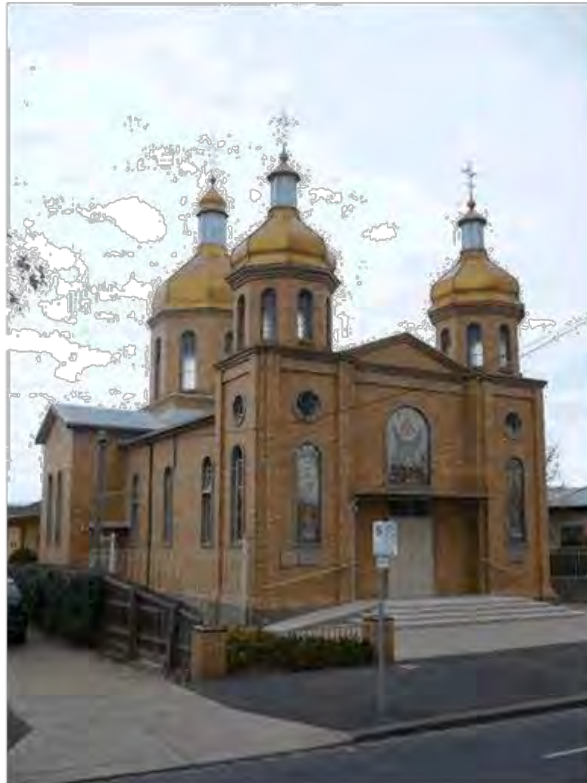
### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

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|----------------------|---|---------------------------|-------|
| <b>Name</b>          | HOLY VIRGINS PROTECTION MEMORIAL CHURCH and FAMINE MEMORIAL |                           |       |
| <b>Address</b>       | 91 BUCKLEY STREET, MOONEE PONDS                             | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Church, Disaster Memorial                                   |                           |       |
| <b>Citation Date</b> | 2015  |                           |       |
| <b>Assessment by</b> | Context Pty Ltd   |                           |       |



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Recommended  
Heritage Protection

VHR - HI - PS Yes

Architectural Style

Late Twentieth Century (c.1960-  
c.2000)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Two - Peopling Victoria's places and landscapes: 2.5 Migrating and making a home, Creating migrant communities*

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*British and Irish immigrants continued to arrive in Victoria in a steady stream in the late nineteenth and early twentieth centuries. After the Second World War, however, the Australian Government, aiming to build Australia's population and industrial capacity, instituted massive assisted immigration schemes, bringing European immigrants from a range of countries to Australia. The first waves of immigrants after the war were those who had been displaced by the war and subsequent Soviet expansion in Europe, such as those from the Baltic States, the Ukraine, Poland and Czechoslovakia. Later migrants from other European countries sought a better way of life and greater opportunity in Australia (MVTEH 2012:33).*

*Churches have provided a focus for some post World War II migrant communities .... the Ukrainian Orthodox Church in Buckley Street, Essendon was a tangible method of maintaining a distinctive culture when it was opened in 1966. Six years prior to this, however, the Association of Ukrainians in Victoria opened Ukrainian Hall in the former Plaza Theatre in Russell Street, Essendon. The new centre would, it was hoped, help the Ukrainian community to contribute to Australian society and culture, while 'preserving their own national traditions, culture and customs'. (MVTEH 2012:35)*

*Theme Eight - Building community life: 8.1 Maintaining spiritual life; Churches as a marker of social status or ethnic origin & Places of worship that illustrates key phases of a community*

*Successive groups of migrants settling in Moonee Valley have brought with them their religious beliefs, establishing churches as the focal point of their communities. In the early days of settlement, church congregations often gathered in very rudimentary buildings before raising money to build substantial places of worship. As congregations grew, they established schools, sporting clubs and facilities to cater for the spiritual, educational and social needs of their constituents. (MVTEH 2012:136).*

*The first phase of white settlement in Moonee Valley is illustrated through the establishment of Christian communities, which transplanted their beliefs from Britain. The second phase of settlement in the area, after the end of the Second World War, reflects the beliefs of migrant communities from further afield in Europe (MVTEH 2012:138).*

### **Ukrainian migration to Australia**

Few Ukrainians arrived in Australia prior to World War Two. The first wave of Ukrainians began to arrive in 1948 under assisted passage and most came over in 1949 and 1950. The first post-war Ukrainian migrants arrived in Western Australia in February 1948, and they were joined by the first arrivals in Victoria in April of that year and New South Wales by the following May. The majority settled in the major cities, primarily in Melbourne and Sydney, and also in Adelaide where the first Ukrainian association (or 'hromada') was formed in April, 1949. Three months later, the first edition of the newspaper 'The Free Thought' (Vil'na Dumka) was published in Sydney. Ukrainian organisations were soon formed in the other states and in Canberra, and in 1950 a representative body for all Ukrainian organisations in Australia was founded, which became known as the Australian Federation of Ukrainian Organisations (AFUO website).

In Victoria, the first Ukrainian association was formed in September 1949 and by 1953 this organization had purchased its first community centre in South Melbourne for 12,250 pounds. In November 1956, at the time of the Melbourne Olympics, the newspaper 'Ukrainian in Australia (Ukrainets v Avstrailiyi)' was founded in Melbourne.

According to Mandyczewsky:

*The 1950s saw a birth of community organisations, churches and centres. They brought with them what they treasured most: their Christian faith, their traditions and their seven-thousand-year-old culture. Gradually over the years of settlement, Ukrainians through their own hard work and dedication, built a network of churches, community centres, financial institutions and language schools throughout Australia.*

Ukrainians adhered to two main religions: the Ukrainian Orthodox Church and the Ukrainian Catholic Church. A smaller

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number belong the Ukrainian Evangelical Church. The Ukrainian Orthodox Church was initially assisted by the Anglican Church. Like other congregations, before churches were built services were held in private homes. The first churches were timber, which were followed by brick churches in the early 1960s. The Ukrainian Orthodox Church in Essendon, opened in 1966, appears to have been one of the first (if not *the* first) in Australia. In all, about 16 Orthodox churches have been established across Australia (AFUO website).

Today, the Ukrainian community in Australia comprises of between 30,000 and 50,000 people, mostly living in Melbourne and Sydney (Mandyczewsky).

### Place history

In 1966 the Ukrainian Orthodox Church in Buckley Street, Essendon was officially consecrated with around 700 people in attendance. It had taken four years to complete and was constructed almost entirely by voluntary work (MVTEH 2012:138).

Construction of the church had commenced in 1961 and by July footings had been poured and structural steelwork was in position. However, one year later work was 'at a standstill' due to financial issues. By that time the brickwork was completed up to the wall plate, the corner towers were completed and some roof timbers were in position. Work proceeded slowly and by October 1963 was nearing completion. A year later, an inspection by the Commission of Health found that it was in 'full use', despite the Commission not having given formal approval for opening, which was belatedly granted in December 1965 (PROV).

The designer of the church has not been positively identified, although it is thought to have been Mr. Ivan Slynko who, in conjunction with Father B. Slasyshyn, submitted the plans of the church to the Commission of Public Health for approval. Mr. Slynko was a civil engineer. (PROV).

In 1962 approval was sought for a small hall at the rear of the church, however, this did not proceed. Ten years later in 1972 Mr. Slynko submitted plans for the brick hall that exists today. The hall incorporated part of an existing residence at the rear of the site (PROV).

In 1983 a memorial was installed beside the church in memory of the 7,000,000 Ukrainians who perished in the famine of 1932-33. It was donated by I. Alexandrow.

### Sources

Australian Federation of Ukrainian Organisations (AFUO) website: <http://ozeukes.com/ukrainians-in-australia/history-of-ukrainians-in-australia/chronological-history/> [accessed 21 July 2015]

Living Histories, *City of Moonee Valley Thematic Environmental History*, September 2012

Mandyczewsky, Andrew 'Overview of the Ukrainian Community in Australia' in <http://ozeukes.com/ukrainians-in-australia/history-of-ukrainians-in-australia/overview-of-the-ukrainian-community-in-australia/> [accessed 25 July 2015]

Public Records Office of Victoria (PROV) VPRS 7882/P1 Unit 1459

## Description

### Physical Description

This is a large brick church that draws on traditional Orthodox church design and planning, which includes the prominent use of three domes (each crowned with a lantern and surmounted by a cross) representing the Holy Trinity, and the modified linear or Basilican plan with a large rectangular nave and a curved apse at one end. The front elevation has a symmetrical composition around a central doorway with shallow entrance porch. A central pediment is between a pair of towers with the smaller domes that provide the focus. The smaller domes and the larger central dome are all supported



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upon eight-sided towers with tall arch-headed windows. Flanking the diagonal timber entrance doors (that are accessed by shallow steps in terrazzo) are a pair of arch headed niches with figurative mosaics with memorial plaques below, and oculi above. A larger central arch headed mosaic is over the entrance. The cream face brick is subtly articulated through the use of pilasters, a string course and raised panel at the cornice level and is corbelled at the base. There are tall arch headed windows in the side elevations.

Internally, the church has a traditional Orthodox planning being divided into a vestibule, nave and sanctuary. The nave and the sanctuary are separated by an iconostasis, a wall of icons and religious paintings and doors. (Note: the church was not inspected internally, this is based on the plans on the PROV files)

The famine memorial is in the form of a stepped slab in polished black granite, which is situated within the forecourt of the church, just to the right. There is an inscription in both Ukrainian and English. The English inscription reads 'In Memory of seven million Ukrainians who perished in 1932-33 as a result of famine imposed by the Russian-Bolshevik regime in Ukraine. Lest We Forget'. Above the inscriptions is a cross, and inscribed in the base is a laurel wreath with the date '9.10.1983' and below 'Donated by I. Alexandrow'.

### Comparative Analysis

The Ukrainian Orthodox Church compares with the Panagia Soumela Greek Orthodox Church in Amis Crescent, East Keilor, which was designed in 1993 by Greek-born architect John Michelakos, and completed in 1995 (HO327). The comparative analysis (Hermes 29631) for that church notes:

*This building represents a long-established and recurring tradition of ecclesiastical design in Victoria, whereby Orthodox churches (be they Greek, Russian, Ukrainian, etc) are designed in a style that deliberately evokes the churches of their respective homelands. Such churches are typically in the traditional form with naves and transepts, but are enlivened by distinctive elements such as unusual towers, curved parapets, onion domes and round-arched loggias. This approach can be traced back to the first purpose-built Greek Orthodox church in Victoria, the Church of the Annunciation in Victoria Parade, East Melbourne, which was designed by local architects Inskip & Butler in 1900. This small red brick church includes unusual Byzantine-style details including a cusped gable end and tripartite apse.*

*The increase in immigration since the Second World War has seen Orthodox churches, of various nationalities, proliferate in Melbourne in the second half of the twentieth century. A pattern has emerged whereby these churches are often designed by members of the congregation, often in an honorary capacity, rather than by local architectural firms.*

The Ukrainian Orthodox Church compares favourably to the Panagia Soumela church. The traditional Orthodox church design and planning is demonstrated by the prominent use of domes, a tradition that dates back to early Byzantine times, and although it appears to be a cruciform plan church as the central and larger dome is over the crossing of the nave and transepts, it still has an axial plan as one axis is dominant, so it is not a true Greek Cross cruciform where each wing is the same. Rather, it is modified linear or Basilican plan with a large rectangular nave and a curved apse at one end, which is typical of Byzantine architecture. Other traditional features include mosaic figurative iconography in the panels in the main facade, and the internal planning where the nave and the sanctuary are separated by an iconostasis. The oculus windows are a relatively common feature throughout a number of styles including the Romanesque, however the round arch headed windows are a classical feature that is widely used in Byzantine architecture.

The only other purpose-built Orthodox church in Moonee Valley is St Dimitrios in Gladstone Street, Moonee Ponds. By comparison St Dimitrios lacks the distinctive features and planning so characteristic of Orthodox churches.

### Statement of Significance

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### What is significant?

The Ukrainian Autocephalic Orthodox Church (Holy Virgin's Protection Memorial Church), constructed in 1961-66, and Famine Memorial at 91 Buckley Street, Moonee Ponds are significant. This is a large brick church that draws on traditional Orthodox church design and planning, which includes the prominent use of three domes (each crowned with a lantern and surmounted by a cross) representing the Holy Trinity, and the modified linear or Basilican plan with a large rectangular nave and a curved apse at one end. The front elevation has a symmetrical composition around a central doorway with shallow entrance porch. A central pediment is between a pair of towers with the smaller domes that provide the focus. The smaller domes and the larger central dome are all supported upon eight-sided towers with tall arch-headed windows. Flanking the diagonal timber entrance doors (that are accessed by shallow steps in terrazzo) are a pair of arch headed niches with figurative mosaics with memorial plaques below, and oculi above. A larger central arch headed mosaic is over the entrance. The cream face brick is subtly articulated through the use of pilasters, a string course and raised panel at the cornice level and is corbelled at the base. There are tall arch headed windows in the side elevations. Internally, the church has a traditional Orthodox planning being divided into a vestibule, nave and sanctuary with a choir balcony above the vestibule. The nave and the sanctuary are separated by an iconostasis, a wall of icons and religious paintings and doors.

The famine memorial is in the form of a stepped slab in polished black granite, which is situated within the forecourt of the church, on the right side.

The church hall at the rear of the site is not significant.

### How is it significant?

The Ukrainian Autocephalic Orthodox Church and Famine Memorial at 91 Buckley Street, Moonee Ponds are of local historic, social and architectural significance to the City of Moonee Valley.

### Why is it significant?

The church and memorial are historically and socially significant for the associations with the migration of Ukrainian people to Melbourne in the post-war era. The church demonstrates the rich religious and cultural traditions that Ukrainian migrants brought to Australia, and the continuation of those traditions in this country, and is notable as one of the first Ukrainian Orthodox churches established in Melbourne and Australia more generally in the post-war period. (Criteria A & G)

It is significant as a representative example of a church built by the Ukrainian migrant community, with a layout and design that is derived from traditional Orthodox architecture in Europe. This includes the modified Basilican plan with a main dome and two smaller domes representing the Holy Trinity, the use of traditional Orthodox symbols and iconography, and the internal planning where the nave and the sanctuary are separated by an iconostasis. It has aesthetic significance for the figurative mosaic details to the facade and as a distinctive and prominent landmark within Essendon and Moonee Ponds. (Criteria D & E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to heritage overlay (HO) as individual place with no specific HO controls, as shown in the above table. Extent of HO to include whole of site as defined by title boundaries.



## HERITAGE CITATION REPORT

|                      |                                |                                 |
|----------------------|--------------------------------|---------------------------------|
| <b>Name</b>          | 1ST MOONEE PONDS SCOUT HALL    |                                 |
| <b>Address</b>       | 79 CLARINDA ROAD, MOONEE PONDS | <b>Significance Level</b> Local |
| <b>Place Type</b>    | Hall Girl Guide/ Scout         |                                 |
| <b>Citation Date</b> | 2015                           |                                 |
| <b>Assessment by</b> | Context Pty Ltd                |                                 |



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## HERITAGE CITATION REPORT

Recommended VHR - HI - PS Yes  
Heritage Protection

Architectural Style Interwar Period (c.1919-c.1940),  
Federation/Edwardian Period  
(1902-c.1918) Bungalow

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Eight - Building community life; 8.4 Forming community organisations: providing places for young people to meet and socialise*

#### Scouting in Victoria

This contextual history of the origins of the Scouting movement was prepared by Heritage Victoria:

*In 1910 Robert S.S. Baden-Powell retired from the British army as Lieutenant General and popular hero for his defence of Mafeking in the war with the Boers. Baden-Powell had trained his troops in the art of woodcraft and had in his military activities made use of observation balloons. His book *Aids to Scouting* (1899), which he had written to cover aspects of his military experience and techniques came to be used widely to teach boys woodcraft. This became such a widespread practice that in 1907 he conducted a trial camp with 20 select boys at Brownsea Island off Poole in Dorset. Here he wrote a manifesto for the proposed Boy Scout movement. So successful was the Brownsea Island experience that in 1908 he issued his second book *Scouting for Boys* as a series of six fortnightly publications available from bookstalls. This book was intended as a guide for the individual boy to teach self-reliance however it quickly became the guiding text for scout troops which had by now started to spring up all over England. Baden-Powell's intention had been to base the principles of the scout movement within existing youth organisations, rather than set a new body but it soon became obvious that a new movement had come into being. This rivaled the Boys Brigade, a movement which had been in existence since the early 1880s. The Brigade had a Christian base and a somewhat militaristic approach to discipline rather than the self reliance Baden-Powell was seeking. With his retirement from the army in 1910, Baden-Powell set about dedicating himself to the Boy Scout movement. Already Boy Scout groups were starting to appear all over the Commonwealth and countries as disparate as Sweden and Mexico.*

*Baden-Powell's idea was that boys should be organised into subgroups of six or seven under a patrol leader. Boys would be trained in outdoor activities particularly those associated with camping and survival in the outdoors. Skills such as reconnaissance, map reading, tracking, signalling, knotting and first aid were rewarded with badges of merit. As well as this there were oaths, scout law and loyalty pledges to the Country. Symbols of the Scouts include a Fleur-de-lis badge, a left handed handshake and the motto "Be Prepared".*

*The scouting movement Baden Powell founded also sponsored similar desires in young women and in 1910, Baden-Powell's sister Agnes, herself a balloonist and aviatrix, helped set up the Girl Guides. In 1912 the Girl Guides were formed in the USA.*

*In 1920 the Boy Scouts held their first world Jamboree in London. Now doubt this provided an opportunity to count heads as the full extent of the movement had not officially been gauged. It was at this meeting that Baden-Powell was declared Chief Scout of the World. In 1922 Baden-Powell was made a baronette and then a baron in 1929. Baden-Powell 1st Baron of Gilwell, died in Kenya in 1941, after moving there for health reasons. He was survived by his wife who died in 1977.*

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*In Australia, the Boy Scout movement was equally as quick to catch on as elsewhere. Here the movement was brought about through a personal connection between Mr T.H. Roydhouse editor of Sydney's Sunday Times and Baden-Powell. Copies of Scouting for Boys were sent to Roydhouse and in late March 1908 the first meeting of a Scout troop was held in Waverley. New troops sprang up rapidly thereafter and by the close of 1908 the NSW membership stood at 1,200.*

*The start of Scouting came in Victoria through a personal contact. Roy McIndoe, a pupil of Toroonga Rd State School, was in correspondence with one of the boys who had been on the Brownsea Island camp. Some pamphlets and other items were passed on to him and this inspired the creation of the 1st Caulfield Scout Troop. This was followed by Malvern, Hawksburn, Brighton, Carlton, YMCA, Melbourne, Ivanhoe, Toorak, and so on until even country troops were being formed. In this period substantiating the formation date of each troop became difficult. Groups of boys would form and then seek out a willing adult to act as their Scout Master.*

### Scouting in Moonee Valley

Some of the first scout troops in Victoria were formed in Moonee Valley. According to a report in the *Essendon Gazette* the first scout troops in the Essendon municipality were formed in 1909 and by December of that year about five were in existence (*Essendon Gazette* 9 December 1912). One of these was a troop of the Australian section of the Imperial Boy Scouts, formed in August 1909 at Ascot Vale, which comprised 33 boys aged 12 to 17 years. The troop met at 'Mr. Harvey's Epsom Road premises (*Essendon Gazette* 2 September 1909). It appears that some of the early scout troops were associated with local churches. In February, 1915 a troop was formed in connection with the Essendon Baptist Church, which by the end of the month had grown to 42 members and was known as 1st Essendon Baptist Boy Scout Troop (*Essendon Gazette* 11 & 25 February 1915). At around the same, another troop, associated with Christ Church, Essendon began (this later became 1st Essendon) (*Annals of Essendon*, Volume 1, p.174; *Essendon Gazette* 26 December 1915, 30 August 1923). Soon afterwards, the 1st Moonee Ponds Troop began, this time in association with the Moonee Ponds Methodist Church (*50 years of scouting*).

Not all of the early troops continued and it appears that some ceased, while others may have joined together. In 1920 the Essendon District Scouts Council was formed and by the time of the annual meeting in 1926 there were six troops within the district: 1st and 3rd Ascot Vale, 1st and 2nd Essendon, 2nd Flemington, and 1st Moonee Ponds. The 3rd Essendon Troop was created soon afterwards, in October 1926, and by 1928 there were eleven troops in the district (*Essendon Gazette*, 25 March 1920, 29 July 1926, 27 January 1927, 1 November 1928).

Scouting in Moonee Valley continued to gain in popularity through the 1930s and after World War Two. There was significant growth after World War Two as existing troops sponsored the formation of new troops in the growing suburbs of Strathmore, Niddrie and Keilor, and during this time many troops moved into new halls that for some was their first permanent home. For example, in about 1948 the 5th Essendon Troop fostered the formation of the 15th Essendon Sea Scouts, which later erected a hall in Fairbairn Park, on the banks of the Maribyrnong River. Soon afterward, in June 1950, the 1st Strathmore Pack was formed out of the 1st Essendon 'B' Pack and scout troops were formed in Keilor by the 1960s. From the 1950s to the 1970s about ten scout halls were erected in Moonee Valley. Many of these were former Army or Government buildings such as 'Nissen' huts.

