

# **Maribyrnong Heritage Review**

## **Volume 3**

### **Historic Places**

#### **Industrial places in the City of Maribyrnong**

Maribyrnong Heritage Review - Industrial Places

**Maribyrnong Heritage Review  
Volume 3  
Historic Places  
Industrial places in the City of Maribyrnong**

**Contract 980116W**

***Maribyrnong Heritage Review***  
***Historic Places Studies***  
for the City of Maribyrnong

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## **Historic Places - Industrial places in the City of Maribyrnong**

### **Introduction**

The following volume deals with identified or potential heritage places of an industrial nature within the City of Maribyrnong. The report also includes detailed place reports for industrial places. Identified non-industrial places have been assessed as part of Volumes 4, Historic Places -Non-Industrial Sites in the City of Maribyrnong; Volume 5 Historic Places -Precincts City of Maribyrnong; and Volume 6 Trees in the City of Maribyrnong.

### **Project Area**

All of the present City of Maribyrnong including the former City of Footscray and those parts of the former City of Sunshine that are now within the City of Maribyrnong including parts of Brooklyn, Tottenham, Maidstone, Maribyrnong and Braybrook.

### **Background to Maribyrnong Heritage Review project**

The City of Maribyrnong has resolved to undertake the identification and preservation of sites of natural and cultural heritage. This Heritage Review aims to identify, evaluate and provide conservation recommendations for:

- ⟨ places of cultural significance (non-Aboriginal places),
- ⟨ places of natural significance, &
- ⟨ places of pre and post contact Aboriginal significance.

To facilitate this process Council has appointed Context Pty Ltd as lead consultant to project manage the overall Heritage Review. The lead consultant and Council Officers comprise the Project Management Group, which is guided by the Heritage Review Steering Committee. Projects making up the Heritage Review include:

- Project 1: Maribyrnong, Maidstone, Braybrook and Tottenham Heritage Study  
(former City of Sunshine area)
- Project 2: Footscray Review: Urban Conservation Areas & Individual Places
- Project 3: Significant Trees
- Project 4: Industrial Sites Review Study
- Project 5: Historical Archaeological Zoning Plan

This volume (volume 3) is the result of Project 4 of the following specialist projects undertaken during the Heritage Review. The project team of Jill Barnard, Graeme Butler, Francine Gilfedder & Gary Vines have carried out projects 1-4, with specialist researchers Lesley Alves, Olwen Ford, John Lack, Beatrice Magalotti and Damian Veltri.

Other volumes for projects 1-4 include:

- “ Volume 1: Projects methods and final results.
- “ Volume 2: Environmental History, City of Maribyrnong

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- “ Volume 4: Historic Places - Non-industrial places in former City of Sunshine (Maribyrnong, Maidstone, Braybrook and Tottenham)
- “ Volume 5: Historic Places - Urban Conservation Areas & Individual Places in the former City of Footscray
- “ Volume 6: Significant Trees, City of Maribyrnong

## Study Method

As required by the brief, survey work was undertaken of the study area after an initial briefing from existing studies and findings on the area. A database was assembled of some 155 potential industrial heritage places (of a larger database of 255 places) and a provisional heritage ranking provided for each. Further analysis was done by place category or type and historical theme (see Appendices 5, 7 and 8 of Volume 4). These findings were presented to a number of community workshops aimed at gaining some community input from the former City of Footscray and City of Sunshine areas within the existing City boundaries. In addition, the drafts from each stage of the project were circulated to a reference group provided by Council to gain further comment. Using a threshold of comparison at potential City (City of Maribyrnong), Regional (Western Region) and State heritage significance, 88 places were identified for detailed assessment. Of these 65 places have been assessed in place reports within this volume: non - industrial places in the former City of Sunshine areas; precincts and landscape of potential significance have been assessed in volumes 4, 5 and 6 respectively.