The popularity and prominence of the scouting movement was illustrated in April 1949 when Scouts of Hoadley County (Essendon, Footscray, Williamstown, Brunswick and Coburg) welcomed the Governor, Sir Edmund Herring, and Lord Rowallan (who succeeded the late Lord Baden Powell as the World head of the Scouting movement) at a Scout Rally in Queen's Park. Another significant event in the immediate post-war era was in 1950 when the Rotary Youth Club, set in 74 acres of bushland at Macedon East, was formally handed over to the Essendon Districts Scouts Association for use by the scouts and guides. The camp was named 'Rowallan' in honour of Lord Rowallan (*Essendon Gazette*, 31 March 1949, 14 December 1950).

However, after this flourishing, membership of the Scouts began to decline from the 1970s onwards and several troops

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folded due to lack of numbers. In 1980 the 1st Moonee Ponds was in danger of closing, but it survived and continues today. According to Scouts Victoria, there are now about seven troops still active in the City of Moonee Valley: 2nd, 15th and 17th Essendon, 1st Moonee Ponds, 5th Keilor, and 1st and 2nd Strathmore (Scouts Victoria website).

### Place history

*The following history, unless otherwise stated, is drawn from '50 years of scouting'.*

The 1st Moonee Ponds Scout Troop was formed in August, 1915, by Mr. C. Stevens as Scout Master, with Mr. J. Donald as assistant. Two patrols were formed, and a third patrol added as the Troop grew. In December 1915 the Troop attended its first camp at Mornington. The first meetings of the Troop were held at the Moonee Ponds Methodist Church Sunday School Hall in Puckle Street and membership was initially limited to boys who attended the Moonee Ponds Methodist Church Sunday School. However, this limit on membership restricted the growth of the Troop and when it was decided to open the membership to boys of other denominations the Troop 'quickly went ahead'. The Troop was officially registered as a Scout Troop on 9 March 1916. The first Cub pack was formed in 1920 and in 1925 the Gordon Rover Crew commenced.

Formed during World War I, the Troop played an active role in the war effort. Boys assisted in recruiting work, acted as messengers, base hospital orderlies etc., and assisted in the raising of funds at functions and bazaars. They also collected newspapers to aid war funds. In 1919 they assisted at the emergency hospital set up at Essendon High School for influenza patients.

The Troop was represented at Scout gatherings and rallies from soon after its formation. In 1917 the Troop tied for 1st place at the first Essendon District rally and in the following year took part in the Scout demonstration at the Melbourne Cricket Ground where they were placed first in First Aid and Bugle Band. In 1923 the Troop was represented at the 2nd All Australian Scout Corroboree in Melbourne and representatives travelled to similar gatherings in other states including Queensland and Tasmania during the 1920s. The Troop also competed at local district sports carnivals. A bugle band, formed in 1917, enjoyed considerable success beginning with first prize at the Annual Scout Demonstration in 1918. In the same year it won the first of three Commercial Travellers' Choral Party Shields, becoming Perpetual holders after subsequent wins in 1919, 1923 and 1924. They were South Street Champions in 1922 and in the following year won the Interstate Championship at the 2nd All Australian Scout Corroboree.

The Troop continued to meet in the Sunday School Hall until the early 1920s. Then, in 1923, the Troop appointed a committee to find a suitable block of land on which to erect a hall. A site at the corner of Ardmillan and Clarinda roads that had been purchased privately by the Scout Master, Mr. Stevens, was chosen and to finance the building of the hall an issue of 500 debentures at 1 pound each was arranged. Work on the site commenced in April 1924, when a fence was erected, and work on the hall proper began in February, 1925. The Parents' Committee held the first meeting in the hall on 26 May 1925, and it was officially opened on Saturday 3 October 1925 by Mr. Rose of the Rotary Club, in the presence of Mr. G.A. Thomas, Chairman of the State Executive Council, and other members of the Scout Headquarters Staff. In 1930, the hall was extended by the addition of an east wing, which housed the Seniors' Den, the tent store and an office (PROV).

The hall was not erected without opposition from local residents; however, this was 'overcome by several members of the Committee who with their usual ability and tact managed to persuade most of the signatories to withdraw their names from a petition which was circulated'.

In July 1925 a sub-centre of the Essendon Baby Health Centre opened in the Hall, with a sister in attendance each Tuesday afternoon from 12.30pm to 4.00pm (*Essendon Gazette* 23 July 1925).

The Annual Meeting of the Essendon District Scouts Council was held at the Hall in July 1926. At that time, 1st Moonee Ponds was the largest of the six troops in the district and the only one with a Rover crew. The others were 1st and 3rd

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Ascot Vale, 2nd Flemington, and 1st and 2nd Essendon (*Essendon Gazette*, 29 July 1926).

The Troop celebrated its 21st anniversary in 1936 with a series of celebrations including social evenings, concerts, a dance, and a special thanksgiving service held on 8 November. Money was raised to purchase a wall clock that was presented to the Travancore Special School. By 1940 the Troop had 120 active members. In 1942 the Mayor of Essendon, Cr H.J.W. Gyles, unveiled a bronze plaque in memory of the late Mr. Cecil Stevens, founder and first scout-master, at a special ceremony in the Hall attended by over 250 guests and about 100 scouts. The plaque depicting Mr. Stevens in uniform was designed by Mr. Stanley J. Hammond (*Essendon Gazette* 15 October 1942).

The Troop continued to grow after World War Two and it was the largest group in the Essendon district by the time of its golden jubilee in 1965. In the previous year, a second troop met for the first time in August.

1st Moonee Ponds Troop continues today.

### Sources

Chalmers, Bob & Essendon Historical Society, 'Annals of Essendon' CD Rom, c.2000  
Davison, F et al, *50 years of scouting 1916-1965*, c.1965  
Heritage Victoria, 1st Footscray Scout Hall, Hermes No. 5106  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Public Records Office of Victoria (PROV) VPRS 7882/P1 Unit 201  
Scouts Australia website [vicscouts.com.au](http://vicscouts.com.au) [accessed 30 June 2015]

### Description

#### Physical Description

The 1st Moonee Ponds Scout Hall is a gable-fronted timber hall with a projecting gabled porch. The walls are clad in weatherboards and there is half-timbering detail to main gable. There are double-hung six pane sash windows on either side of the porch, which has a pair of timber doors. The side elevations have high-set four pane fixed windows in groups of three, and single timber doors. The roof retains round metal ventilators along ridge and there is a brick chimney. At the rear is skillion-roof section, and on the east side is the skillion wing added in 1930, which has double-hung six pane sash timbers and a timber door. There is a small gabled timber outbuilding at the rear.

The building appears to be in good condition and has a high degree of external integrity and intactness.

### Comparative Analysis

The design of scout halls prior to World War Two varied from simple halls to more elaborate architect-designed buildings. The earliest known surviving scout hall in Victoria is thought to be the 1st Mordialloc Scout Hall, which was built in 1914 and has been sympathetically extended. The 1914 building is a simple gabled timber building with multi-paned windows. The Ivanhoe Sea Scouts Hall dates from 1917, but it was originally built for a local gun club and has been altered, extended and partially rebuilt following a fire.

A small number of scout halls from the 1920s survive in Victoria. Apart from 1st Moonee Ponds, the other known examples include Kariwara District Scout Headquarters (former 1st Footscray, and currently the only scout hall included on the Victorian Heritage Register) built in 1925 with additions in 1929, as well as the halls at 1st Canterbury (c.1924, gabled timber hall clad in weatherboards), Brunswick (1926, altered, no longer a scout hall), and Wycheproof (c.1925, timber framed hall clad in cement sheet and weatherboards). These early scout halls are all similar in form and detailing

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to public halls of the period.

The growing popularity of scouting by the 1930s meant that some troops were able to construct more elaborate architect-designed buildings. Known examples included two built in 1931: 1st Alphington, an 'Old English' timber building clad in cement sheet and weatherboards designed by Plaisted & Warner, and 1st Carlton, a brick building designed by Harry James, which has been described as 'Neo-Baroque'. Perhaps the finest scout hall of this (or any period) is the Tudor Revival style 1st Dandenong, erected to a design by architect, Ivan Diment, in 1933 at a cost of 3,000 pounds, which was donated by Ada Armytage who was a great supporter of the scouting movement and benefactress for the Dandenong Troop.

Also built during the 1930s were a number of scout halls in a distinctive rustic 'log cabin' style, which was adopted for its bush-like, natural appearance that evoked the adventurous spirit of the scouting movement, and was particularly suited for country areas where timber could be easily accessed and transported to the site using voluntary labour. 'Log cabin' style scout halls were erected at Woodend (1931), Wangaratta (1933), Pakenham (1937), Moe (1938) and Colac (1940).

The 1st Moonee Ponds Scout Hall is one of the oldest purpose-built scout halls in Victoria and the oldest in the City of Moonee Valley. The only surviving pre-World War Two scout hall in the City of Moonee Valley, it was built in the same year as the VHR-listed Kariwara District Scout Hall in Footscray, and it appears that the only known earlier halls in Victoria are 1st Mordialloc, constructed in 1914 and 1st Canterbury, constructed in 1924. The simple gabled design using timber construction is characteristic of scout halls built prior to 1930, when more substantial architect-designed halls, as well as rustic log-cabin style halls began to emerge. 1st Moonee Ponds retains a high degree of integrity compared to other surviving examples. Notably, it is still in use as a scout hall.

### Statement of Significance

#### What is significant?

The 1st Moonee Ponds Scout Hall, constructed in 1925 and the 1930 additions, at 79 Clarinda Road, Moonee Ponds, is significant. It is a gable-fronted timber hall with a projecting gabled porch. The walls are clad in weatherboards and there is half-timbering detail to the main gable. There are double-hung six pane sash windows on either side of the porch, which has a pair of timber doors. The side elevations have high-set four pane fixed windows in groups of three, and single timber doors. The roof retains round metal ventilators along ridge and there is a brick chimney. At the rear is skillion-roof section, and on the east side is the skillion wing added in 1930, which has double-hung six pane sash timbers and a timber door. There is a small gabled timber outbuilding at the rear.

#### How is it significant?

The 1st Moonee Ponds Scout Hall is of local historic and social significance to the City of Moonee Valley.

It is of potential historic significance to the State of Victoria.

#### Why is it significant?

It is significant for its long and continuing associations with the Boy Scout movement in the City of Moonee Valley as the oldest purpose-built scout hall in the City of Moonee Valley and one of the oldest in Victoria. The scouting movement played an important role in the lives of adolescent boys in the twentieth century and this hall demonstrates the formative period after World War I when the scouting movement had become established and troops began to create permanent places to meet. The hall is of architectural significance as an intact representative example of the scout halls erected in the 1920s in Victoria. (Criteria A, D & G)

### Assessment Against Criteria

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This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the Heritage Overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.



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| <b>Name</b>          | HOUSE, DAIRY and STABLES      |                                 |
| <b>Address</b>       | 41 MOORE STREET, MOONEE PONDS | <b>Significance Level</b> Local |
| <b>Place Type</b>    | House, Stables, Dairy         |                                 |
| <b>Citation Date</b> | 2015                          |                                 |
| <b>Assessment by</b> | Context Pty Ltd               |                                 |



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**Recommended** VHR - HI - PS Yes  
**Heritage Protection**

**Architectural Style** Victorian Period (1851-1901)  
Italianate, Victorian Period  
(1851-1901)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History (MVTEH)*:

*Theme Five - Building Victoria's industries and workforce; 5.1 Processing raw materials*

*Dairy farms in Moonee Valley supplied milk for local consumption as well as for larger dairy processing plants. It was not until 1889 that the government introduced registration of 'cow-keepers, dairyman and purveyors of milk', so records of dairies prior to this time are unreliable. Of course, up until the end of the nineteenth century, a large part of the Moonee Valley area was rural, particularly in the north and west, but many dairies operated in or near the more populated areas of Moonee Valley. Ngaverno Dairy, run by Robert Wray until 1914, was situated in Pattison Street, near the Moonee Valley Racecourse, bordering the Moonee Ponds Creek. Later, in the 1930s Wrays had a dairy business at 51 Margaret Street, Moonee Ponds, just three blocks north of Puckle Steet. B.M. Crockford and Sons Dairy business began in the early 1900s, firstly at Munro Street, Ascot Vale, then at larger premises near the corner of Epsom Road and Geddes Street until 1974. A dairy business also operated at 255 Union Road from 1888 and by 1937 was under the proprietorship of the Cahill brothers and known as the Austral Dairy. In 1942 the Cahills constructed a shop premises which became the Austral Milk Bar. It should be noted that Essendon was the first district to be proclaimed a Pasteurisation District under the Milk Pasteurisation Act introduced in 1952. The Act required milk to be sold in sealed bottles facilitating easier distribution of milk and in turn leading to milk bars becoming an integral part of suburban shopping areas (MVTEH 2012:82-3).*

#### Suburban dairies in Melbourne

*The following is an edited extract of the contextual history of dairies contained in Context & Alves (2008).*

##### *Providing Melbourne's fresh milk supplies*

Milk, being a perishable commodity, was sourced as close to the consumer as possible before the advent of refrigerated transport, so most of Melbourne's fresh milk supplies in the nineteenth and early twentieth centuries came from farms close to the metropolis - areas that now form Melbourne's middle and outer suburbs

As metropolitan Melbourne expanded, swallowing up urban farms, milk was increasingly sourced from further afield. By 1944 over half of Melbourne's daily milk was sent from South Gippsland by train. However, farming persisted on Melbourne's northern outskirts. An area that included the Shires of Whittlesea and Eltham still provided 20.15% of Melbourne's daily milk, and was the second largest supplier. A further 5.33% was provided by 108 farms still operating in the metropolitan area.

##### *Establishing distribution dairies*

Early in the twentieth century the supply of pure milk was a public health issue. Suppliers of town milk were required to be registered cow-keepers under the *Milk and Dairy Supervision Act* 1905, and their farms had to be correctly run. By 1911 some of the larger dairies around Melbourne were installing refrigeration plants. Some farmers on the urban fringe distributed their milk directly to customers, while others sent their milk to distribution dairies. The *Milk Supply Act* 1922 required Melbourne dairymen to cool their milk, and most dairies used brine cooling plants, which were more effective in

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keeping milk fresh than the water coolers used on farms.

Dairies delivered milk in bulk to customers residing in the surrounding neighbourhoods. The milk was carried in a large can in a horse-drawn cart, and was ladled into customers' billy cans at the front gate. This was the main system for suburban delivery before pasteurisation and bottling were fully implemented in the 1950s. The perishable nature of milk and the slowness of delivery meant that milk rounds were quite small, probably only a few streets in the vicinity of the dairy, as most dairies had only one or two carts. This meant that small dairies proliferated through Melbourne suburbs.

It seems that some suburban distribution dairies were initially extensions of the activities of dairy farms situated close to the metropolis. Woodmason's Dairy in Malvern was an extension of the farming enterprises of the Woodmason family, who were early settlers in the Malvern district. They still farmed in East Malvern until the mid twentieth century, and presumably supplied milk to their own distribution plant. Dairies such as Woodmason's were known in the trade as producer retailers.

Prior to the 1930s each dairy acted independently, with no regulation of prices or areas of distribution. This apparently disadvantaged farmers, who were at the mercy of retail dairymen. The Milk Board, established in 1932, regulated metropolitan milk supplies and defined areas of milk rounds for each dairy. The Board subsequently cancelled many dairy licences, reducing the number of dairies by about half.

Pasteurisation was introduced to Melbourne in the late 1930s. The *Milk Pasteurizing Act* 1943 required milk sold in any defined pasteurization area to be obtained from the pasteurisation depot allotted to such area, however, the *Act* was never fully implemented. In 1944 the Milk Pasteurization Committee inquired into the situation and recommended a scheme that involved the setting up of a few large regional pasteurisation depots to operate as wholesale distributors of bottled milk. This scheme was opposed by the Melbourne and Metropolitan Milk Distributors Association, which supported the existing system of small dairies, whereby dairymen relied on direct contact with local farms for the quality their supplies. The Association did support the pasteurisation and bottling of all milk supplies, believing this could be done by the small local dairies. However, probably due to the war, it was another decade before any major change was made to the system.

In 1944 Melbourne still had 29 producer retailers, but they were very much in a minority. About half of Melbourne's milk was sourced by the dairies direct from farmers, under Milk Board contracts, the rest came from large country milk depots, most of which were in South Gippsland. The only depot in the vicinity of Melbourne's northern suburbs was at Sunbury. In 1951 the Milk Board broke the nexus between farmer and dairyman, and began purchasing milk from the farmers for resale to the dairies, making dairies, in effect agents of the Milk Board.

In 1944 about 50% of Melbourne's milk was bottled and increasingly was sold direct from milk shops or 'milk bars'. As pasteurization districts were declared across Melbourne the proportion of bottled milk sold gradually increased leading to the closure of most of the small distribution dairies in Melbourne. By the 1970s almost all had gone.

### Suburban dairies in Moonee Valley

The dairies supplying milk to residents in Moonee Valley were supplied by local farms in the nineteenth until the early twentieth century. As noted above, one of these was Ngaverno Dairy, run by Robert Wray until 1914, situated in Pattison Street, near the Moonee Valley Racecourse, bordering the Moonee Ponds Creek. However, it appears that Mr. Wray, like other farmers in the Moonee Ponds area, was eventually forced out by encroaching development. In 1916 it was reported that he had sold his farm and dairy herd, and by 1917 he (or his son) had established a dairy (presumably sourcing milk from elsewhere) in Margaret Street, Moonee Ponds.

Continuing urban development throughout the 1920s meant that by 1931 almost all of Essendon's milk was supplied by Meadow Dairy of 46 Brighton Street, Newmarket. The large dairy pasteurized 7,000 gallons of milk (sourced from the 'fertile Bacchus Marsh flats') daily in the latest glass lined pasteurisers (*Essendon Gazette*, 10 September 1931). As a

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result in the mid-1930s there were 28 delivery-dairies in the municipality of Essendon, but only one dairy farm and delivery dairy at 64 Pascoe-crescent (Pascoe Vale Road), Essendon (VGG).

In September 1936 Mr. J.J. Holland MLA officially opened the Travancore Dairy in Kent Street, Ascot Vale, which was owned by Riddell & Sons Pty Ltd (EG, 17 September 1936) and in 1952 when Essendon became the first Pasteurisation District in Melbourne the Travancore Dairy was one of three distributors. The others were the Model Dairy (Kew) and the Pura Dairy (Fitzroy). From then on, only sealed bottled milk could be sold throughout the district (EG, 7 February 1952).

### Place history

#### *Ascot Vale Estate*

Suburban development in the area surrounding Moonee Ponds Railway commenced during the 'Land Boom' of the late nineteenth century. Following the cessation of development due to the Depression of the 1890s a second wave of building began in the early 1900s, which was followed by another development boom after World War I (Hermes 30532).

The area bounded by Ascot Vale Road, Maribyrnong Road, Moore Street and Gladstone Street, which was subdivided from William Fletcher's 1849 Crown portion (later known as Glass's Paddock) was subdivided in 1888 as the Ascot Vale Estate. The subdivision was surveyed and designed by William Madden and first sold by auctioneers Buzzard and Co. in October 1888. It comprised 57 'business sites' and 157 'villa sites', which were offered as '... the most important auction sale held in Melbourne and suburbs' being proximate to the railway, Maribyrnong and Ascot Vale roads' (Hermes 30532).

The estate was partially developed in the few years before the Depression of the 1890s halted development. By 1890 there were four houses in Browning Street and 11 in Chaucer Street (8 on the north side and three on the south). Several of the houses on the north side of the street (including nos. 28 and 34) were built for the Albert Building Society, which had acquired 14 allotments in 1889. Reputedly, all of the lots on the south side were originally owned by a Mr Derring (Hermes 30532).

Melbourne and Metropolitan Board of Works plans show that Chaucer Street was almost fully built up by 1900, while there were only a few vacant sites in Byron and Browning streets. Elizabeth Street, Maribyrnong Road as well as Ascot Vale Road south of Maribyrnong Road on the other hand were only partially developed. There was little development in Moore Street, and Ascot Vale Road north of Maribyrnong Road. Most of the undeveloped lots were finally built upon in the early 1900s (Hermes 30532).

#### *House, dairy and stables, 41 Moore Street*

This property, at the south corner of Chaucer Street, was one of several allotments in the Ascot Vale Estate that the Australian Deposit and Mortgage Bank purchased in 1892. In 1898 this property was purchased by Francis Triggs, a dairyman, of Ascot Vale and it appears that he built the house, dairy and stables on this site (Triggs took out a mortgage on the day of purchase and again in 1903). Triggs is first listed in the 1899 Directory, and the dairy is specifically mentioned in the entry for the following year (LV, SM). The 1904 MMBW plan shows the house (with the ubiquitous name of 'Emoh Ruo') and its two outbuildings. The smaller building adjacent to Chaucer Street is identified as a dairy, while the building adjacent to the rear laneway is identified as a stables.

Triggs evidently saw the opportunity to provide a milk delivery service to the residents of this developing residential area, however, he did not own the business for long. In 1906 it appears he got into financial difficulty and a caveat was placed on the property title. Triggs took out another mortgage in 1908 and in 1909 the property was sold to a James Kerr. Kerr almost immediately sold the property to Walter Floyd, who was listed in the Directory as the operator of the dairy by 1906 (LV, SM).

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Mr Floyd is said to have installed the first refrigeration plant in the district at the dairy and he and his father later established an Ice Works at Moonee Ponds Junction where the first blocks were produced in 1910. Until then, ice had to be carted from Melbourne (*Essendon Gazette*, 19 October 1944).

Floyd sold in 1910 to William Swann and by 1915 Ernest Swann was the dairyman, while William lived in the dwelling. In 1921 Charles Rigby, a dairyman of Auburn became the owner. He appears to have leased the property as Wm. Lonie is listed in the directories of the 1920s and early 1930s (SM).

By 1935 it was managed by Messrs. Cheffers and Collings. This was Herbert Cheffers and Clarence Collings, two local dairymen. It appears that Mr Cheffers lived in the residence, while Mr Collings lived in Buckley Street, where they had erected another dairy in 1933 (LV; SM; EG 4 January 1934). In 1939 they jointly purchased the property and by 1955 it had become a depot of the Travancore Dairy (LV, SM).

### Sources

Context & Lesley Alves, 'Heritage assessment. House and dairy (former) 71 Queen Street Reservoir ', 2008  
*Essendon Gazette* (EG)  
Hermes record no. 30532, HO16 Ascot Vale Estate Precinct citation  
Land Victoria (LV) Certificates of title Vol. 2452 Fol. 208, Vol. 2697 Fol. 213, Vol. 3349 Fol. 664, Vol. 6344 Fol. 737  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Melbourne & Metropolitan Board of Works (MMBW) Detail Plan No. 1610, dated 1904  
Sands & McDougall Directory (SM)  
Victorian Government Gazette (VGG) No.153, Thursday August 13, 1936

### Description

#### Physical Description

This property contains a house, dairy and stables. The house is a typical late Victorian villa, asymmetrical in plan with a return verandah contained within projecting bays to the front and side. The return verandah has paired posts and cast iron frieze, and a tile floor edged in bluestone. The rendered walls are on a bluestone base and have a stringcourse at eaves level and there is cornice moulding and architraves to the each of the bays around the windows. The three sided bay at the front has double hung sash windows, as are the paired windows under the verandah, and there is a tripartite window in the northern bay. The windows under the verandah and to the northern bay have bluestone sills. The rendered chimneys have cornices and string courses. Alterations include the replacement of the roof (presumably either slate or iron) with tiles and there are sympathetic additions at the rear.

The former dairy is a small brick building on the north boundary and positioned just behind the rear wall of the house. It has bluestone foundations. There is evidence of closed openings in the north side wall facing Chaucer Street and the east end wall. The roof cladding is new and a window has been inserted in the east end wall. Behind this, positioned along the rear boundary is the former stables. It is a two level gabled brick building also with bluestone foundations. The west elevation facing toward the house has original door and window openings along the ground floor with segmental brick arches. There is an original window at first floor level in the north end elevation and a small arched niche at the south end of the east wall along the laneway. Alterations include the insertion of new door and window openings in the north and west walls and new external plumbing in the south wall and new roof cladding.

### Comparative Analysis

Suburban delivery dairies generally comprise at least two buildings: the dairy where the milk was stored and processed

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before delivery and a stables building for housing the horse/s and cart/s used for delivery. Usually, a residence for the owner forms part of the complex. Due to increasing regulation in the twentieth century the design and form of dairies evolved from quite simple structures to more substantial (and sometimes, architect-designed) buildings, particularly after the establishment of the Milk Board in 1932 when many dairy licences were cancelled and the number of dairies was reduced by half. Many new 'model' dairies were built in the 1930s as a consequence. This process of rationalization and modernization of premises was not unlike the changes to liquor licensing that resulted in the closure or rebuilding/replacement of hotels at around the same time.

Accordingly, surviving dairy complexes are generally of two types: the simpler buildings generally dating from prior to 1930, and the more substantial 'model' dairies constructed from the 1930s onwards. Currently, one dairy complex is individually listed in the heritage overlay in Moonee Valley: the former Oaklands Dairy at the north corner of Renown Street and Keilor Road, Essendon North (HO308). This dairy, built c.1940, comprises a rendered dairy building with a high hip roof, partially concealed behind a parapet, large square metal-framed windows and large ventilation stacks on the north side of the roof. There are gabled timber stables behind. It is an example of the second type 'model' dairies.

This complex at 41 Moore Street is an example of the earlier, simple dairies built in the late nineteenth and early twentieth centuries. Few examples of this type of dairy exist today. Of the 27 examples listed in 1936 in Moonee Valley most have been demolished or significantly altered - an unfortunate and relatively recent loss (c.2012) was the Moderne style dairy at 257 Union Road, Ascot Vale. The only other known and relatively intact example is the former Ngarveno (Wray family) dairy complex at 51 Margaret Street and 33A Taylor Street, Moonee Ponds. This comprises a house, a 'model' dairy of c.1935 in the Moderne style, and two stable blocks, one from the late nineteenth century and one from the 1930s.

### Statement of Significance

#### What is significant?

The house, former dairy and stables, constructed c.1898, at 41 Moore Street, Moonee Ponds are significant. The house is a typical late Victorian villa, asymmetrical in plan with a return verandah contained within projecting bays to the front and side. The return verandah has paired posts and cast iron frieze, and a tiled floor edged in bluestone. The rendered walls are on a bluestone base and have a stringcourse at eaves level and there is cornice moulding and architraves to the each of the bays around the windows. The three sided bay at the front has double hung sash windows, as are the paired windows under the verandah, and there is a tripartite window in the northern bay. The windows under the verandah and to the northern bay have bluestone sills. The rendered chimneys have cornices and string courses. The former dairy is a small brick building on the north boundary and positioned just behind the rear wall of the house. It has bluestone foundations. Behind this, positioned along the rear boundary is the former stables. It is a two level gabled brick building also with bluestone foundations. The west elevation facing toward the house has original door and window openings along the ground floor with segmental brick arches. There is an original window at first floor level in the north end elevation and a small arched niche at the south end of the east wall along the laneway.

Non-original alterations and additions to the buildings are not significant.

#### How is it significant?

The house, former dairy and stables, are of local historic significance to the City of Moonee Valley.

#### Why is it significant?

It is significant for its associations with the residential development of Moonee Ponds in the early twentieth century as a representative example of the suburban delivery dairies that provided an essential service prior to World War Two. It is of note as a now rare example of the simple dairies constructed in the period prior to 1930s when increased regulation required many of these dairies to close or be rebuilt. The house and stables contribute to the significance of the place by

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demonstrating how the dairies were usually operated by resident owners and how deliveries were made by horse-drawn cart well into the twentieth century. (Criteria A & D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

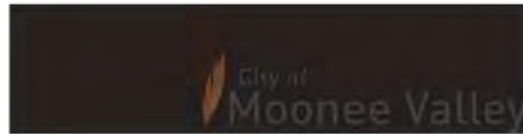
### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place, with no specific HO controls, as specified above. Extent of HO should include all of the properties as defined by the title boundaries.





## HERITAGE CITATION REPORT

|                      |                                     |                           |       |
|----------------------|-------------------------------------|---------------------------|-------|
| <b>Name</b>          | ESSENDON MASONIC LODGE NO.238 HALL  |                           |       |
| <b>Address</b>       | 840 MT ALEXANDER ROAD, MOONEE PONDS | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Hall Masonic                        |                           |       |
| <b>Citation Date</b> | 2015                                |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                     |                           |       |



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|---------------------------------|-------------------|---------------------|---|
| Recommended Heritage Protection | VHR - HI - PS Yes |                     |   |
| Designer / Architect            | Bogle, Alan       | Architectural Style | Interwar Period (c.1919-c.1940),<br>Interwar Period (c.1919-c.1940)<br>Stripped Classical |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Eight - Building community life: 8.4 Forming community organisations*

*Before the establishment of trade unions or government funded social welfare in Australia, members of communities banded together to form fraternal organisations known as Friendly Societies or Lodges. Members' funds were pooled to assist them and their families in meeting the costs of sick pay, funeral benefits and medical care. While such societies, first developed in the industrial areas of Britain, worked to assist their members financially, but often extended their reach to become social and employment networks (MVTEH 2012:155).*

*Many such organisations were formed in Moonee Valley in the nineteenth century, mostly in the decade of the 1880s. At Flemington there was the Australian Natives Association, the Independent Order of Oddfellows, and the Order of Good Templars; at Ascot Vale there was the Grand United Order of Oddfellows and Gordon Masonic Lodge to name just a few. Many of these societies met at local hotels until they could erect a hall or meeting room. Some of these organisations had religious affiliations and other aligned themselves with the temperance movement, but until well into the twentieth century they were exclusively male (MVTEH 2012:155).*

#### Masonic Lodges in Moonee Valley

Freemasonry was a powerful and influential force in Victorian society in the nineteenth and twentieth centuries, particularly through a number of Lord Mayors and Victorian Governors, who were prominent Masons. While Freemasonry has a strong element of secret ritual and mutual support amongst its all male membership, it also focuses on community service.

The Freemasons, since their establishment in 1717, have historically been 'a secular fraternal organisation, traditionally open only to men' committed to a 'system of morality, veiled in allegory and illustrated by symbols' (MacNulty 2006:9). The Freemasons of the British Empire and the English speaking world were characteristically non-political, secular but deistic, and committed to self-improvement and mutual aid. The spread of Freemasons throughout the British Empire and the world made their organisation 'one of the first global institutional networks' (Harland-Jacobs 2007:10), and their involvement in civic and communal ritual made them an important agent in the cultural life of the Empire:

*Everywhere one went in the empire, one could witness Freemasons marching in processions, occupying prominent places in official ceremonies to greet and farewell imperial officials, and observing milestones in the life of the monarch. (Harland-Jacobs 2007:14)*

The Freemasons shared common rituals and symbols, which illustrated a common moral code. The fraternity also formed

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strong male bonds and 'used rituals to create a sense of community and blood ties' which were particularly important in colonising remote areas of the empire. The first recorded Masonic activity in Victoria was less than five years after the founding of Melbourne, at a public meeting on 23 December 1839 (Cumming 1992:48). In 1889 the United Grand Lodge of Victoria brought all lodges under the one jurisdiction. At this time it controlled 140 lodges and 6,500 members.

After World War One, freemasonry membership in Australia experienced a significant boom as men sought to establish a sense of belonging and comradeship. By 1920, there were 232 lodges in Victoria belonging to the Independent Grand Lodges (Harland-Jacobs 2007:244).

The Gordon Masonic Lodge, which commenced in December 1887 at its hall in Maribyrnong Road was the first Masonic Lodge in Moonee Valley. This was followed in 1916 by the Essendon Lodge, and then by the Maribyrnong Temperance Lodge, which commenced in 1920 (*Essendon Gazette* 30 September 1920). One of the last lodges to be formed was the Lodge of Strathmore No.566, which was consecrated on 14 June 1945.

### Place history

The City of Essendon Lodge No.238 was formed in about 1916. Soon after, the Lodge acquired the building formerly occupied by the Baptist Church in Mt Alexander Road. The building, constructed in about 1897 to a design by architect J.F. Gibbins, comprised a church and Sunday school (PROV; Chalmers). In 1922 the Lodge renovated and extended the building. These works were carried out by Thackeray Bros. of Ascot Vale at a cost of 2,800 pounds and the new lodge was completed by December 1922. As the Lodge intended to hire out the building to others it included a general purpose hall at the front (occupying the former Baptist Church building), which was connected by an 'ante hall' to the Lodge Room addition at the rear (PROV, Chalmers).

The new building served the Lodge until the 1930s when rising membership resulted in the need for a larger building. Plans for the new hall were prepared in 1939 by architects Roy K. Stevenson and Alan Bogle and the new building was occupied by October 1940 (*Essendon Gazette*, 31 October, 1940).

As well as being the meeting place for the City of Essendon Lodge, the hall was also used by the Lodge Of Strathmore No.566 after its formation in 1945 (SCOL website).

### Roy K. Stevenson and Alan Bogle, architects

Roy K. Stevenson (1892-1953) is perhaps best known for his partnership with Leighton Irwin. After meeting in London the firm of Irwin & Stevenson was formed in 1922. After 1930 Irwin focused all of his attention on hospitals and he and Stevenson designed a number of European-influenced hospitals including the Moderne Mildura Base Hospital (1931-4) and the modernist Prince Henry's Hospital (1936-41) as well as several houses. By about 1938 the partnership had ended and Stevenson formed Roy K. Stevenson and associates. Little is known of Stevenson's work after 1938 (Goad & Willis 2012:355).

Alan Bogle (1902-1976) was in 1918 articled to Louis Williams of North & Williams. In 1925 he left North & Williams and worked briefly in Albury before returning to Melbourne in 1927 where he worked with Irwin & Stevenson until 1933, after which he set up in sole practice. In 1934 in partnership with Arnold Banfield he designed the Moderne Beach Dressing Pavilion, Williamstown, described as an 'extraordinary piece of European glamour parachuted into the 19th century suburb'. At that time, the partnership did not last with Bogle returning to sole practice designing a series of modernist houses and flats around Williamstown in the late 1930s and early 1940s. In 1945 Bogle joined the office of Harry Norris where in 1954 he was reunited with Arnold Banfield. In 1959 they reformed as Bogle & Banfield and together designed a series of 'bold and confident' buildings include St James Anglican Church, Glen Iris (1959), and the Total Carpark, Russell Street, Melbourne (1964-5). Bogle retired in 1968 (Goad & Willis 2012:95).

### Sources

Cassaro, Richard, 'The Masonic Square & Compasses decoded', <http://www.richardcassaro.com/square-compasses->

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Chalmers, Bob, *Annals of Essendon*, 2000  
Curl, J.S., 1991, *The Art and Architecture of Freemasonry: An Introductory Study*, B.T. Batsford Ltd., London  
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Harland-Jacobs, J.L., 2007, *Builders of Empire: Freemasons and British imperialism 1717-1927*, University of North Carolina Press, Chapel Hill  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
MacNulty, W.K., 2006, *Freemasonry: symbols, secrets, significance*, Thames & Hudson, London  
Public Records Office of Victoria (PROV) VPRS 7882/P1 Unit 662  
Strathmore Community On Line (SCOL) website: strathmore3041.org [accessed 20 July 2015]

### Description

#### Physical Description

The Masonic Temple is a two-storey brick building in a Stripped Classical style. It sits flush with the property boundary. The facade has a planar, stripped classical geometry, emphasised by the straight parapet at the top which entirely conceals the roof. The composition is framed by vertical sections on either end of the facade that are slightly set back and lower in height, and broken up with recessed lines to create abstracted rusticated piers. Interest is provided by subtle curved elements and brick colour contrasts and patterning. The plinth of the building (up to window sill height) is of clinker bricks in a Flemish bond, with every fifth course recessed, providing a horizontal version of rustication. The rest of the facade is of deep cream bricks.

The facade is symmetrically arranged, with two groups of three multi-paned steel windows on either side of the front entry. The first floor has four windows with multi-paned steel windows with some panes of blue glass. The entrance is reached by several steps of salt-glazed tiles, and is framed by a simplified classical aedicule with a straight parapet. The parapet and oval engaged columns bulge outward in a stylised manner. The entrance doors have horizontal panels and sit below a highlight window. The first floor windows also have a slight convex curve to their concrete window sills and panels of soldier-coursed bricks above them. At the base of each window is a line of pierced Greek cross/fret motifs.

The front section of the building has a transverse gable roof. Behind this is the hipped roof section comprising the Lodge Rooms.

#### Comparative Analysis

The Classical Revival style was used for several lodge temples of the nineteenth century including the Gordon Masonic Lodge in Maribyrnong Road, which was designed by J.C. Cowan (HO249).

The Essendon Lodge Hall in Mt Alexander Road continues this tradition, using the Stripped Classical style of the 1930s. There are no direct stylistic comparisons in Moonee Valley, but the detailing and massing of the hall is similar to several buildings constructed in other areas at around the same time or a year or two earlier, which may have influenced the design. They include:

- The Second Church of Christ, Scientist, Camberwell (1937), VHR H1196. Architect: Bates, Smart & McCutcheon
- Heidelberg Town Hall (1937). VHR H2077 Architect: Peck & Kemter and A.C. Leith & Bartlett
- Horsham Town Hall (1938-39) VHR H2279 Architect: Charles Neville Hollinshed

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### Statement of Significance

#### What is significant?

The Essendon Masonic Lodge No.238, comprising the building as designed by Roy K. Stevenson and Alan Bogle in 1939 and any surviving fabric of the 1922 Lodge or the earlier Baptist Church, at 840 Mt Alexander Road, Essendon is significant. It is a two-storey brick building in a Stripped Classical style. It sits flush with the property boundary. The facade has a planar, stripped classical geometry, emphasised by the straight parapet at the top which entirely conceals the roof. The composition is framed by vertical sections on either end of the facade that are slightly set back and lower in height, and broken up with recessed lines to create abstracted rusticated piers. Interest is provided by subtle curved elements and brick colour contrasts and patterning. The plinth of the building (up to window sill height) is of clinker bricks in a Flemish bond, with every fifth course recessed, providing a horizontal version of rustication. The rest of the facade is of deep cream bricks. The facade is symmetrically arranged, with two groups of three multi-paned steel windows on either side of the front entry. The first floor has four windows with multi-paned steel windows with some panes of blue glass. The entrance is reached by several steps of salt-glazed tiles, and is framed by a simplified classical aedicule with a straight parapet. The parapet and oval engaged columns bulge outward in a stylised manner. The entrance doors have horizontal panels and sit below a highlight window. The first floor windows also have a slight convex curve to their concrete window sills and panels of soldier-coursed bricks above them. At the base of each window is a line of pierced Greek cross/fret motifs. The front section of the building has a transverse gable roof. Behind this is the hipped roof section comprising the Lodge Rooms.

Alterations and additions made after 1940 are not significant.

#### How is it significant?

The Essendon Masonic Lodge No.238 Hall is of local historic, social and aesthetic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its associations with freemasonry, which played an important cultural role in Victoria and this large and impressive building demonstrates the popularity of freemasonry during the interwar period. It is of historic significance as the second Lodge established in Moonee Valley and is also of interest for its previous use by the Baptist Church. (Criteria A & H)

It is of architectural and aesthetic significance as a fine and intact example of a masonic temple in the interwar Stripped Classical style, which is a style associated with Masonic temples. (Criteria A & E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the HO as an individual place, with no specific controls as shown in the above table. The extent of the HO should include all of the land as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |  |                           |       |
|----------------------|--|---------------------------|-------|
| <b>Name</b>          | S and E MACKAY BLOUSE FACTORY (FORMER) |                           |       |
| <b>Address</b>       | 34 WILSON STREET, MOONEE PONDS         | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Factory/ Plant                         |                           |       |
| <b>Citation Date</b> | 2015                                   |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                        |                           |       |



**Recommended** VHR - HI - PS Yes  
**Heritage Protection**

**Architectural Style** Federation/Edwardian Period  
 (1902-c.1918)

## History and Historical Context

### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Five - Building Victoria's industries and workforce: 5.2 Developing a manufacturing capacity*

### Manufacturing in Moonee Valley

While most of the industrial development in Moonee Valley occurred after World War Two and was concentrated in the suburbs of Niddrie, Keilor and Airport West, the first factories were established in the early 1900s and after World War One in Ascot Vale, Moonee Ponds and Essendon. These early industries were associated with the significant growth of manufacturing in Victoria after Federation in 1901 when free trade laws between the states led to the removal of all internal import duties and the Victorian manufacturing industry, particularly the clothing, boot & shoe and

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|--|-----------------------|----------|
| S and E MACKAY BLOUSE FACTORY (FORMER) | 25-Sep-2015           | 04:43 PM |
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engineering sectors, expanded rapidly to supply Australia-wide markets. These industries were also encouraged by trade protection through tariffs and import duties on imported goods, which was a major component of Commonwealth Government policy in the first half of the twentieth century and played a 'decisive role' in developing manufacturing enterprises in the northern suburbs of Melbourne during the interwar period (Vines & Churchward, 1992:18, 20).

By the 1930s, several prominent industries including Ansett Knitting Mills, Ormiston Rubber Company, and Noon Pies had established premises along Mt Alexander Road and, despite opposition from residents, Essendon Council in 1935 voted to extend a factory area in Buckley Street, Aberfeldie to enable construction of a mercerized yarn factory, which was 'expected to provide employment for many local people' (*Essendon Gazette* 26 September 1935, 15 April 1987).

### Place history

Wilson Street was created as part of a late nineteenth century 'boom' era subdivision known as the Hoddle Estate, which comprised over 78 acres of land extending from Pascoe Vale Road and the Moonee Ponds Creek and bounded on the north and south sides by Salisbury and Thomas streets, respectively. The owner of the land was the notorious land boomer and one-time Premier of Victoria, Thomas Bent, who is remembered in two of the street names in this area (LV).