In identifying industrial places of potential cultural heritage significance, a review was made of material from the Western Region Industrial Heritage Study prepared by Gary Vines in 1988, along with site information from the Victorian Industrial Heritage Database, compiled by Gary Vines for Melbourne's Living Museum of the West. The criteria for determining what is an industrial site was based loosely on the Australian and New Zealand Standard Industry Categories (ANZSIC), but can be summarised as places related to manufacture, resource exploitation, trade, transport, commerce and communication. They include, factories, bridges, engineering works, quarries, warehouses, and infrastructure, but not civic, commercial, residential or social facilities. The Industrial places database is a compilation of data from a number of heritage sources including the Register of the National Estate, Victorian Heritage Register, National Trust Register and files, DNRE Historic Places Section database, various council and thematic heritage studies, a number of other private and organisation sources, and fieldwork carried out by Gary Vines.

This material was reviewed and additional field survey work undertaken to assess the current state of industrial heritage places in the City of Maribyrnong. Considerable change had occurred to sites since the Western Regional Industrial Heritage Study and Footscray Conservation Study (Butler 1989) were conducted. Demolition, alteration, changed use, adaptive re-use, and sometimes restoration, had occurred. In undertaking the review additional research was conducted (by Gary Vines, Lesley Alves and Jill Barnard) to more accurately determine levels of historical significance, aerial photographs were examined to determine changes since the late 1980s, and field work was undertaken to physically inspect the places. In some cases, site inspection of large industrial complexes, such as Bradmills, McKay Engineering, Extruded Metals, etc. was also conducted.

Apart from the additions and alterations, which were reflected in the site reports, further comparative research was undertaken (primarily through querying the heritage registers and Industrial Heritage database) to determine appropriate levels of significance.

## Study Findings

The industrial heritage in the City of Maribyrnong has undergone considerable change since the original surveys of the built cultural environment in the former City of Footscray, and the industrial heritage places in the region generally. Demolition and reclamation of former industrial areas for new uses including parkland, housing and commercial activities has been the most significant development in the last 10 to 15 years. This has almost totally transformed many areas. Of particular note is the demise of the traditional noxious industries, particularly along the Maribyrnong River. This began with the demolition of the Michaelis Hallenstein Tannery and Angliss Meatworks in the mid 1980s, and has culminated with the demolition of almost all of the former Ammunition Factory and Ordnance Factory. These types of factories and a few other vast industrial complexes were the reason Footscray and surrounds prospered as an industrial working class district which provided refuge and work to migrants from the first decades of the nineteenth century right up to the 1980s. Their loss has not only transformed the once undesirable and polluted areas into far more attractive real estate, but has changed forever, the socio-economic make-up of the municipality.

What survives, however, still demonstrates the pre-eminent role that Footscray and district has played in the industrial development of Australia. One of the few (and possibly only) surviving boiling down and meat preserving works survives at Pipemakers Park, as the symbol of the origins of the noxious industries in the district. The fertiliser and chemical works of Yarraville demonstrate the culmination of the meat by-products industry in the late 20th century.

The huge defence establishments which once made Footscray and Maribyrnong “the Arsenal of Australia” are now represented by fragments at the redeveloped sites, the sublime Jack’s Magazine, and most notably, the Maribyrnong Explosives Factory complex, while the former Tottenham RAAF stores complex and the Munitions Department built housing schemes, show the expansion of these defence facilities during World War 2. Related to these were the WW2 inspired industrial complexes in Maribyrnong and along Geelong Road which fed off the rising use of motor transport and the existing industrial infrastructure in Footscray and Yarraville. The defence complexes have been identified by the consultant team and the community workshops as the focus of the communities which lived between them and perhaps the most significant cultural testimonies in the study area. These complexes are closely linked with Australia's wartime history as were many of the surrounding residents who worked within them.

This same type of defence complex is currently being systematically sold off and dismantled across the country making any comparative appraisal difficult. Appearing to some as groups of repeated elements, as a complex they were of immense historical significance when they operated and are now becoming a rare type across Australia.