Sale of land in the subdivision commenced in 1888 and this property, which formed part of allotment 71, was sold to John Taylor in December 1889. By 1908 Wilson Street and the surrounding area was partially developed with houses, but allotment 71 remained vacant (MMBW). Then, in 1913, the lot was subdivided in two creating the present no.34 (this property) and no.36. No.34 was purchased by Sarah and Annie Mackay (LV).

Within two years of purchase Sarah and Annie had established a blouse factory on this site. In February 1916 Essendon Council approved of 'factory premises used by Sarah and Annie Mackay, blouse and neckware manufacturers' in Wilson Street, which was to employ 60 women (*Flemington Spectator*, 17 February 1916). The factory was first listed in the Sands & McDougall Directory in 1917 and by 1925 it was occupied by Aulds Blouse manufacturers (later Winder & Auld). In 1940 the factory was vacant and in the 1950s it was used for the manufacture of shoes and clothing. By 1969 the building was vacant and in 1970 the occupier was the Victorian Pigeon Racing Union (SM).

### Sources

Land Victoria (LV), LP 2241 (Hoddle Estate), Certificates of title Vol. 2223 Fol. 457, Vol. 2231 Fol. 050  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012 (MVTEH)  
Melbourne & Metropolitan Board of Works (MMBW) Detail plan no.2274, Township of Essendon, dated 1908  
Sands & McDougall Directories (SM)  
Vines, Gary, *Western region industrial heritage study*, September 1989  
Vines, Gary & Churchward, Matthew, *Northern suburbs factory study*, 1992

## Description

### Physical Description

This is a small red-brick factory with a hip roof concealed behind a triangular parapet with dog-tooth brick course and cornice. At the centre of the parapet is a segmental-arch louvred vent below a string course, and there is implied quoining at the corners of the walls. The building is set back from the frontage and is built hard on the north boundary, which has a blank wall.

The building is in good condition. Windows in the front and south side elevations have been replaced and a small enclosed gabled porch (with stairs to one side and a ramp to the other) has been built over the entrance door.

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### Comparative Analysis

The *Northern suburbs factory study* by Vines & Churchward includes a typological framework, which was developed from the factories identified by that study. Although the study was limited to factories within the northern suburbs of Melbourne (e.g., Coburg, Collingwood, Fitzroy, Northcote, Preston) and some country areas to the north of Melbourne the typology may be applied to factories elsewhere in Melbourne. Of the eleven types one is 'Residential scale industry', which is described as follows:

*This type of factory is characterized by its domestic scale and appearance. In some cases it could be mistaken for a large but plain terrace house or parish hall. The examples are only one or two storeys with narrow frontages dictated by the size of the residential blocks and with window and door proportions similar to the surrounding houses. They can usually be distinguished by their almost complete coverage of the block and lack of out buildings. They generally date from the 1860s to 1890s and were intended for light manufacturing such as clothing and footwear.*

*Before the 1920s there was little concerted effort to segregate industrial uses from the commercial and residential districts except where the trade was so offensive as to cause an immediate public outcry. In fact, the reverse was often the case, where industry amidst housing was seen as desirable in an age when the workforce had to be within walking distance from their place of work.*

'Residential scale industry' proliferated in inner city suburbs such as Fitzroy, Collingwood and Richmond during the late nineteenth and early twentieth centuries, however, the relaxation of tariffs encouraged the development of manufacturing on a much larger scale than in the past and smaller enterprises were replaced by larger modern factories by the interwar period.

This small factory in Wilson Street is a late example of a 'Residential scale industry'. While not residential in appearance, it resembles in its scale and detailing the small church or community halls of the period, and has a very high site coverage being built up to the north side boundary. It is the only known surviving example of this type, and is the oldest known factory of any type, in Moonee Valley.

### Statement of Significance

#### What is significant?

The building, constructed as blouse factory for Sarah and Annie Mackay in 1916-17, at 34 Wilson Street, Moonee Ponds is significant. It is a small brick factory with a hip roof concealed behind a triangular parapet with dog-tooth brick course and cornice. At the centre of the parapet is a segmental-arch louvred vent below a string course, and there is implied quoining at the corners of the walls. The building is set back from the frontage and is built hard on the north boundary, which has a blank wall.

Non-original alterations and additions to the building are not significant.

#### How is it significant?

The former factory at 34 Wilson Street, Moonee Ponds is of local historic significance to the City of Moonee Valley.

#### Why is it significant?

Historically, it is the oldest surviving factory in the municipality and is a representative example of the 'residential scale' factories that were established within residential areas during the late nineteenth century and early twentieth century when it was desirable for employees to be within walking distance of their place of work. The factory is illustrative of the small-scale clothing factories that were encouraged by tariff protection during the first half of the twentieth century. It is also of interest as a factory established by two women, which employed an exclusive female workforce. (Criteria A)

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& D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the Heritage Overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.



## HERITAGE CITATION REPORT

|                      |                                     |                           |       |
|----------------------|-------------------------------------|---------------------------|-------|
| <b>Name</b>          | MOONEE PONDS PRIMARY SCHOOL NO.3987 |                           |       |
| <b>Address</b>       | 87 WILSON STREET, MOONEE PONDS      | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | School - State (public)             |                           |       |
| <b>Citation Date</b> | 2015                                |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                     |                           |       |



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|  |  |                            |                                 |
|--|--|----------------------------|---------------------------------|
| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes                              |                            |                                 |
| <b>Designer / Architect</b>            | Brittingham, Samuel C, Public Works Department | <b>Architectural Style</b> | Interwar Period (c.1919-c.1940) |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Eight - Building community life; 8.2 Educating people*

*Moonee Valley has a strong history of commitment to education and the development of State schools in the area represents the major phases of education history in Victoria. A regulated system of education was introduced in Victoria through the government's Education Act of 1872, with the guiding principle being that education should be free, secular and compulsory. But schools had been established in Essendon and Flemington in the 1850s, well before this time. As one historian has noted, the early settlers in Essendon brought with them a spirit of assertion and self-reliance and aspired to a life better than the one which most had left behind in Britain; providing a good education for their children was an important part of their ethos (MVTEH, 2012:157-158).*

*One of the first non-denominational primary school for children in Victoria was set up in Essendon in 1850. Originally called the Pascoe Vale National School, it was situated on the banks of the Moonee Ponds Creek near the junction of Five Mile Creek. The school's beginnings coincided with the establishment of self government in Victoria, following separation from New South Wales. A system of national schools, following an Irish model, had begun in New South Wales in 1849. To establish national schools, fees were paid and money was raised by local ecumenical school boards. After 1862, with the introduction of the Common Schools Act, local committees, assisted by government funding, administered non-denomination schools. By 1863 Pascoe Vale National School had become Essendon Common School and moved to its present location in Raleigh Street. Following the 1872 Education Act, it was renamed Essendon Primary School (MVTEH, 2012:158).*

*Another remarkable fact in the history of education in Victoria is that Essendon Primary had the first purpose-built infants' school, constructed in 1902. Close on its heels was the Ascot Vale Infants' School, putting Moonee Valley schools well ahead of most Melbourne suburbs and setting the model for dozens of other Victorian schools. This was a great leap forward in a time when up to 180 young children had previously been crammed into one room. The design of the Essendon Infants' School allowed for children to be seated in twos in classrooms limited to 50 students (MVTEH, 2012:159).*

#### Schools in Moonee Valley 1872-1945

According to Burchell (1980:90):

*When the 1872 Education Act came into force on the first day of January 1873 the government assumed full responsibility for the designing and building of all new schools. No longer was there any guaranteed place for local initiative.*

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The government prepared new standard designs for state schools and embarked on a ambitious building program: in the first eighteen months more money was spent on construction than had been in the previous decade and almost a third of Victoria's nineteenth century urban state schools were built by the Education Department during its first three years of operation from 1873-76 (Burchell, 1980:90; Peterson 1993:3). A demand for more state primary schools however, began to grow again by 1885. There was overcrowding in South Melbourne and Prahran, and plans had to be made for extra classrooms at Essendon and Kensington. New schools were erected at East Brunswick, Maribyrnong and North Brunswick, and Flemington had to be reopened. Rural schools were also needed; of the sixty-one built in 1886-87, forty-five were in country areas, many being for new settlements.

The onset of the economic depression in the early 1890s brought school building to a halt for almost a decade. From 1885 to 1901 most school building work was confined to additions and relocations, and from 1894 to 1899 no new schools were built (Peterson 1993:5). Consequently, by the early 1900s there was a backlog of school buildings and in 1902 when Frank Tate was appointed Director of Education he reported an "appalling heritage" of buildings deteriorating in a 'discreditable state' since the early 1890s. To redress the shortage Tate oversaw another ambitious building program and in the period until 1920, 650 new schools were built. According to Peterson (1993:11) in 1909 alone 44 new schools were built, but the peak of building was in 1915, which was surpassed only in 1921-25 when 248 country and 27 city schools were built.

The schools opened in the City of Moonee Valley during the late nineteenth century after the 1872 *Education Act* were Ascot Vale SS2608 (opened in 1885), Moonee Ponds West SS2901 (1888), while additions were made to Essendon SS483 (originally opened in 1863) in 1877, 1888 and 1890. Flemington SS250 (opened in 1858) closed in 1885 when Ascot Vale opened, but it was soon re-opened to relieve overcrowding at Kensington SS2374 (Kensington is outside of the City of Moonee Valley).

The schools at Ascot Vale, Essendon and Moonee Ponds West and Flemington were severely overcrowded by the early twentieth century due to the lack of new building since the early 1890s. The problem was made worse as the district of Essendon grew rapidly in the second half of the first decade of the twentieth century, following the inauguration of the electric trams in 1906. Between 1905 and 1909 over 1,000 houses were built in the municipality. Another development boom followed World War I and between 1910 and 1925 the population of Essendon almost doubled, increasing from 21,190 to 39,500 (MVTEH, 2012:113; VMD). Enrolments soared well beyond the capacity of most of the schools, for example, reaching 921 at Ascot Vale in 1907 and peaking at over 1000 at Essendon in 1919 (Chalmers 2012:3-5).

The building of infant schools at Essendon in 1901, Ascot Vale (1902) and Moonee Ponds West (1913) and the deployment of timber 'pavilion' classrooms provided some relief, but as enrolments continued to grow the capacity of the schools was soon exceeded once again and many schools were forced to accommodate the overflow in church halls and other buildings. In addition, many of the older school buildings at these schools were poorly lit and ventilated. After continuous lobbying by local communities the pressure on the existing schools only began to ease once new schools were built in the decade after World War One. They included Moonee Ponds Central SS3987 (opened in 1919), Essendon North SS4015 (1920), Ascot Vale West SS4025 (1920), and Aberfeldie SS4220 (1925). Additions were also made to Essendon SS483 in 1921, while Flemington SS250 moved to a new school building in 1923 (Chalmers 2012:2-6).

### **Moonee Ponds (Central) School No.3987**

This site, situated within the Essendon Park Estate, was identified as future school site as early as 1889, but it was not until 1917 that the Education Department purchased the property for 2000 pounds. The foundation stone of the school was laid in November 1918 by the Mayor of Essendon, Cr. Arthur Fenton. Erected at a cost of just over 7,000 pounds the school was designed by S.C. Brittingham, Chief Architect of the Public Works Department and constructed by H.P. Brady, builder (*Essendon Gazette and Keilor, Bulla and Broadmeadows Reporter* 7 November 1918, p.1).

The school building was completed in 1919; however, before it was opened the influenza epidemic swept through

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Melbourne and the building was instead used by Essendon High School to accommodate students while the High School was used as an emergency hospital. The school, originally named as Moonee Ponds Central State School No.3987, eventually opened on 29 September 1919 with Mr. H. Fenton as head teacher (Chalmers 2012:6). Upon opening, the school relieved the pressure on nearby schools including Essendon SS483 and Ascot Vale SS2608, which were severely overcrowded (*The Argus* 25 April 1918, p.6).

As enrolments grew after World War Two prefabricated 'Bristol' classrooms were erected. These were eventually replaced by a two-storey brick wing in the 1970s. The 1919 building now forms the Senior School building in the complex.

### Sources

Burchell, Lawrence, *Halls for learning. Infant school architecture in Victoria 1900-1939*, Coburg, 1999  
Chalmers, Bob, *Government Schools in the City of Moonee Valley*, 2012  
Education Department of Victoria, *Vision and Realisation: A Centenary History of State Education in Victoria*, (vol 3, Melbourne: The Government Printer), 1973  
Living Histories, *The Moonee Valley Thematic Environmental History (MVTEH)*, prepared for MVCC, September 2012  
Peterson, Richard, *Historic Government Schools: a comparative study*, Heritage Management Branch, June 1993  
Public Records Office of Victoria (PROV) Moonee Ponds School building plans, SSO 2608.1-7  
Victorian Municipal Directory (VMD)

## Description

### Physical Description

The Moonee Ponds Primary School, constructed in 1918-19 is an early twentieth century urban school, constructed in the period from 1910 to about 1922 with typical two and three storey scale and features including the hipped tiled roof with deep boxed eaves, brick walls with wide rendered bands dividing the top of the ground floor from the upper level, large banks of four double hung sash windows with upper fixed three-pane windows, and tall plain brick chimneys.

In plan it comprises a main central block parallel to Wilson Street, with a short perpendicular wing at the north end, and a projecting wing toward Wilson Street at the south end, which originally contained the main entrance. This front wing has six pane windows arranged symmetrically in the front elevation above and beside what would have been the main entrance, now closed over, which is framed by stepped pilasters with a double keystone (in render) above whose form indicates that the doorway was arched. The foundation stone is contained in the base of the wall on the south side, which is adjacent to an original door with a round head highlight window. Behind this wing at the south end of the main block is an unusual three storey wing, square in plan with chimneys placed at each corner. It has tall narrow four over four pane double hung sash windows in the ground floor, with large banks of windows on the upper floors and six pane highlight windows in the east (Wilson Street) elevation.

The 1918-19 building appears to be in good condition and has a high degree of external integrity and intactness. It is now connected by a first floor bridge to the adjoining brick complex, which dates from the 1970s.

## Comparative Analysis

Peterson (1993:17-18) identifies three types of schools built during the Edwardian period (1900-1929). They are:

- 7.2 Edwardian: Pavilion infants (1907-15)

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- 7.3 Edwardian: Timbered gables (1901-27)
- 7.4 Edwardian: Parapet entrance (1904-27)

Of these, Type 7.4 is relevant to several of the schools constructed in Moonee Valley in the period from 1905 to 1925. Peterson (1993:17) describes the typical features as:

*Red brick with red terra cotta Marseilles tile hip roofs. Occasional half hips. Chimneys with broad roughcast band and mouldings, sides sometimes stepped. Up-draft shaft ventilators. Large windows in pairs to quadruples. Octagonal saucer-shaped fleches and finials. Wavy parapets occasionally project above (and sometimes through) the eaves line, sometimes carrying a name plate lettered similarly to the architectural drawings. Generally, standard sized classrooms off spine corridors. Transitional to Type 8.*

The first school in Moonee Valley of this type was the Essendon High School of 1912. The school was adopted from the Quarry Hill plan, a new school near Bendigo that featured an enclosed, but unroofed, verandahed quadrangle. Included on the Victorian Heritage Register (H1294) the statement of significance notes that it is 'architecturally significant as a near intact example of the quadrangle style of school. Featuring Edwardian, single-storey, red brick buildings around an unroofed quadrangle, the design dispenses with corridors and a hall, providing a unifying centre for the school'. Another single storey example of the quadrangle type is North Essendon SS4015 (HO224), constructed in stages in 1920, 1924, 1928.

The designs of Essendon High and Essendon North SS4015 are relatively understated with limited decoration. Two later schools with more of the Type 7.4 decorative features described by Peterson are Ascot Vale West SS4025, constructed in 1923, and Flemington SS250 (1924). Ascot Vale West (HO242) is described as:

*An imposing Neo Baroque two storeyed red brick and stuccoed State School complex with central protruding bay and balancing chimneys in the Palladian manner. Dominant stylistic elements consists of the Romanesque arched entry with hood supported on coupled volutes, stepped reveals and quoining and the surmounting semicircular pedimented treatment with oculus. The roof is hipped with terra cotta tiles and the timber framed double hung windows are grouped to afford maximum light to the classrooms that overlook Langa Road.*

Flemington SS250 (HO224) on the other hand is notable for its novel, stepped plan and the entrance, which is signaled by a stylized portico 'in antis', cement in construction and supported from a bracketed ledge over the doorway that extends the full height of the building.

While Moonee Ponds SS3987 with its hipped roof, large banks of windows and standard classrooms off corridors is generally typical of this type, it lacks the finer detailing found at Ascot Vale West and Flemington schools, although it appears it may have once had rendered decoration above the entrance, which has been removed. Moonee Ponds appears to belong to a group of schools, which also include the 1922 school at Essendon that, perhaps for reasons of economy during a period of frenetic building, are much plainer than the schools that came before, or after (c.1922 onwards) when the Classical style schools designed under the direction of Chief Architect, E. Evan Smith began to appear.

### Statement of Significance

#### What is significant?

The Moonee Ponds Primary School No.3987, designed by S.C. Brittingham and constructed in 1918-19, at 87 Wilson Street, Moonee Ponds is significant. It is an early twentieth century urban school with typical two and three storey scale and features including the hipped tiled roof with deep boxed eaves, brick walls with wide rendered bands dividing the top of the ground floor from the upper level, large banks of four double hung sash windows with upper fixed three-pane windows, and tall plain brick chimneys. In plan it comprises a main central block parallel to Wilson Street, with a short

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perpendicular wing at the north end, and a projecting wing toward Wilson Street at the south end, which originally contained the main entrance. This front wing has six pane windows arranged symmetrically in the front elevation above and beside what would have been the main entrance, now closed over, which is framed by stepped pilasters with a double keystone (in render) above whose form indicates that the doorway was arched. The foundation stone is contained in the base of the wall on the south side, which is adjacent to an original door with a round head highlight window. Behind this wing at the south end of the main block is an unusual three storey wing, square in plan with chimneys placed at each corner. It has tall narrow four over four pane double hung sash windows in the ground floor, with large banks of windows on the upper floors and six pane highlight windows in the east (Wilson Street) elevation.

Non-original alterations and additions to the school and later buildings on the site are not significant.

### How is it significant?

The Moonee Ponds Primary School No.3987 is of local historic and social significance to the City of Moonee Valley.

### Why is it significant?

It is historically significant for its associations with a significant phase of school building in the early twentieth century when many new suburban schools were built to relieve overcrowding. It is a representative example of the large suburban schools built in the transition from the Queen Anne style schools of the early 1900s to the Classical style schools of the 1920s. It is also significant as an illustration of the growth of Moonee Ponds in the early twentieth century. (Criteria A & D)

It is socially significant as a school that has been in continuous use for almost 100 years. (Criterion G)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

External Paint Controls  
Internal Alteration Controls  
Tree Controls  
Fences & Outbuildings  
Prohibited Uses May Be Permitted  
Incorporated Plan  
Aboriginal Heritage Place

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### Other Recommendations

Add to the Heritage Overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. The extent of the HO should include the 1919 school and the land between the school and Wilson Street.





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| <b>Name</b>          | NIDDRIE TECHNICAL SCHOOL (FORMER) |                           |       |
| <b>Address</b>       | 45 SAPPHIRE STREET, NIDDRIE       | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | School - Technical                |                           |       |
| <b>Citation Date</b> | 2015                              |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                   |                           |       |



|  |   |                            |                            |
|--|---|----------------------------|----------------------------|
| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes                       |                            |                            |
| <b>Designer / Architect</b>            | Public Works Department, Everett, Percy | <b>Architectural Style</b> | Postwar Period (1945-1965) |

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### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Eight - Building community life: 8.2 Educating people*

*Moonee Valley has a strong history of commitment to education and the development of State schools in the area represents the major phases of education history in Victoria. A regulated system of education was introduced in Victoria through the government's Education Act of 1872, with the guiding principle being that education should be free, secular and compulsory. But schools had been established in Essendon and Flemington in the 1850s, well before this time. As one historian has noted, the early settlers in Essendon brought with them a spirit of assertion and self-reliance and aspired to a life better than the one which most had left behind in Britain; providing a good education for their children was an important part of their ethos (MVTEH, 2012:157-158).*

*One of the first non-denominational primary school for children in Victoria was set up in Essendon in 1850. Originally called the Pascoe Vale National School, it was situated on the banks of the Moonee Ponds Creek near the junction of Five Mile Creek. The school's beginnings coincided with the establishment of self government in Victoria, following separation from New South Wales. A system of national schools, following an Irish model, had begun in New South Wales in 1849. To establish national schools, fees were paid and money was raised by local ecumenical school boards. After 1862, with the introduction of the Common Schools Act, local committees, assisted by government funding, administered non-denomination schools. By 1863 Pascoe Vale National School had become Essendon Common School and moved to its present location in Raleigh Street. Following the 1872 Education Act, it was renamed Essendon Primary School (MVTEH, 2012:158).*

*Another remarkable fact in the history of education in Victoria is that Essendon Primary had the first purpose-built infants' school, constructed in 1902. Close on its heels was the Ascot Vale Infants' School, putting Moonee Valley schools well ahead of most Melbourne suburbs and setting the model for dozens of other Victorian schools. This was a great leap forward in a time when up to 180 young children had previously been crammed into one room. The design of the Essendon Infants' School allowed for children to be seated in twos in classrooms limited to 50 students (MVTEH, 2012:159).*

#### Technical education in Victoria

Technical education in Victoria began with the founding in 1869 of the Victorian Technological Commission with the purpose of developing technical education, including mining education. The first technical school was the School of Mines opened at Ballarat in 1870, followed by one at Bendigo in 1873. Both schools were associated with and developed out of mechanics' institutes. Schools of mines also developed in parallel with schools of art and design. The 1872 *Education Act* excluded drawing as a subject to be provided free in State schools; consequently, many mechanics' institutes offered drawing classes with several evolving in local schools of art and design and some into schools of mines (Doyle 2000:61-4).

By 1885 there were 39 schools of design in Victoria, many of which would later form the basis of new technical schools, while the schools of mines reached their peak in the late 1880s and early 1890s; many of these were simply technical schools that taught mining subjects. However, early technical education was haphazard and lacked an adequate central organisation and declining student numbers and other inefficiencies led to the appointment of a Royal Commission on Technical Education in 1899, which was chaired by Theodore Fink. The Fink Royal Commission recommended the transfer of control of the schools from local councils to the new Department of Education and also recommended a more

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systemic provision of technical education. However, it was to be more than a decade before Donald Clark, the first Chief Inspector of Technical Education, was able to establish the first junior technical schools (Doyle 2000:61-3).

The new Education Act of 1910 finally enacted the recommendations of the Fink Royal Commission by creating new junior technical schools as part of a new and complete re-organization of secondary education. These were designed as 'feeder schools' to 'bridge the gap' between State schools and the 'senior' technical classes and schools of mines. By 1913 there were seven junior technical schools in operation, four in country Victoria and two in Melbourne and 'senior' technical schools were established in several suburbs including Caulfield, Footscray and Preston. Most of these schools were located in the industrial suburbs to the north and west of Melbourne or in 'industrially important' towns in regional areas such as Yallourn where demand for practical training was greatest (Doyle 2000:65-6).

According to Doyle (2000:66):

*The trend for an increased number of technical schools was predominantly in response to developments in Britain but also reflected a wider movement in Europe generally, for example in Germany. They were designed to equip young men (mostly) with the skills need to work at a manual trade, rather than book-learning. Subjects offered included woodwork and joinery, plumbing, metalwork, and later electronics, radio communications, and motor mechanics.*

The depression of the early 1930s slowed the development of technical education, but during and after World War Two the technical schools achieved new importance. For example, Essendon Technical School, opened in 1939, made aircraft and munitions training a curriculum speciality that extended into the post-war years (Doyle 2000:66).

The post-war expansion of the outer suburban areas of Melbourne led to an unprecedented demand for secondary and technical education. This was due to several factors including population growth and greater numbers of students staying on at school. However, it also reflected a increased awareness of the importance of technical education in the development of Australia in the post war era. The 1952-53 Annual Report by the Minister of Education noted 'At this stage in Australia's history, however, it is necessary to recognize that our industrial position largely depends on the flow of trained craftsmen, technicians, supervisors, and managers...' and cited a U.N.E.S.C.O report that concluded 'even the most advanced countries feel that they urgently need improved technical education if technological progress is to continue and the vision of a more abundant life for all is to become a reality' (Annual Report 1952-53, p.16).

However, post-war restrictions on building meant that no new secondary or technical schools had been built from 1942 until 1953, leading to a severe school accommodation shortage. Existing technical schools at Essendon, Footscray, Sunshine and Brunswick were poorly sited and lacked the accommodation to cater for the rapidly increasing demand for technical education in the developing north-western suburbs (White 1983:3).

To solve the problem the Education Department first entered into a contract with the Bristol Aircraft Company to produce pre-fabricated units, which were constructed in England and assembled in Australia. The first of the double unit, 80 pupil classrooms arrived in January 1950, part of an order of 782 Bristol units over 1949-50, with a further 188 ordered in 1953. Many of these were installed at existing technical schools to relieve overcrowding (Peterson 1993:13). Meanwhile, in 1949, the State Director of Education, Alan Ramsay, visited England and recommended the creation of a 'standardised' school design to reduce the expense of commissioning architects to individually design each school and enable more efficient and economical construction (Peterson 1993:13). Consequently, Percy Everett, Chief PWD architect, and Samuel Merrifield, Commissioner of Public Works developed what became known as the Light Timber Construction (LTC) type. 990 LTC rooms were budgeted for over three years, but many more were built including almost 500 in the first year (1953), followed by 647 in 1954 and 798 in 1955 (Peterson 1993:13).

To meet the urgent demand for schools the Education Department proposed to erect the LTC schools in stages over three to four years. The program eventually achieved some success with annual reports from 1954 onwards taking on a 'note of optimism and accomplishment, each year bringing a list of first, second or third stages of schools occupied or under

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construction'. Despite this, many newly established schools began in temporary accommodation before they could move into the first stage of the new school complex (Blake 1970:531 v.1).

Consequently, in the period from 1956 to 1965 no fewer than 61 high schools, 25 technical schools and three girls secondary schools were established. Most of these were the LTC type. New technical schools erected during this period in the north and west of Melbourne included Glenroy Technical School (established in 1956), followed by Tottenham (1957), Altona North (1959), Niddrie (1959), Sunshine North (1960), Broadmeadows (1961) and St. Albans (1962) (White 1983:3).

Until the late 1960s secondary and technical education was wholly funded by the States. Then, 1968-9, the passing of the *State Grants (Secondary Schools Libraries) Act* and the *State Grants (Technical Training) Act* saw the first Commonwealth financial support for secondary and technical education. A further Act, the *State Grants (Science and Laboratory) Act*, saw the funding of science rooms in technical schools from 1969 onwards. By 1971 \$20 million in funding had been made available to Victoria by the Commonwealth (Peterson 1993:13).

### Niddrie Technical School

In February 1959 Niddrie Technical School commenced in rooms at the Melbourne Textile Trades School in Pascoe Vale with 164 Form 1 students. The main contributing schools were the State primary schools of Aberfeldie, Doutta Galla, Keilor, Tullamarine, Kensington and Ascot Vale (White 1983:9). In November of that year the staff and students transferred to the present site where eleven classrooms and an office block had been built. According to White (1983:9):

*To the new arrivals, the prospect was bleak, a large expanse of stony hillside stretching from Sapphire Street to Steel's Creek, the only vegetation being grass and boxthorn. The school buildings covered a small area at the top of the grounds, the rest was too steep and rough to be usable, except for a flat area near the creek. The school was a long walk from public transport and shops. There was no shelter from the weather during recess. Surrounding roads were bad or non-existent.*

However, over the next few years the school was gradually improved. By May 1960 site works on the first section of classrooms were completed and work commenced on extra classrooms for music, tech drawing, science and workshops, plus three general classrooms. The second and third section were complete by December 1960 except for the Turning and Fitting block, which was finally opened in May 1961. That same month a canteen built by volunteer labour was open for business. Asphalting around the classrooms was carried out from 1961 to 1962 and shrubs were planted near the buildings at the same time (White 1983:3, 7).

Once the buildings were largely complete attention turned to the school grounds. As noted above the site was large and steeply sloping and extensive earthworks and filling were needed to provide the sports fields and tennis courts for the school. An oval on the lower part of the site was formed in 1960 and extended in 1963 with additional playing fields on filled land closer to the buildings added by 1965. Tennis courts and practice wickets were installed by 1968. Tree planting was a challenge due to the wind-swept nature of the site and lack of water in some parts of the grounds. In 1963 twenty Ash trees were planted and that year the school was awarded the A.N.A. prize for the most improved gardens and grounds. Further trees were supplied by Keilor Council in 1966 and 1967 (White 1983:37).

By 1971 the school was overcrowded and portable classrooms were brought in while some classes were held at the nearby Doutta Galla Primary School. The situation was eased with additions in 1972 that included a new art block consisting of three inter-connected rooms plus offices dark room, spray booth and kiln room. In the same year the science block was enlarged and art rooms converted to science rooms and stores (White 1983:85). A new library was built in 1974-5 with Commonwealth funding and in 1976 a multi-purpose workshop was erected. In 1977 the administrative and humanities sections were remodeled and extended following a 'disastrous' fire. In the late 1970s further tree planting and 'beautification' was carried with the assistance of the Keilor Beautiful Committee. In 1982 the ECA centre (gymnasium) was opened and the school was repainted and refurbished. In 1989 the school became co-educational (White 1983:7, 38-

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9; *Essendon Gazette* 10 August 1993).

However, demographic changes led to falling enrolments in primary and secondary schools across Melbourne. This led to a period of rationalization of schools that saw many close or merge with other schools during the early 1990s. Technical schools also became general secondary schools during this time. In 1991 Niddrie was one of several local secondary schools (the others were Essendon, Avondale, Queens Park, Keilor Heights and Buckley Park) that met to consider the possibility of a merger. Niddrie, however, decided to stand alone and by 1993 it was known as Niddrie Secondary College and was designated as a 'School of the future' offering a Year 7-12 program on a single site. A new music and drama complex was completed that year (EG 4 September 1991, 10 August 1993).

In 1994 the 35th anniversary of the school was celebrated with an Open Day and a concert to mark the opening of the new music and drama complex. This was followed by a reunion for past students and teachers (Chalmers, p.231).

The former Niddrie Technical School featured in episode 3 of the TV series 'Home Delivery', which was broadcast on the ABC in October 2013. The episode traced the schooldays of famous former student and now actor and comedian, Shane Jacobson, who attended Niddrie Tech in the 1980s. The episode showed that some of the equipment in the purpose-built carpentry room was still in place.

Today, the school is known as Rosehill Secondary College.

### Sources

Blake, L.D. (ed.), *Vision and realisation: A centenary history of State education in Victoria*, Volumes 1 and 3, Melbourne, 1973  
Chalmers, R, 'The Annals of Essendon from 1986 to 2000'  
Doyle, Helen, *Establishing schools and places of higher education. An historical survey of education in Victoria. A cultural sites network study*, May 2000  
*Essendon Gazette* (EG)  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Peterson, Richard, *Historic Government Schools: a comparative study*, Heritage Management Branch, June 1993  
White, R.D., *The first twenty-five years. Niddrie Technical School 1959-1983*, 1983

## Description

### Physical Description

The former Niddrie Technical College, now the Rosehill Secondary College, comprises a complex of buildings dating from the 1960s until more recent times. The original technical school complex, which is contained in the north-east corner of the site, comprises the four Light Timber Construction (LTC) blocks. The LTC blocks are of typical design and comprise rows of class or staff rooms with skillion roofs situated on one or both sides of a corridor that runs the length of the building. Typically, the main elevations have continuous banks of windows, two or three rows deep, up to eaves height, and there are clerestory windows above the corridors to provide additional light, particularly for the classrooms on the south side. There is also a continuous row of windows between the corridor and the rooms. The walls are clad in cement tiles.

In the double-sided blocks usually there is a continuous row of classrooms on one side while the other side has additional exit/entry points to allow light into the corridor. Here the two northern blocks are double sided, while the two to the south are single sided. The northernmost double-sided block is 'T' shaped, with an additional room row along the eastern side,

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and the double-sided wing appears to have continuous classrooms on each side. The other double-sided block, as was typical, originally had additional exit/entry points on the south side to allow light into the corridor.

Alterations include painting of the cement tiles, additions/alterations at each end of the longer double-sided block and the infilling of the roof space over the central corridor.

Other buildings on the site associated with the development of Niddrie Technical School include the Library, constructed in 1974-75, and the 'ECA' centre (gymnasium) constructed in 1982. The Library is a large building, square in plan, with a flat roof concealed by a metal fascia. The brown brick walls are divided into panels and have continuous high-set windows in a band under the eaves line. The projecting section to the front beside the main entrance is possibly a later addition.

### Comparative Analysis

The former Niddrie Technical School is one of two former technical schools in Moonee Valley. The other is the former Essendon Technical School. Constructed in 1939 it comprises a notable building designed in the Moderne style by Percy Everett. As such, it is not directly comparable to Niddrie.

The most relevant comparisons to the former Niddrie Technical School are the other post-war State primary and secondary schools. As noted in the History, the Light Timber Construction (LTC) school type was specifically developed by the Education Department to enable the quick and economical construction of schools to meet the post-World War Two demand. First used in 1953, the early examples were clad in vertical weatherboards. This was superseded by cement tiles (which was the most common cladding) and, in the later 1960s, by brick (Peterson 1993).

The majority of the new State primary, secondary and technical schools built in Moonee Valley in the period from 1945 to 1970 were LTC types. The exception was Aberfeldie SS4220, which was rebuilt in 1953 after a fire in a Modernist style, with some details (e.g. skillion roofs and window walls) that were incorporated into the LTC schools that followed.

The first LTC school in Moonee Valley was Dousta Galla Primary School, situated not far from the former Niddrie Technical School. Constructed in 1953 this was also one of the first LTC type schools in Melbourne. Like other early examples it is clad in vertical weatherboards, and is the only timber-clad LTC school in Moonee Valley. Now used by the Western Autistic School, it appears to be very intact and includes single-sided and double-sided layout types.

The LTC buildings at Niddrie Technical School are clad in cement tiles. Other LTC schools clad in cement tiles in Moonee Valley (and still extant) include:

- Avondale Primary School No.4812
- Buckley Park High School (now Buckley Park High College), Essendon
- Keilor Heights Primary School No.4877
- Niddrie Primary School No.4849
- Niddrie High School (now the Niddrie campus of Essendon Keilor College)
- Strathmore Secondary School (now Strathmore Secondary College)
- Strathmore North Primary School No.4821.

Of these examples, Keilor East Primary School is one of the most intact, retaining its external wall treatments and remaining largely in its original form and layout. It is of some interest for the less common use of concrete tile with exposed aggregate, which is one of only two examples in Moonee Valley. The other is Buckley Park Secondary College.

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While some alterations and additions have been made to the LTC classroom blocks, and new buildings added, the core of the former Niddrie Technical School as constructed in the early 1960s remains legible today. In terms of its intactness and integrity it is comparable to the former Niddrie High School. By comparison, significant additions have been made to the secondary schools at Buckley Park and Strathmore.

### Statement of Significance

#### What is significant?

The former Niddrie Technical School (now Rosehill Secondary College) comprising the Light Timber Construction (LTC) school complex as constructed from 1960 to 1962 and the library constructed in 1974-75, at 45 Sapphire Street, Niddrie, is significant. The LTC blocks are of typical design and comprise rows of class or staff rooms with skillion roofs situated on one or both sides of a corridor that runs the length of the building. Typically, the main elevations have continuous banks of windows, two or three rows deep, up to eaves height, and there are clerestory windows above the corridors to provide additional light, particularly for the classrooms on the south side. There is also a continuous row of windows between the corridor and the rooms. The walls are clad in cement tiles. In the double-sided blocks usually there is a continuous row of classrooms on one side while the other side has additional exit/entry points to allow light into the corridor. Here the two northern blocks are double sided, while the two to the south are single sided. The northernmost double-sided block is 'T' shaped, with an additional room row along the eastern side, and the double-sided wing appears to have continuous classrooms on each side. The other double-sided block, as was typical, originally had additional exit/entry points on the south side to allow light into the corridor.

The Library is a large building, square in plan, with a flat roof concealed by a metal fascia. The brown brick walls are divided into panels and have continuous high-set windows in a band under the eaves line. The projecting section to the front beside the main entrance is possibly a later addition.

Non-original alterations and additions to the above buildings and other buildings on the site are not significant.

#### How is it significant?

The former Niddrie Technical School is of local historic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its associations with technical education in Victoria and in particular with significant expansion of technical education in the postwar period, when demand for higher education and technical training grew substantially. Technical training was seen as vital to ensuring a skilled workforce that would develop and sustain the future prosperity of Victoria. It is also significant as a representative example of the technical schools built in the post-war era, which typically comprise a series of Light Timber Construction classroom blocks built in stages. (Criteria A & D)

The library is significant as a tangible reminder of the introduction of Commonwealth funding for State secondary and technical schools in the late 1960s and early 1970s, which enabled the construction of science blocks and libraries. (Criterion A)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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### Recommendations 2015

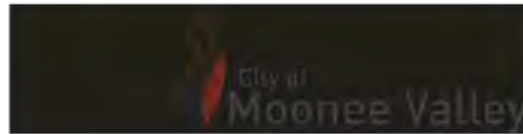
|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the Heritage Overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include all of the LTC classroom blocks and the Library and land between these buildings and Sapphire and Albert streets.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.





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|----------------------|--|---------------------------------|
| <b>Name</b>          | DOUTTA GALLA STATE SCHOOL NO.4708<br>(FORMER)          |                                 |
| <b>Address</b>       | TEAGUE STREET, NIDDRIE 36-48 VAYNOR<br>STREET, NIDDRIE | <b>Significance Level</b> Local |
| <b>Place Type</b>    | School - State (public)                                |                                 |
| <b>Citation Date</b> | 2015   |                                 |
| <b>Assessment by</b> | Context Pty Ltd  |                                 |



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**Recommended  
Heritage Protection** VHR - HI - PS Yes

**Designer / Architect** Public Works Department,  
Everett, Percy

**Architectural Style** Postwar Period (1945-1965)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Eight - Building community life; 8.2 Educating people*

*Moonee Valley has a strong history of commitment to education and the development of State schools in the area represents the major phases of education history in Victoria. A regulated system of education was introduced in Victoria through the government's Education Act of 1872, with the guiding principle being that education should be free, secular and compulsory. But schools had been established in Essendon and Flemington in the 1850s, well before this time. As one historian has noted, the early settlers in Essendon brought with them a spirit of assertion and self-reliance and aspired to a life better than the one which most had left behind in Britain; providing a good education for their children was an important part of their ethos (MVTEH, 2012:157-158).*

*One of the first non-denominational primary school for children in Victoria was set up in Essendon in 1850. Originally called the Pascoeale National School, it was situated on the banks of the Moonee Ponds Creek near the junction of Five Mile Creek. The school's beginnings coincided with the establishment of self government in Victoria, following separation from New South Wales. A system of national schools, following an Irish model, had begun in New South Wales in 1849. To establish national schools, fees were paid and money was raised by local ecumenical school boards. After 1862, with the introduction of the Common Schools Act, local committees, assisted by government funding, administered non-denomination schools. By 1863 Pascoeale National School had become Essendon Common School and moved to its present location in Raleigh Street. Following the 1872 Education Act, it was renamed Essendon Primary*

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*School* (MVTEH, 2012:158).

*Another remarkable fact in the history of education in Victoria is that Essendon Primary had the first purpose-built infants' school, constructed in 1902. Close on its heels was the Ascot Vale Infants' School, putting Moonee Valley schools well ahead of most Melbourne suburbs and setting the model for dozens of other Victorian schools. This was a great leap forward in a time when up to 180 young children had previously been crammed into one room. The design of the Essendon Infants' School allowed for children to be seated in twos in classrooms limited to 50 students* (MVTEH, 2012:159).

### Post-war schools in Moonee Valley

The suburbs of Avondale Heights, Airport West, Niddrie, Keilor and Keilor East once formed part of the Shire of Keilor and were mostly undeveloped at the conclusion of World War Two. However, within a few decades this rural land would be 'almost completely covered with houses' as Melbourne's suburbs 'spread out rapidly as post-war migration, the baby boom and housing shortages ... led to a rush of home building' (MVTEH 2012:109). Between 1947 and 1954 the population of the Shire of Keilor trebled to 10,681. A further three-fold increase was recorded by 1961 when the population reached almost 30,000 and the municipality was elevated in status from Shire to a City (Keating).

The rapid growth of these new suburbs placed significant pressure upon existing schools and resulted in the need for new schools; however, because of a shortage of manpower and building materials the Education Department found it difficult to keep up with demand. According to Doyle (2000:30) 'the baby boom produced large numbers of school age-children and heralded an extensive school building program. The lowering of the school entry age to five years in 1946 and the effect of large-scale postwar immigration also contributed to dramatically increased student numbers'. In the decade after the end of World War Two there was an average increase of 11,000 primary school students each year, including an increase from 1949 to 1950 alone of over 16,000 of whom 5,000 were the children of migrants (Chalmers 1995:47).

This increase in students, coupled with postwar restrictions on building, led to a severe school accommodation shortage. To solve the problem the Education Department first entered into a contract with the Bristol Aircraft Company to produce pre-fabricated units, which were constructed in England and assembled in Australia. The first of the double unit, 80 pupil classrooms arrived in January 1950, part of an order of 782 Bristol units over 1949-50, with a further 188 ordered in 1953 (Peterson 1993:13). Meanwhile, in 1949, the State Director of Education, Alan Ramsay, visited England and recommended the creation of a 'standardised' school design to reduce the expense of commissioning architects to individually design each school and enable more efficient and economical construction (Peterson 1993:13). Consequently, Percy Everett, Chief PWD architect, and Samuel Merrifield, Commissioner of Public Works developed what became known as the Light Timber Construction (LTC) type. 990 LTC rooms were budgeted for over three years, but many more were built including almost 500 in the first year (1953), followed by 647 in 1954 and 798 in 1955. Over the decade from 1954 to 1964 seventeen LTC schools were built (Peterson 1993:13).

The first new state primary school opened since the 1920s in Moonee Valley was Strathmore State School No.4612. It opened in September, 1944, but was destroyed by fire just over one year later and did not re-open until December 1946 because of a shortage of building materials. The original four classrooms was extended to eight by 1952 and increased to 18 by 1950 when the enrolment peaked at over 800 (Chalmers 2012:9). The growth of Strathmore SS4612 was mirrored at other existing schools on the fringes of the new suburbs such as Aberfeldie SS4220 and Essendon North SS4015, however, it was not until 1953 that the next new school was opened, this time in Niddrie. Known as Doutta Galla State School No.4708, this was first of six new schools established over the next decade to serve the growing communities in the north and west of Moonee Valley. The others were Parklands SS4738 (opened 1958), Avondale SS4812 (1961), Strathmore North SS4821 (1961), Niddrie SS4849 (1961), and Keilor Heights SS4877 (1963).

Many of the new schools also grew rapidly. For example, at Avondale SS4812 enrolments grew from 279 at its opening in 1961 to over 900 in 1968 when it reached capacity. However, by the mid-1960s the rapid growth had eased and the opening of two new schools in 1967 and 1968 at Avondale Heights (Milleara SS4969) and Keilor (Keilor South SS4971),

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respectively, took pressure off the existing schools. The last two schools opened in Moonee Valley were Overland PS5054 (1974) and Lincolnville PS5096 (1975) (Chalmers 2012:12-13).

As the communities matured enrolments at many of the schools fell well below what they had been at their peak and several were closed or amalgamated with other schools. For example, despite being one of the newest schools, Lincolnville SS5096 in 1988 merged with Keilor South SS4971 to become Rosehill Park Primary School. The Lincolnville school site was sold and the buildings demolished and replaced with housing. Rosehill Park Primary survived only five more years until it closed in 1993 as part of a state-wide rationalization of schools undertaken by the Kennett government. Other schools closed during this period included Parklands SS4738 (1993), Overland SS5054 (1993), and Dousta Galla SS4708 (1996). Milleara SS4649 continued until 2010 when it merged with Avondale SS4812 (Chalmers 2012:9-13). Most of the closed schools have been demolished, and the sites sold and developed for housing. The exception is Dousta Galla, which continues as a school for autistic children (Chalmers 2012:10).

### Place history

The rapid growth of the West Essendon and Niddrie areas in the post-war era resulted in overcrowding at the existing schools at Aberfeldie SS4220 and Essendon North SS4015 (Keilor Road). Local residents petitioned the government for a new school and in the early 1950s the Education Department purchased or compulsorily acquired 44 allotments comprising over 4 acres of land in Niddrie for a school site. Dousta Galla State School No.4708 opened in 1953 with four timber classrooms. Additions to the school were made in 1958 and again in 1960 as enrolments peaked at 664 students. An Art & Craft room, built using local funds, was opened by the Hon. J. Rossiter, the Assistant Minister for Education, on 24th July 1955 (Chalmers 2012:9-10).

As noted above, this was the first of two state primary schools opened to serve the growing suburb of Niddrie in the post-war era.

The school was closed in 1996 and pupils were transferred to Aberfeldie Primary School. The school buildings are now used as the Western Autistic School. Part of the school site containing the school oval was sold for residential development.

### Sources

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Keating, Jenny, 'Keilor' in 'eMelbourne. The city past & present' website: emelbourne.net.au [accessed 21 July 2015]  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Peterson, Richard, *Historic Government Schools: a comparative study*, Heritage Management Branch, June 1993  
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## Description

### Physical Description

The former Dousta Galla Primary School occupies a rectangular site on the west side of Garnet Street between Teague and Vaynor streets in Niddrie. The original school buildings comprises the three Light Timber Construction (LTC) class room blocks, constructed from 1953-1960.

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The LTC blocks are of typical design and comprise rows of class or staff rooms with skillion roofs situated on one or both sides of a central corridor that runs the length of the building. As one of the early LTC schools the buildings are clad in vertical timber boards. In the double-sided block, there is a continuous row of classrooms on one side while the other side has additional exit/entry points to allow light into the corridor. Typically, the main elevations have continuous rows of windows, three deep, up to eaves height, and there are clerestory windows above the corridors to provide additional light, particularly for the classrooms on the south side. The northern and central blocks are connected.

The LTC blocks are relatively intact. Additions include a c.1980s relocatable building on the north side of the southern LTC block and a new building at the western end of the site

The site contains some mature native trees, particularly along the eastern boundary to Garnet Street, including a very large eucalypt (possibly a Lemon scented Gum) at the corner of Vaynor Street.

### Comparative Analysis

As noted in the History, the Light Timber Construction (LTC) school type was specifically developed by the Education Department to enable the quick and economical construction of schools to meet the post-World War Two demand. First used in 1953, the early examples were clad in vertical weatherboards. This was superseded by cement tiles (which was the most common cladding) and, in the later 1960s, by brick (Peterson).

The majority of the new state primary, secondary and technical schools built in Moonee Valley in the period from 1945 to 1970 were LTC types. The exception was Aberfeldie SS4220, which was rebuilt in 1953 after a fire in a Modernist style, with some details (e.g. skillion roofs and window walls) that were incorporated into the LTC schools that followed.

The first LTC school in Moonee Valley was Dousta Galla SS4708. Constructed in 1953 this was also one of the first LTC schools in Melbourne. Like other early examples it is clad in vertical weatherboards, and is the only timber-clad LTC school in Moonee Valley. Now used by the Western Autistic School, it appears to be very intact and includes single-sided and double-sided layout types.

LTC schools clad in cement tiles in Moonee Valley (and still extant) include:

- Avondale Primary School No.4812
- Buckley Park High School (now Buckley Park College), Essendon
- Keilor Heights Primary School No.4877
- Niddrie Primary School No.4849
- Niddrie High School (now the Niddrie campus of Essendon Keilor College)
- Niddrie Technical School (now Rosehill Secondary College);
- Strathmore Secondary School (now Strathmore Secondary College)
- Strathmore North Primary School No.4821.

Milleara State School No.4969 at Avondale Heights, one of the last LTC type schools, was constructed with brick walls. It was closed in 2010 and may have been demolished.

### Statement of Significance

#### What is significant?

The former Dousta Galla Primary School No.4708, comprising the Light Timber Construction (LTC) classroom blocks

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constructed from 1953 to c.1960, is significant. The LTC blocks are of typical design and comprise rows of class or staff rooms with skillion roofs situated on one or both sides of a central corridor that runs the length of the building. As one of the early LTC schools the buildings are clad in vertical timber boards. In the double-sided block, there is a continuous row of classrooms on one side while the other side has additional exit/entry points to allow light into the corridor. Typically, the main elevations have continuous rows of windows, three deep, up to eaves height, and there are clerestory windows above the corridors to provide additional light, particularly for the classrooms on the south side. The northern and central blocks are connected.

Non-original alterations and additions to the LTC buildings and other buildings on the site are not significant.

### How is it significant?

The former Doutta Galla State School No.4708 is of local historic and social significance to the City of Moonee Valley

### Why is it significant?

It is historically significant as an intact example of the Light Timber Construction Schools that were constructed to meet the severe shortage of school accommodation in Victoria after World War Two. It is notable as one of the most intact surviving examples of the LTC schools constructed in Moonee Valley and is also of interest as the only surviving example of a timber clad LTC school in the municipality. It is also significant as the first new state primary school constructed in Moonee Valley after World War Two and is associated with the significant growth of Niddrie at that time. (Criteria A & D)

### Assessment Against Criteria

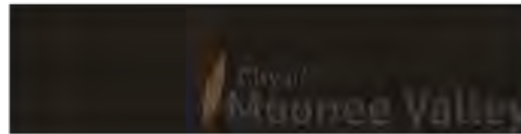
This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the Heritage Overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include the whole of the 1953, 1958 & 1960 LTC school buildings and the land between these buildings and the frontages to the surrounding streets.



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**Address** 40 LOEMAN STREET, STRATHMORE  
**Place Type** Hall Public ,Childcare facility  
**Citation Date** 2015  
**Assessment by** Context Pty Ltd



**Recommended** VHR - HI - PS -  
**Heritage Protection**

**Architectural Style** Postwar Period (1945-1965)

## History and Historical Context

### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Six - Building towns, cities and the garden state: 6.3 Shaping the suburbs: Progress associations*

*Progress Associations proliferated in Victoria in the early twentieth century. Formed by residents and businessmen in local areas, they pushed for improvements in services and transport and lobbied local government on local issues. Their popularity was maintained during the post Second World War era as the frontiers of Melbourne expanded. In the Moonee Valley area, the formation of progress associations followed the pattern of residential development and an extraordinary number of progress associations were formed in the Moonee Valley area over the twentieth century. An early association, the Ascot Vale Peoples' Association, is thought to have been formed as early as the 1880s. It lobbied for improvements to the Maribyrnong Bridge in 1908. Other early progress associations included the Aberfeldie Progress Association, the Essendon Progress Association, which aimed to build the Essendon Public Hall in Russell Street (now Ukrainian Hall), the Moonee Ponds Progress Association, the Maribyrnong Hill and Bagotville Progress Association (1917), which lobbied for a school (eventually built as Ascot Vale West). Later progress associations represented such areas as North Essendon, Keilor Road, Strathmore, Airport West and Niddrie. While advocating for services, such as the extension of public transport or the provision of education, progress associations within the study areas also aimed to beautify the*

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area and attract visitors. (MVTEH 2012:119-20)

*Theme Eight - Building community life: 8.4 Forming community organisations; Providing local meeting places*

*Moonee Valley has an abundance of community halls, many established in the nineteenth century by Lodges, Friendly Societies, churches and community groups. The Essendon Town Hall, built as the Essendon and Flemington Institute in the 1880s, is perhaps the most visible and like many other municipal halls, has gone through quite a few structural and use changes over its life (MVTEH, 2012:157).*

*In the post-war years halls have been erected to meet population growth and community needs in areas such as Strathmore, West Essendon, Avondale Heights and Airport West (MVTEH, 2012:158).*

### Strathmore

From the mid-1840s, the area now known as Strathmore (formerly North Essendon) was owned by Thomas Napier, who built a house for his family, *Rosebank*, on the site of present-day St Vincent's Church. After his death in 1881, the property was divided between his widow, Jessie, and his son, Theodore. In 1920, the elderly Theodore Napier donated 10 acres of land, on the corner to Woodland and Napier streets, to the citizens of Essendon, which subsequently became Northern Park (now Napier Park). After his death four years later, the remaining property was subdivided in several stages. The land fronting Woodland Street was subdivided as the *Rosebank Estate* (1923), the *Magdala Estate* (1926), and another small subdivision comprising Madel and Columban avenues (1927). By far the most ambitious subdivision was the so-called *Essence of Essendon*, a huge 520-lot estate bounded by Loeman Street, Pascoe Vale Road, Napier Street and Uplands Road. This included a 10 hectare site, originally set aside as for a school, which was later subdivided in 1939 creating Wickham Grove (Heritage Alliance 2006).

These subdivisions followed the arrival of electric trains in 1921, two years after they came to Essendon, which provided a great stimulus for development. Most of the trains still terminated at Essendon, but sufficient numbers continued to service the stops beyond including North Essendon (now Strathmore) station, which was situated just to the south-east within walking distance of these subdivisions. As the Thematic History notes:

*Land developers and auctioneers had been anticipating electrification for some years, and the Railway Station Estate with frontages to Pascoe Crescent was one of the earliest of these subdivisions. In February 1916, all 24 lots were snapped up and more were sold in April. Housing blocks behind these on Strathmore hill were sold progressively throughout the 1920s, 1930s and 1940s.*

The new estates developed slowly during the 1920s and 1930s and by the late 1930s, the southern parts of the estates (the areas closest to the railway station) had filled out considerably. However, the north side of Grammar Street and the sections of Glenview Road, Bournian Avenue and Hillside Avenue north of Grammar Street remained virtually undeveloped prior to the Second World War. Community formation was marked in 1936 by the building of the Presbyterian Church on the west corner of Uplands Road and The Crossway, and the first Catholic Church in 1941. After much lobbying by local residents the first state primary school opened in 1944 (Heritage Alliance 2006).

Until the 1930s the area was known as North Essendon and the change of name to 'Strathmore', which was an area in Scotland with associations with the pioneering Napier family, was suggested by Rev. John Sinclair who was the minister for both the 'Essendon North' and 'Upland Road' (i.e. Strathmore) Presbyterian churches. The name was adopted initially by the church to avoid confusion with having two churches with an Essendon North address and then 'grew to have universal acceptance' before it was submitted to Council in 1943. The name of the railway station was finally changed in 1955 (SCOL website).

Development of Strathmore accelerated after World War Two when the interwar estates quickly filled up with houses and new estates were constructed to the north of Loeman Street.

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Strathmore was originally within the boundaries of the Shire of Broadmeadows. In 1979 Strathmore was annexed by the City of Essendon and became part of the City of Moonee Valley in 1994.

### Place history

A Progress Association was formed in Strathmore in the 1920s and lobbied for the establishment of community facilities such as the Primary School, which opened in 1944. As the suburb developed the Shire of Broadmeadows established the Strathmore Community Association (SCA) in 1949 to facilitate the construction of sporting and social facilities in the area. The SCA, comprised of members of the Progress Association and the Strathmore Men's Club, was responsible for the establishment of many sporting and cultural clubs and the building of many community facilities (SCOL website).

The SCA conceived of an ambitious plan for a community centre 'as a means of developing Community Spirit'. The concept was supported by Broadmeadows Council, which purchased land at the corner of Napier Street and Loeman Street (now the Max Johnston reserve) at a cost of 3,400 pounds. The Council spent a further 700 pounds to develop the site, promised 2,000 pounds to assist with the construction of a hall, and also directed the Shire Engineer to prepare a preliminary plan, which was developed in consultation with SCA. The concept plan was shown in a c.1951 brochure entitled 'Strathmore Community Centre. A Vision Today! A Reality Tomorrow!'. It included a large 'Community building' at the corner of Loeman and Napier streets, a 'Kindergarten Hall' immediately to the east, then bowling greens and a clubhouse, and a swimming pool and children's play area at the east end. Along the north side of the site were tennis courts, croquet lawns, parking and other play areas. The brochure noted the SCA had obtained a permit for the Kindergarten Hall (which also included a baby health centre) and Council had 'leveled areas ready for the construction of Bowling Greens, Croquet Lawn, and Tennis Courts and the Kindergarten Hall' (PROV).

The brochure explained the purpose of the SCA and what it had done noting that it was open to all residents of Strathmore 'and surrounding districts' and that membership would 'confer priority for admission to bowling, tennis and croquet clubs' that were being formed. It emphasized that the community centre could only become a reality with the support of the community and, more specifically, by becoming a member of the SCA, noting that the district consisted of more than 1,200 families and if all were members this would provide an annual income of 1,500 pounds. The brochure concluded 'If you and your family want any or all of these club and other features don't leave the job to Bill and Mary next door. Be in it yourself and give them a hand to build the centre' (PROV).

Mr. Dudley B. Cook [1] of 23 Upland Road was the 'honorary architect' of the SCA and prepared the first working drawings of the proposed Kindergarten Hall, which show that the building was originally intended to be constructed of concrete and concrete block and contain a 'mothers' room', kindergarten and gymnasium that could be divided in two by collapsible doors. At the east end there was a stage with three rooms adjacent and behind that three rooms designated for alternate use either as a series of dressing rooms or as a test feed room, sisters' consulting committee meeting room, and mothers' room. Toilets and storerooms were contained in a separate annexe at the rear. Plans for the building were submitted to the Commission of Health in June 1952 for approval, however, the SCA had already commenced building the foundations of the building, which resulted in a stern rebuke from the Commission. Mr. Cook apologised and provided further information as required by the Commission. He also advised that a tender for construction of the footings and columns only had been let to Mr. A. Murray of Hillside Parade, Strathmore and that 'further construction on the buildings will be carried out at a later date by volunteer labour or further contracts, as financial circumstances permit' (PROV). Meanwhile, in 1953 the first three tennis courts were opened for the Strathmore Tennis Club and in the following years works commenced on construction of the Lawn Bowls Club, which opened in 1955 (SCOL website).

Progress on the building was slow and the structure was 'merely a series of columns until the building laws were relaxed ... and the work could proceed at lower cost' (SCOL website). Eventually, perhaps to lower costs, amended plans prepared by the Broadmeadows Shire Engineer showing the present building were submitted in December 1955. Externally, there were changes to the elevations and roof profile and the toilet and storeroom annexe became a much simpler lean-to structure against the rear wall. Internally, provision remained for dividing the hall in two, but the facilities

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that would have allowed the building to be used as an baby health centre were deleted (a stand-alone baby health centre was built to the east of the hall and opened in 1956) and the stage was replaced by a simple 'raised platform'. The amended plans were approved in March 1956 and it appears the hall was finally completed by mid-1957. On 5 July 1957 the Strathmore Kindergarten in the Community Hall was officially opened by the Minister of Health, Hon. E.P. Cameron, MLC (PROV; *Essendon Gazette* 11 July 1957).

The inclusion of a stage in the hall was the result of the involvement of the Strathmore Theatrical Arts Group or STAG. Formed by a group of 'young marrieds' in 1955, the first productions were staged at St John's Presbyterian Church Hall, with rehearsals at members homes and sets built in private garages. The SCA approached STAG to join the Association and suggested that the hall would be suitable for a theatre. STAG members were then involved with the building of the hall to ensure that it would be suitable for a theatre with a stage and other performance facilities. The first production by STAG in the hall was the three act play 'Death takes a holiday', which was presented over three nights in March 1958 (SCOL website; *Essendon Gazette* 3 April 1958).

Apart from the building of the hall the SCA also assisted with the establishment of the Strathmore Tennis Club, bowling club, hockey club, theatrical group, under-17 football club and symphony orchestra. These organisations were required to be affiliated to the SCA and to pay a five shilling (later 50 cents) per member fee to the Association. This fee, which remained unchanged until 1986 when the SCA was finally wound up, was 'invaluable' to the running of the organization. However, after Strathmore became part of the City of Essendon in 1979 the new Council levied substantial rates upon the SCA, which objected not only to the rates, but also to paying the affiliation fee. As a consequence it was decided to formally conclude the SCA, which was finally effected in February 1986 (SCOL website).

The man responsible for winding up the SCA, Ernie Angel, was one of its longest serving members and said at the time that the 'Association's contribution to Strathmore represents the hard work and free time of its leading members over the years'. Other long serving members included Max Johnston (who is remembered in the reserve where the hall is situated), Don Eddy (remembered by a plaque at the Hall) and Mr. Bert Barbour, a former treasurer (SCOL website).

Today, the hall forms part of the facilities of the Max Johnston reserve, which has largely been developed in the accordance with the original vision. The main elements not included are the pool at the eastern end of the site, and the large community building designated for the corner. The corner site was, from 1956 to 2014, occupied by a baby health centre originally intended to be part of the hall complex.

### Sources

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Heritage Alliance, *City of Moonee Valley Gap Heritage Study. Volume 1: Thematic History and datasheets for heritage precincts*, September 2005 (Revised November 2006)  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Public Records Office of Victoria (PROV)  
Strathmore Community On Line (SCOL) website: strathmore3041.org [accessed 20 July 2015]

[1] In 1957 Mr Cook was appointed as senior architect of the Victorian Railways. He had begun as a pupil architect in 1926 (*Essendon Gazette* 15 August 1957)

## Description

### Physical Description

The Strathmore Community Hall is a post-war building constructed of cream brick with a low-pitch hipped roof with gables. There are high-set windows in the front and side elevations, which have brick sills. Entry is via a flat-roofed

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porch placed off-centre, which has timber doors. To the right of the entrance 'STRATHMORE COMMUNITY HALL' is spelt in metal letters attached to the wall.

The hall is in good condition. Alterations have been made at the east end.

### Comparative Analysis

Shortages of building materials and labour after the end of World War Two placed restrictions on the types of buildings that could be built by community groups and others. In addition, the significant population growth of Melbourne during that time meant that both State and local governments struggled to provide sufficient funds to construct the infrastructure required to service the expanding suburbs. As a result many of the community buildings constructed in late 1940s to the late 1950s are of simple functional design with an economy of materials and detailing, while others are recycled buildings formerly used by the government or army such as Nissen Huts.

The Strathmore Community Hall is typical of the functional community halls of the 1950s. Elements such as the high-set windows are typical of halls of this period as a means of bringing maximum light into the building. It compares with the West Essendon Progress Hall, which is an example of the other type, being a recycled building. It is a simple timber building, rectangular in plan, with a low-pitch gable roof. Both of these halls reflect the austerity that characterized many of the buildings in the postwar era.

### Statement of Significance

#### What is significant?

The Strathmore Community Hall, constructed in 1955, at 40 Loeman Street, Strathmore is significant. It is a post-war building constructed of cream brick with a low-pitch hipped roof with gablets. There are high-set windows in the front and side elevations, which have brick sills. Entry is via a flat roofed porch placed off-centre, which has timber doors. To the right of the entrance 'STRATHMORE COMMUNITY HALL' is spelt in metal letters attached to the wall.

#### How is it significant?

The Strathmore Community Hall is of local historic and social significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its associations with the development of Strathmore as a suburban area in the period after World War Two and is a reminder of the efforts of the former City of Broadmeadows and local residents to provide a community centre for Strathmore. It also significant for its associations with the Strathmore Community Association, which built the hall and developed the surrounding reserve and played an important role in the development of the local community for over 30 years. The connection with the Association is also demonstrated by the naming of the reserve in honour of the long-serving members, Max Johnston. (Criteria A & H)

It is also significant as a representative example of the simple, functional community halls that characterize the austerity of the 1950s. (Criterion D)

It is socially significant for its use as a community facility for over 50 years. (Criterion G)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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### Recommendations 2015

|                                  |   |
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| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |



## HERITAGE CITATION REPORT

|                      |   |                           |       |
|----------------------|---|---------------------------|-------|
| <b>Name</b>          | STRATHMORE PRESBYTERIAN CHURCH COMPLEX (FORMER) |                           |       |
| <b>Address</b>       | 15-19 THE CROSSWAY, STRATHMORE                  | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Church, Church Hall                             |                           |       |
| <b>Citation Date</b> | 2015  |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                                 |                           |       |



**Recommended Heritage Protection** VHR - HI - PS Yes

STRATHMORE PRESBYTERIAN CHURCH COMPLEX (FORMER)  
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## HERITAGE CITATION REPORT

|                             |  |                            |  |
|-----------------------------|--|----------------------------|--|
| <b>Designer / Architect</b> | Scarborough, JF, Scarborough, Robertson & Love | <b>Architectural Style</b> | Interwar Period (c.1919-c.1940),<br>Postwar Period (1945-1965),<br>Interwar Period (c.1919-c.1940)<br>Gothic |
|-----------------------------|--|----------------------------|--|

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight - Building community life: 8.1 Maintaining spiritual life; Churches as a marker of social status or ethnic origin*

*Successive groups of migrants settling in Moonee Valley have brought with them their religious beliefs, establishing churches as the focal point of their communities. In the early days of settlement, church congregations often gathered in very rudimentary buildings before raising money to build substantial places of worship. As congregations grew, they established schools, sporting clubs and facilities to cater for the spiritual, educational and social needs of their constituents.*

*Protestant religions predominated in Moonee Valley in the nineteenth century. The first churches established were those of the Anglican, Methodist (Wesleyan) and Presbyterian denominations. These were spiritual communities which wished to transplant and replicate the belief systems of their British heritage and the architecture of their churches mostly conformed to designs favoured in their homeland. The Scottish Presbyterian parish of St John's in Buckley Street, Essendon had its beginnings when the first church was built on the site in 1852 (cited directly from MVTEH, 2012: 148-9).*

#### Strathmore

From the mid-1940s, the area now known as Strathmore (formerly North Essendon) was owned by Thomas Napier, who built a house for his family, *Rosebank*, on the site of the present day St Vincent's Church. After his death in 1881, the property was divided between his widow, Jessie, and his son, Theodore. The latter had built a house for himself, *Magdala* at the other (west) end of Woodend Street. In 1920, the elderly Theodore Napier donated 10 acres of land, on the corner of Woodland and Napier streets, to the citizens of Essendon, which subsequently became Northern Park (now Napier Park). After his death four years later, the remaining property was subdivided in several stages. The land fronting Woodland Street was subdivided as the Rosebank Estate (1923), the Magdala Estate (1926), and another small subdivision comprising Madel and Columban avenues (1927). The next few years saw other new streets appear in the directories for the first time, including Grammar Street and Hillside Parade (both 1928), Glenview Street, Columban Avenue, Madel Avenue and Pascoe Avenue (all 1929) and The Crossway (1930).

The new estates seemed to develop in a somewhat piecemeal fashion during this time. But the burgeoning population prompted the foundation, that same year, of a local Presbyterian congregation and a new church was built, on the west corner of Uplands Road and The Crossway, in 1936. By the late 1930s, the estates had filled out considerably. By this time, the area had become known as Strathmore. During the 1920s and 30s, it had been variously referred to as either North Essendon or Pascoe Vale South until the local Presbyterian congregation decided to adopt a new name to prevent confusion with the North Essendon Presbyterian Church in Keilor Road. It was the Reverend Sinclair who reportedly suggested *Strathmore*, duly acknowledging the Scottish origins of the pioneering Napier family. The name stuck and, in 1943, was submitted to Council for official approval. By 1955, it had achieved such wide acceptance that the Railways Department were compelled to rename North Essendon station (cited directly from Heritage Alliance, 2006:87-89).

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## HERITAGE CITATION REPORT

### Strathmore Uniting Church complex

The church on the south-west corner of The Crossway and Upland Road was established in 1935 as the Upland Road Presbyterian Church after the proposal was canvassed by Rev. John Sinclair of the North Essendon Presbyterian Church (*Essendon Gazette*, 9 April 1936; Barbour 2014). The foundation stone of the new "Presbyterian Community Hall" was laid on 4 April 1936 by Cr. Alasdair Cameron, President of the Shire of Broadmeadows. The building was designed by architects Scarborough, Robertson & Love and was constructed by local builder Mr Todd at a cost of £1,300 (*Essendon Gazette*, 9 April 1936). This first church building stands at the centre of The Crossway frontage of the site.

A Kindergarten and Primary School was established at the Strathmore Presbyterian Church Hall in 1939 (*Essendon Gazette*, 14 September 1939 & 28 September 1939). This was housed in a T-shaped wing extending from the south rear corner of the 1936 hall, creating a U-shaped courtyard to the street (PROV 7882/P1 Unit 971, File 8312). This courtyard was replaced, post-1964 with the Education Centre wing, which extends southward from the middle of the 1936 church/hall.

The foundation stone of a second church building was laid on 11 March 1962 by Rev. E. McIntyre Kippax. The new Church, designed by the office of John F. D. Scarborough and built by D.R.D. Constructions Pty. Ltd., was officially opened by Mr N. J. McColl, the Session Clerk of the Strathmore Presbyterian Church later that year (*Essendon Gazette*, 31 October 1962 & 7 November 1962).

In 1975 the *Essendon Gazette* reported that representatives from the Congregational, Presbyterian and Methodist churches in the district had been meeting together for some time in preparation for the formation of the Uniting Church later that year (*Essendon Gazette*, 16 April 1975). Strathmore Presbyterian Church became part of the Uniting Church of Australia on its formation on 22 June 1977. The Uniting Church was formed by the amalgamation of most of the congregations of the Methodist Church of Australasia, the Presbyterian Church of Australia and the Congregational Union of Australia. As part of this process the congregations of Strathmore Presbyterian Church, the Strathmore Methodist Church and Pascoe Vale Road Methodist Church were joined and used The Crossways complex (Barbour 2014).

Architect John F. D. Scarborough (1901-1971) was born in Canterbury, Victoria. He studied at the Swinburne Technical College and later at the University of Melbourne Architecture Atelier. After completing registration in Victoria, he relocated to England where he studied at London University and worked in the London offices of Sir John Burnet. After travelling in Europe and the United States, he returned to Melbourne. In 1933 he was a joint winner with Allan Rynhart Love (1909-80) and John Kikland Robertson (1909-84) of a competition to design the Littlejohn Memorial Chapel at Scotch College, Hawthorn (Murphy & Raworth 2012:615-616). The three men subsequently formed a successful partnership and Scarborough, Robertson & Love operated up until the beginning of World War Two, providing a range of residential, religious and institutional work in both modern and period revival idioms, including the Presbyterian Church, Gardiner (1939), and the Scots Church, Elwood (1938-1940) (Murphy, G, 2012:616). The firm was dissolved in 1942 due to WWII. Scarborough subsequently practiced alone. He was elected a Fellow of the RVIA in 1941, and served as RAlA president (1942-45). He was awarded a knighthood by the King of Sweden in 1956, and was made a fellow of the Royal Institute of British Architects in 1944 and a Life Fellow of the RAlA in 1970 (Murphy, G, and Bryce Raworth 2012:616).

### Sources

Barbour, Bruce 2014 *Strathmore History* in Strathmore Community On Line, accessed 7 July 2015.  
<http://www.strathmore3041.org/history.html>

*Essendon Gazette*, as cited in R Chalmers, *Annals of Essendon*, Vols. 1-4, 1998 & 2005.

Heritage Alliance, *City of Moonee Valley Gap Heritage Study. Volume 1: Thematic History and Datasheets for Heritage Precincts*, prepared for the City of Moonee Valley, 2012

Living Histories, *Moonee Valley Thematic Environmental History (MVTEH)*, September 2012

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Murphy, Guy and Bryce Raworth., 'J.F.D. Scarborough' in Willis & Goad (eds.), *The Encyclopedia of Australian Architecture*, 2012.  
Murphy, Guy., 'Scarborough, Robertson & Love' in Willis & Goad (eds.), *The Encyclopedia of Australian Architecture*, 2012.  
Public Records Office (PROV): VPRS 7882/P1, Unit 1505, File 12797 (1964 church); Unit 971, File 8312 (1936 church/hall); and Unit 1094, File 9434 (Kindergarten).

### Description

#### Physical Description

The Strathmore Presbyterian (Uniting) Church is situated on the south-west corner of The Crossway and Upland Road. The buildings comprise the Gothic-style brick hall (the original church) erected in 1936, with later Kindergarten extension to its south, and the 1962 modern church erected to face the corner on the northern part of the site. The two church buildings are set back from The Crossway with a landscaped lawn area containing a semi-mature Jacaranda tree.

The Primitive Gothic-style clinker brick hall has a simple rectangular plan with an extensive later addition to its rear and southern elevations containing the Kindergarten and Sunday school (now the Education Centre). The hall has a steep gabled tile roof and a bellcote. The top of the bellcote pointed arch is built of clay tiles, creating a sunburst motif. The porch, at the centre of the facade facing The Crossway, is buttressed and has a vergeless gable. The gable has a chequerboard pattern of brick headers and the entrance is framed with chamfered manganese bricks. The double doors, reached via brick steps, have a simplified linen-fold pattern and ornamental strap hinges. Above the entry hangs an original metal lantern. On either side of the porch is a slit window, giving it a fortified appearance. The side elevations are divided by squat engaged buttresses into four bays, each with three narrow rectangular windows. The final bay comprises the vestry, projecting slightly from the north elevation beneath a gable.

The new church is a cream brick building made up of stark rectilinear volumes, though it references the earlier church designed by the same architect with simplified linen-fold doors and detailed brickwork. The asymmetrical design comprises a tall gabled nave flanked by lower wings and a squat tower, and narrow strip windows. The principal elevation addresses the intersection of The Crossway and Upland Road and has a large multi-paned window extending from the gable apex down to the double doorway, sheltered by a cantilevered porch roof. The tower contains four shallow pointed arch windows at the second story height above a single rectangular opening at ground level. The tower is capped by a frieze of projecting header-bricks below the parapet line.

### Comparative Analysis

After the boom of the 1880s and early 1890s, the second great wave of church construction took place in the former City of Essendon in the interwar period (c1915-c1940). During this time many small or timber 19th-century churches were replaced with larger brick structures, either on the same site or nearby. Often, the early church was retained as the church hall, as seen at St John's Presbyterian (Uniting), Essendon, and Christ Church, North Essendon, but in most cases the early church/halls have since been demolished.

There are a number of fine examples of inter-war church architecture in Moonee Valley including St Monica's Catholic Church, Moonee Ponds, 1934 of Payne & Dale (HO86, VHR H1217), St Brendan's Catholic Church, Flemington, 1923, by architect A.A. Fritsch (HO125) and Christ Church Anglican, North Essendon, 1921, by architect Daniel R. Dossetor (HO203). North Essendon Presbyterian (Uniting) Church, 1937, also by architect John D. Scarborough (HO336) is a pink-brick church in a stripped Perpendicular Gothic style and is a larger and more impressive composition

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than Strathmore, however it has been somewhat altered, with new glazed doors and recent extensions to the two sides. The hall (1936 church) at Strathmore Uniting is a more modest and representative example of interwar church building but is less architecturally flamboyant when compared with the work of Fritsch or Williams or the North Essendon example by Scarborough. Its significance lies principally in its contribution to the complex rather than as an architectural statement in its own right.

A number of architectural firms did church commissions over long periods spanning the interwar and post-war time periods and evolved their designs from historicism to experimentation. John D. Scarborough as a small practice, and as principal architect with Scarborough Robertson and Love, maintained a long and fruitful association with the Presbyterian Church for over thirty years (1930s -1960s), as did Cyril Kelly for the Catholic Church.

Modern (post-war) churches in Moonee Valley are generally in one of three main stylistic groupings. These include those associated with the stripped back historical styles of the Gothic, Baroque or Romanesque popular in the 1930s but also carrying through to the 1960s by architects such as Tom Payne (Payne & Dale). These buildings used forms and motifs that identified them with the particular historical style, but used a simplified expression in order to suit more commonly used materials of the time, such as face brick. Later examples by Payne & Dale have not been identified in Moonee Valley, but St Monica's Moonee Ponds is a fine interwar example.

A hybrid design approach also used historical references but in a more free-form and innovative way, drawing on styles as a point of reference but playing with these to achieve a more contemporary expression. An architect such as Cyril Kelly (1907-1994) was a key exponent for Roman Catholic churches; Scarborough Robertson & Love and later J.D. Scarborough for the Presbyterians, and Louis Williams (1891-1980) designed many churches for the Anglicans. St John Bosco, Niddrie (1966) and St Vincent de Paul Strathmore (1959) (HO348), by Cyril Kelly are good examples of this style in Moonee Valley. Strathmore Uniting is a more inventive design for the period and displays a more sophisticated compositional approach than those of Cyril Kelly in Moonee Valley.

A more contemporary approach to modernism was used by architects such as Mockridge, Stable and Mitchell, Smith and Tracey, and Keith Reid. These buildings included a more auditorium-style approach to planning by emphasizing an equal view of the altar and proceedings for the congregation. Other aspects of modernism included the use of dramatic rooflines, contemporary bell towers and spires and the controlled use of light in the interior to enhance dramatic effect. This type is not represented at Strathmore Uniting.

### Statement of Significance

#### What is significant?

The Strathmore Presbyterian (Uniting) Church complex at the corner of The Crossway and Upland Road, comprising the Presbyterian Community Hall of 1936 designed by Scarborough Robertson and Love, and a 1962 church designed by John D Scarborough are significant.

The later kindergarten additions to the south of the 1936 church are not significant.

#### How is it significant?

The church complex is of local historical, aesthetic and social significance to the City of Moonee Valley.

#### Why is it significant?

The development of the site for the Strathmore Presbyterian (Uniting) Church complex reflects a strong period of development in Strathmore and North Essendon in the late 1930s following the subdivision of the Magdala Estate and the development of Madel and Columban avenues in the late 1920s, and The Crossway in 1930. The larger church (1962) demonstrates the population increase (principally in areas further north) in the post-war era. Originally established as

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Upland Road Presbyterian, the site is an excellent example of the provision of community facilities to serve the growing population of the area. Originally designed as a community hall, the central building in the Upland Road frontage, this was closely followed by a Kindergarten and Primary School in the wing to the south. The importance of education was later reinforced through the conversion of this space to an Education Centre after 1964. Historically this Strathmore church complex demonstrates to a high degree the establishment and growth of the Presbyterian (later Uniting) Church in the area. (Criterion A)

Scarborough Robertson and Love are perhaps best known for their winning competition entry for their fine Littlejohn Memorial Chapel at Scotch College, but the firm also completed a number of churches throughout the metropolitan area. John D Scarborough (1901-1971) is a highly regarded architect in his own right and a prominent contributor to the architectural profession throughout the 1940s and '50s as President of the RVIA, as Fellow of the RVIA and RIBA and Life Fellow of the RAIA. (Criterion H)

The Strathmore church complex represents a cohesive building group by noted architects Scarborough Robertson and Love, and their principal architect John D Scarborough, over a period of thirty years. The community hall of 1936 and the church of 1962 share architectural qualities in their use of plain face brick with elegant brickwork detailing around doorways and windows and subtle articulation. The primitive Gothic Revival style hall demonstrates the interwar period of stripped back historicism whilst the 1962 church is an excellent example of a more free form interpretation of historical styles. Important features of the hall are the use of face clinker brick, the entry doors with their simplified 'linen-fold' joinery and the bellcote that dominates the front elevation. The 1962 church relies on a skilful arrangement of rectilinear volumes for its dramatic effect through the uses of the truncated tower with row of windows, central nave with shallow pitched roof extending to encompass side wings. The composition is particularly effective as a corner building that addresses both The Crossway and Upland Road. The church is an excellent example of modernism that invents new forms of expression from historical styles and is of architectural significance in its own right. Together with the hall that demonstrates a more representative design approach common to the 1930s; the whole complex forms an excellent group of buildings, and one that is relatively uncommon in Moonee Valley where an earlier church building is retained on the same site rather than demolished to make way for the new church. (Criterion E).

The Strathmore Uniting Church complex as the ongoing place of worship following the formation of the Uniting Church in 1977 is highly likely to retain significant social value for the communities it serves (Criterion G).

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

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|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

## HERITAGE CITATION REPORT

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### Other Recommendations

Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.  
Extent of HO to include the community hall of 1936 and the church of 1962 and the land between these buildings and the frontages to the surrounding streets.



## HERITAGE CITATION REPORT

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| <b>Name</b>          | TRAVANCORE SPECIAL SCHOOL TODDLERS BLOCK (FORMER) |                           |       |
| <b>Address</b>       | 26-68 FLEMINGTON STREET, TRAVANCORE               | <b>Significance Level</b> | Local |
| <b>Place Type</b>    | Special School                                    |                           |       |
| <b>Citation Date</b> | 2015  |                           |       |
| <b>Assessment by</b> | Context Pty Ltd                                   |                           |       |



TRAVANCORE SPECIAL SCHOOL TODDLERS BLOCK (FORMER)  
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| <b>Recommended Heritage Protection</b> | VHR - HI - PS Yes                       |                            |   |
| <b>Designer / Architect</b>            | Public Works Department, Everett, Percy | <b>Architectural Style</b> | Interwar Period (c.1919-c.1940)<br>Moderne, Interwar Period (c.1919-c.1940) Old English |

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Eight - Building community life: 8.2 Educating people; Providing education for children with disabilities*

*Moonee Valley has a strong history of commitment to education and the development of State schools in the area represents the major phases of education history in Victoria. A regulated system of education was introduced in Victoria through the governments Education Act of 1872, with the guiding principle being that education should be free, secular and compulsory. But schools had been established in Essendon and Flemington in the 1850s, well before this time. As one historian has noted, the early settlers in Essendon brought with them a spirit of assertion and self-reliance and aspired to a life better than the one which most had left behind in Britain; providing a good education for their children was an important part of their ethos (MVTEH, 2012:157-158).*

*In nineteenth century Melbourne special education was confined to the private or voluntary sector. Institutions such as those created for hearing and vision impaired children in the 1860s were charitable foundations accepting a small number of paying pupils. Compulsory education, introduced in 1872, made no distinction as to the ability of children but, four years later, children with intellectual disabilities were exempted from the Act. In 1893 enlightened Moonee Ponds resident and physician Dr John Fishbourne (assisted by his daughter Laeta) opened a private boarding school for intellectually disabled children in his Puckle Street mansion. St Aidan's, as it was known, was the first school of its kind in the Southern Hemisphere and recognized as a forerunner to Special Education in Victoria. (MVTEH 2012:144-5)*

*Adding to the history of Special Education in Moonee Valley is the story of Travancore School. After the large mansion, built by Hugh Glass (known as Flemington House), was finally vacated in 1926 and the grounds subdivided for housing, the Victorian Government acquired part of the property for a school for intellectually disabled children. (MVTEH 2012:145)*

#### Contextual history

In the nineteenth century children with intellectual disabilities were sometimes sent to asylums. What became known as Kew Children's Cottages dated back to 1887 and was located to the Kew Asylum. It provided accommodation and education to children with intellectual disabilities. In about 1929 the Department of Education established the Kew Cottages Special School (State School No.4431). It was the first stateschool in Victoria for children with intellectual disabilities and remained in operation until the end of 1991. The Special School at Kew was followed in 1932 by the Travancore Special School.

These institutions were under the control of the Lunacy Department until the early 1930s. Then, in 1934, the Department of Mental Hygiene was established following the proclamation of the *Mental Hygiene Act*. The Department was responsible for the development and direction of policy for the treatment of the 'mentally ill, the intellectually handicapped and inebriates' and for the establishment and administration of institutions for their care. In 1944 this function was taken over by the Mental Hygiene Branch, within the new Department of Health (PROV).

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As the available accommodation at Travancore was quickly allocated the Department in 1937 opened the Pleasant Creek Special School at Stawell, which was intended for young people up to the age of 20. In the same year the Department established the Janefield Colony on the site of the Janefield Sanatorium, a training farm for tuberculosis patients. Janefield was intended for children from Kew and Travancore who, having reached the age of 14, still required institutional care. The first children (all girls) were transferred to Janefield from Kew Cottages in November, 1937 and by 1940 there were 126 residents. Construction of a ward for boys commenced in 1940, but was not completed until 1945. By 1955 there were seven wards at Janefield, housing 274 residents (Annual Reports, 1938-1955).

### Place history

The State government purchased the former Flemington House mansion in 1926 and immediately announced plans to create a residential facility for children with intellectual disabilities. However, there was some opposition from local residents and it wasn't until 1930 that tenders were accepted for the conversion of the mansion to provide the residential part of the school. At that time, 'modern classrooms' had already been erected (*The Argus* 28 May 1930 p.5).

The Travancore Special School appears to have commenced some time in 1932, but was not officially opened until February of the following year. The school was opened by the Premier, Sir Stanley Argyle. At the time there were 22 boys and 12 girls at the school and it was planned to accommodate up to 70 children. In his address Sir Stanley Argyle said that there were 'more than 1,000,000 educable children in Australia, and there were estimated to be at least 22,000 mentally deficient children. Of the 22,000, 14,000 children were considered to be capable of receiving some form of education. Travancore was the first step in the long road of social service, which the state had to face in meeting that problem. Travancore had cost 20,000 pounds for land, buildings, furnishings and fittings. The institution would be for the education of selected children aged between six and twelve years. The problem then arose of what to do with those children when they passed through Travancore. At Janefield a large area of land had been set aside for an industrial, agricultural, and educational colony when the finances of the State permitted such a plan to be carried out. The school at Travancore would be of great value in another direction. There was at present no institution where teachers could be trained for the teaching of sub-normal children, and Travancore would provide an excellent institution for the training of doctors and nurses, as well as of teachers. The building could be filled twice over' (*The Argus*, 9 February 1933, p.5).

In attendance at the opening were several politicians and other dignitaries including Chief Secretary (Mr. Macfarlan), the minister for Education (Mr. Pennington), and the minister for Water Supply and Labour (Mr Goudie). The leader of the Opposition in State Parliament (Mr. Tunnecliffe), Mr Holland MLA for Flemington, a member of the school board, Mr J. McRae, Acting Director of Education, Mr J. Henry secretary of the Children's Welfare Department, Mr L. Chapman, under-secretary, Mr J. Akeroyd, Inspector General of Penal Establishments, and Mr R.K. Whately psychologist, Victorian Vocational and Child Guidance Centre. Also in attendance about 100 representatives of the Federated Mothers clubs, the president Mrs L.M. Pitt being a member of the board. The Kyabram Mothers' Club was also represented (*The Argus* 9 February 1933, p.5).

From its inception until 1938 Travancore was designated a Special School (No.4465) with the teaching staff being provided by the Education Department. In 1938, with the addition of a clinic providing research and services for intellectually disabled children, the institution was renamed Travancore Developmental Centre. The approach to the care of the children at the centre was radically changed from a method of 'handling children from more or less repressive and unconstructive discipline' to a system based on what was termed the 'mental hygiene approach' with the purpose of establishing 'Travancore as a developmental centre for those children who are capable, with appropriate development and training, of becoming wage-earning and socially useful'. As well as educating the children, the institution became a training facility that provided instruction for school staff in the education of intellectually disabled children using the 'mental hygiene approach'. Consequently, control of the school activities was transferred from the Education Department to the Department of Mental Hygiene (Annual Report 1938:19-20).

By 1939 a new curriculum had been put in place, but while Nursing Staff had been partly trained in the new 'mental

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hygiene' approach, the training of the teaching staff was proving more difficult and was identified as a priority of the new programme. The priority was the replacement of the obsolete main building with 'scientifically designed units' and, to this end, the new self-contained kindergarten or 'toddlers' block had been completed and there was a building program in had to ensure the completion of the architectural needs of the centre (Annual Report 1939:20).

From 1940 onwards Annual Reports provide separate commentary on the Developmental Centre and the Travancore Clinic. The Clinic had investigated 273 new cases and had 'many potentialities in the prevention and treatment of many and varied types of emotional mal-adjustment, which are frequently the forerunners of delinquency, crime, nervous and mental disorder and social inefficiency' (Annual Report 1940:18).

In 1942 the school was relocated to Hepburn Springs as the Travancore complex was taken over for wartime purposes. Female students who were in employment at the time of transfer were employed at the textile mills at Daylesford, and were all housed in a small boarding house converted to a hostel. Upon return to Travancore in 1944 this hostel, known as Moorakynne, was set up in the former toddlers' block as a 'temporary measure', but did not move out until 1950 (Annual Reports 1943, 1945, 1950).

In 1968 Travancore ceased to function as a centre for intellectually disabled children. Renamed as the Travancore Psychiatric Developmental Centre it became a residential centre for emotionally disturbed children. By 1982 it had become the Travancore Child and Family Centre with the addition of a new family admission unit for the reception of emotionally disturbed children and their parents and in 1987 it was proclaimed a psychiatric hospital.

Today, part of the complex is used as the Travancore School, which works in partnership with the Royal Children's Hospital Mental Health and Oxygen Youth Health to provide school support for students undergoing treatment for mental illness and also builds capacity of teachers to assist students with mental health issues (Travancore School website). The present-day Travancore School occupies recently constructed buildings.

The former Toddlers' School, dating from 1939-40, is now occupied by the Mindful Centre for Training and Research in Developmental Health, which is the state-wide unit responsible for the delivery of postgraduate courses, training programs, professional development and research programs in child and adolescent mental health (Mindful website).

### *Building development*

As noted above, the first buildings at the Travancore Special School comprised the old mansion, which was converted to provide accommodation for the children, and 'modern classrooms' that had been constructed by 1930. The school was developed further over the following decades:

- A new school block and psychological clinic was erected in 1936 at a cost of about 4,000 pounds and occupied in May 1937 (*The Argus*, 20 November, p.4).
- A pool and playing fields was opened in April 1939 (*The Argus*, 25 April 1939, p.12).
- A 'toddlers' block' was built in 1939-40 (*The Argus*, 22 April 1939 p.9).

In 1939 the old mansion was in a bad state of disrepair and it was demolished c.1941. By 1942 the Travancore buildings were described as completed and comprised 'a very satisfactory unit capable of dealing with mental deficiency at all ages' (Annual Report 1941:25).

In the later twentieth century many of the original school buildings were demolished and replaced with new buildings. Today, the only original school building remaining on the site appears to be the former toddlers' block of 1939-40.

### Sources

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| TRAVANCORE SPECIAL SCHOOL TODDLERS BLOCK (FORMER) | 25-Sep-2015           | 04:44 PM |
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### Description

#### Physical Description

As noted in the History, most of the original buildings constructed for the Travancore Special School from 1930 to 1945 have been demolished. The only surviving building is the former Toddlers' Block, which is situated immediately to the northeast of the Flemington Primary School near the crest of a hill overlooking Mooltan Street and the Moonee Ponds Creek Valley. It is visible at the south end of Cashmere Street.

In plan, the building comprises two long wings in a shallow 'v' on either side of a central entrance pavilion, which is marked on the northeast elevation by a gable placed between projecting minor hip roofs and above a flat-roofed porch hood. Large curved window bays on either side connect back to the projecting wings. There is a curved brick wall with small square windows on the southwest (opposite) side of the building.

The walls are constructed of brick, with dark brown bricks forming a plinth and red bricks to the upper walls. The gables to the central pavilion and at the north and south ends of the arms of the 'v' are finished in highly decorative *fachwerk* (half-timbering with brick infill), combining multi-coloured brick bats in a herringbone pattern with vertical and curved half timbering. The roof is clad in glazed tiles, in the mottled finish popular in the 1930s.

Constructed of brick with a gable roof, the building is an unusual mixture of Moderne and Old English styles. The Moderne style is demonstrated by the strong symmetry of the design, the treatment of the windows (variously curved, tall and narrow or corner with horizontal glazing bars), and the projecting flat-roofed sections at the outside end of each wing. This is combined with the distinctive Old English *fachwerk* to the gable ends to create a hybrid of two very popular styles of the 1930s.

### Comparative Analysis

The former Travancore Special School Toddlers' Block is typical of the Moderne schools designed under the direction of Percy Everett, Chief Architect of the Public Works Department from 1934 to 1953. Peterson (1993:18) describes the characteristics of these schools as follows:

*Horizontality predominates in elevation sometimes with a vertical element. Roofs are completely concealed by parapets on at least the entrance. Roof forms range from simple gable, hip or low pitch to true flat roofs on more adventurous designs. Symmetry is not abandoned. Round and diagonal plan-elements appear. The material is usually, un-rendered,*

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*often bi-chromatic, but may be concrete.*

Unusually, this school combines the Moderne elements of Everett's Moderne schools with Old English elements. This combination was sometimes seen in residential architecture, but no other schools with this type of hybrid detailing are known. The closest comparison in Moonee Valley is the Strathmore Primary School (HO340), which was re-built in 1945 after a fire partially destroyed the original school built in 1943-44. It has similar features and details including the vertically proportioned windows with vertical glazing bars, and a main hip roof with a projecting flat roof section.

### Statement of Significance

#### What is significant?

The former Travancore Special School Toddlers' Block, designed by Percy Everett and constructed in 1939-40, at 26-38 Flemington Street, Travancore is significant. Constructed of brick with a gable roof, the building is an unusual mixture of Moderne and Old English styles. The Moderne style is demonstrated by the strong symmetry of the design, the treatment of the windows (variously curved, tall and narrow or corner with horizontal glazing bars), and the projecting flat-roofed sections at the outside end of each wing. This is combined with the distinctive Old English detailing to the gable ends to create a hybrid of two very popular styles of the 1930s. In plan, the building comprises two long wings in a shallow 'v' on either side of a central entrance pavilion, which is marked on the east elevation by a gable placed between projecting minor hip roofs and above a flat-roofed porch hood. Large curved window bays on either side connect back to the projecting wings. There is a similar curved-wall form on the west side of the building. The walls are constructed of brick, with dark brown bricks forming a plinth and red bricks to the upper walls. The gables to the central pavilion and at the north and south ends of the arms of the 'v' are finished in highly decorative *fachwerk*, combining multi-coloured brick bats in a herringbone pattern with vertical and curved half timbering. The roof is clad in glazed tiles, in the mottled finish popular in the 1930s.

Non-original alterations and additions to the building are not significant.

#### How is it significant?

The former Travancore Special School Toddlers' Block is of local historic and aesthetic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant as the only surviving building of the Travancore Special School, which was the second school in Victoria established for children with intellectual disabilities. The modern design of the building represents the progressive approach adopted by the school to the education of the children and training of the people who instructed them. (Criteria A & B)

It is architecturally and aesthetically significant as a fine and intact example of a Moderne school designed under the direction of Percy Everett. It has aesthetic significance for the unusual combination of Moderne with Old English detailing and is of note for the half timbering detail to the gable ends. (Criteria D & E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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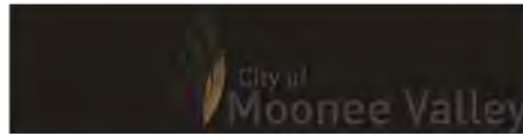
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### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place, with no specific HO controls, as shown in the above table.  
Extent of HO to include the whole of the former 'Toddlers' Block and surrounding land to a minimum extent of 5 metres, including all the land between the building and Cashmere Street.



## HERITAGE CITATION REPORT

**Name** GILL BROS. SHOEING FORGE (FORMER) and RESIDENCE  
**Address** 374-378 MT ALEXANDER ROAD, TRAVANCORE **Significance Level** Local  
**Place Type** Blacksmith, House, Residence  
**Citation Date** 2015  
**Assessment by** Context Pty Ltd



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Recommended VHR - HI - PS Yes  
Heritage Protection

Architectural Style Victorian Period (1851-1901)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Three - Connecting Victorians by transport and communications; 3.1 Establishing pathways*

*Moonee Valley contains several transport routes that influenced patterns of settlement both within the study area and surrounding it. More importantly, perhaps, pathways through Moonee Valley have provided significant connections for Victorians moving through inner Melbourne and the world beyond (MVTEH 2012:47).*

#### Gold Fields Routes

*During the hectic 1850s, when gold attracted thousands of immigrants to Victoria, the early roads through the study area were transformed as thousands of gold seekers set out from Melbourne on foot, by coach or on drays, seeking their fortunes on the central Victorian goldfields. Mount Macedon Road, renamed Mt Alexander Road, became the 'principal road in the colony' and, at times, over 30,000 people per week crossed Flemington Bridge and made their way along this route. 'Teams of horse and bullocks traversed Mt Alexander Road day and night ... Many of the men seeking the new Eldorado trundled wheelbarrows holding their belongings ... Coaches passed through daily and gold escorts about thrice a week, recalled George Pearse, who grew up in Essendon at this time (MVTEH 2012:50-1)*

#### Accommodating and supplying travelers

*Businesses sprang up at convenient points along Mt Alexander Road to service the needs of travelers and those transporting both passengers and goods to the goldfields. Many of these early businesses supplied essential services to those setting out on the long (nine day) journey to the goldfields. Wheelwrights, blacksmiths and carriage repair works, tinsmiths, butchers, bakers and clothing suppliers were amongst the businesses that clustered along the road near Flemington Bridge, at Ascot Vale near present day Middle Street, at Moonee Ponds Junction, near Fletcher Street in Essendon and at Bendigo Corner, the junction of Bulla and Keilor Roads. Together with hotels, these businesses formed the nuclei of settlements within the Moonee Valley area (MVTEH 2012:53).*

#### Place history

According to an article written in 1952 for the *Essendon Gazette*, Jonathan Gill, a farrier, established a shoeing forge here in the 1860s and is said to have built the forge and residence. Mr Gill shod many horses at the forge including the renowned 1890 Melbourne Cup winner, 'Carbine', as well as other champion horses and Melbourne Cup winners including 'Malvolio' (winner of Melbourne Cup, 1891), 'Megaphone', 'Lucknow' and 'Patron' (*Essendon Gazette*, 5 June 1952).

Jonathan Gill was born in Yorkshire in 1822 came to Australia with his wife in 1856, landing at Geelong. A baby was born during the voyage. Mr. Gill first obtained work as a farrier in Geelong, where he and his family lived in tents. After coming to Melbourne via bullock wagon Mr. Gill established a forge in Newmarket and in the early 1860s moved to this site in Mt Alexander Road where he built the forge and residence alongside (ibid). According to the *Gazette* article:

*Business was brisk in those times, in fact work was carried on day and night. Besides all the goldfields traffic, there were always cab horse and racehorses to be attended to. Shoes were made at night and nailed on during the day. There was*

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*always a staff of four or five. Dispelling the 'Gazette' representative's ignorance, Mrs. Gill interposed to explain the difference between a blacksmith and a farrier. "A blacksmith made the shoes, while a farrier put them on".*

When Mr. Gill died in 1890 the business was taken over by his three sons, Thomas, David and William. William later lived in the adjoining residence with his wife and after his death in 1949 at the age of 75 the forge was taken over by a Mr. D. Jones and was still in operation in 1952 (ibid).

The information in the *Gazette* article is generally borne out in the Sands & McDougall Directories, which show that Jonathan Gill, blacksmith was listed as early as 1869 in Mt Alexander Road. However, in 1869 and the early 1870s he is listed as being on the 'south' (i.e. west) or opposite side of the road in the block between South and Middle streets. From 1875 onwards he is listed on the east side of Mt Alexander Road and that is possibly when the present complex of buildings was constructed (SM).

After Jonathan's death in 1890 David R. Gill is, at first, listed as the occupant of the forge and by 1905 it is referred to as the 'Gill Bros. Shoeing Forge'. The front section of the property containing the forges and residence is shown on the MMBW Plan of 1904 much as it exists today with the house, and the two-bay forge building alongside to north. A later MMBW plan, dating from 1919, shows the whole of the site. Behind the house is a series of outbuildings and a bricked yard, and to the north are two attached houses. Directories list the occupants of these buildings in 1920 as William A. Gill (house), Gill Bros Shoeing Forge, David R. Gill and Alfred T. Gill (SM).

Business declined with the introduction of motor transport during the interwar period, but the business continued as 'the racehorses still had to be shod, cabbies nags attended to, and there were the Shetland ponies from the shows'. However, by the post-war period the high cost and shortages of steel together with the small return meant the business was no longer viable:

*"It's a dead trade", commented Mrs Gill rather wistfully. "My boy wanted to enter it but his father wouldn't teach him - there are no opportunities left". (Essendon Gazette, 5 June 1952)*

In 1952, when Mr. D. Jones had taken over the business, the trade mostly consisted of trotters and carter's horses and he operated the business on his own. By then, only one of the two forges, fed on coke and driven by electrically-powered bellows was still in use (ibid).

### Sources

Aldous, Grant, *The stopover that stayed. A history of Essendon*, 1979  
Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1986 to 2000*  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.837, dated 1904 & Detail Plan No.1126, dated 1919  
Sands & McDougall Melbourne Directory (SM)

## Description

### Physical Description

The former Gill Bros Shoeing Forge complex comprises the double gable fronted brick forge with adjoining residence. The residence at no.374 is a typical double-fronted Victorian house with ruled rendered walls and a M-hip iron roof with a gabled wing at the rear. The symmetrical facade has narrow double-hung sash windows with bluestone sills on either side of the four-panel central door with top light. The verandah has a slightly concave hip roof and is supported on chamfered timber posts. It has a simple cast iron frieze and retains a bullnose bluestone coping to the floor. There are two

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rendered chimneys and a brick chimney at the rear, all with hexagonal terracotta pots. At the rear of the former residence is a group of early outbuildings, including a building with a steeply pitched hip roof at the rear of the property.

The former shoeing forge immediately to the north comprises two gable-fronted bays that have segmental arched openings and doors. There are also small segmental arch windows in the north elevation of the northern bay. The wider, southern gabled bay has an inset panel for signage, and its original arched entry has been replaced with a modern rectilinear shopfront.

### Comparative Analysis

As a place type, small industrial premises such as shoe forges and blacksmiths are usually simple, architecturally undistinguished buildings. Many were simply timber framed and iron clad 'rough sheds', while more substantial examples were constructed of brick. Directories show that there were several blacksmiths or farriers along Mt Alexander Road in the nineteenth century, however, very few survive today and there are no examples currently included in the Heritage Overlay.

In the context of Mt Alexander Road, this former shoeing forge compares with the Cook's Blacksmith at no.882-84, as one of the few surviving examples of the small business established in the nineteenth century to serve travelers. It also compares with the former Shoeing forge at 528-534 Racecourse Road, Flemington. Of these, the Flemington building is notable for its elaborate arched pediment flanked by scrolls. Otherwise it is a simple gabled building with segmental arched windows, like the Gill's and Cook's buildings. All of the buildings have similar integrity and intactness.

### Statement of Significance

#### What is significant?

The former Gill Bros Shoeing Forge and residence at 374-378 Mt Alexander Road, Travancore are significant. The residence at no.374 is a typical double-fronted Victorian house with ruled rendered walls and a M-hip iron roof with a gabled wing at the rear. The symmetrical facade has narrow double-hung sash windows with bluestone sills on either side of the four-panel central door with top light. The verandah has a slightly concave hip roof and is supported on chamfered timber posts. It has a simple cast iron frieze and retains a bullnose bluestone coping to the floor. There are two rendered chimneys and a brick chimney at the rear, all with hexagonal terracotta pots. At the rear of the former residence is a group of early outbuildings, including a building with a steeply pitched hip roof at the rear of the property. The former shoeing forge immediately to the north comprises two gable-fronted bays that have segmental arched openings and doors. There are also small segmental arch windows in the north elevation of the northern bay. The wider, southern gabled bay has an inset panel for signage, and its original arched entry has been replaced with a modern rectilinear shop front.

#### How is it significant?

The former Gill Bros Shoeing Forge and residence at 374-378 Mt Alexander Road, Travancore are of local historic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its associations with the development of Mt Alexander Road and is a representative example of the small businesses established along its length in the nineteenth century to service travelers and also the local racing industry. Jonathan Gill established a shoeing forge here in the 1860s, the present complex of buildings dates from the late nineteenth century, and the business was still operating in the 1950s. It is also significant as a rare surviving example of the simple industrial buildings and residences once found along Mt Alexander Road, but that have been almost completely lost due to later development. (Criteria A, B &D)

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### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

|                                  |   |
|----------------------------------|---|
| External Paint Controls          | - |
| Internal Alteration Controls     | - |
| Tree Controls                    | - |
| Fences & Outbuildings            | - |
| Prohibited Uses May Be Permitted | - |
| Incorporated Plan                | - |
| Aboriginal Heritage Place        | - |

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.