Other industries were based on the links to export trade (such as the wool warehouses and meat freezing works) and processing of primary products. The greatest testimony to the district’s early pre-eminence is the Colonial Sugar Refining Complex in Yarraville, the last of a number of mid nineteenth century sugar works in the Australian capital cities. Many smaller factories demonstrate the great diversity of manufacturing which was supported, while a distinct group of 1930s to 40s ‘Moderne’ style factory complexes located along prominent thoroughfares show how the industrial entrepreneurs wished to display the importance of their respective establishments. Supporting these industries was an interdependent transport network now evident from railways, bridges and wharves.



A number of places were identified as “archaeological” during the assessment. These places are those which have demonstrated or potential physical evidence which may be buried or obscured. They are generally the sites of demolished buildings which are known from historical records as having some significance, and for which the sites have not been redeveloped.

The large proportion of industrial places which were assessed as being of regional or higher significance is a reflection of the prominence of the City of Maribyrnong (or more precisely the former City of Footscray) in the industrial heritage of Melbourne and the Western Region.

Of the remaining local level places, it was the view of the consultant that only a small proportion of these would meet the criteria for local planning scheme protection even with additional research. However, there is potential that further historical and site research may result in an assessment of some local places having greater significance, particularly in terms of their historical and social value.

## Recommendations

Recommendations are provided with each of the 66 industrial place reports in Appendix 1, but in general the conservation of the significant parts which make up the identified places of Local, City, Regional, State and National significance is recommended. Note that only places of potential City, Regional, State and National significance have been appraised in the place reports, as determined by the thresholds adopted in the City of Footscray Urban Conservation Study (1989) and the extent of the budget allowance for this study.

Potential locally significant places should also be examined for heritage protection.

## Place Reports

The following places have been assessed in Appendix 1.

Place Name	Date		Address		Level
Railway Station, Interlocking Gates & Goods Yards	1870 c.	off	Anderson & Woods Streets	Yarraville	state
F.T. Wimble & Co	1930 c.	13-21	Annesley Street & Cranwell Street	Braybrook	city
West Industrial Park, former Tottenham RAAF Stores Depot	1940 c.		Ashley Street	Braybrook	regional
3LO Radio Transmission Station	1924 c	170	Ashley Street	Braybrook	regional
Angliss Stock Bridge	1941 (truss 1899)	near	Ballarat Road	Footscray	regional
Kinnear's Rope Works	1902	130	Ballarat Road	Footscray	state
Pilkington ACI	1962	234	Ballarat Road	Braybrook	regional
ETA Factory	1956 -60	254	Ballarat Road	Braybrook	state
Warren & Brown Engineering Workshops	1938-1941c	113 - 115	Ballarat Road	Footscray	city
Melbourne Woollen Mills	1869 - 1871, 1920C	2	Banool Avenue	Yarraville	national
Bunbury St Bridge & Tunnel	1928		Bunbury Street	Footscray	metropolitan

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Place Name	Date		Address		Level
Canning Street Ford, (Solomon's Ford)	1835 c.		Canning St. Avondale Heights to Burke Rd.	Braybrook	metropolitan
Explosives Factory Maribyrnong	1912		Cordite Avenue	Maribyrnong	national
Defence Materials Laboratory	1950 c.		Cordite Avenue	Maribyrnong	state
Klipspringer	1930-40	37	Cranwell Street	Braybrook	city
Olympic Tyre & Rubber	1933, 1934-1940	56-84	Cross Street	Footscray West	state
Train's stone works	1940 c	24	Dongola Street	Footscray West	Regional
Pridham's - Peerless Holdings	1895 c.	19-21	Evans Street	Braybrook	city
Stony Creek Rail Bridge	1856-8	off	Francis Street	Yarraville	metropolitan
McCall's Tannery	1921 c.	125	Francis Street	Yarraville	city
Bradmill	1959	341-51	Francis Street	Yarraville	city
Yarraville Wharves	1870 - 80		Francis Street to Somerville Rd.	Yarraville	metropolitan
Southern Can Company	1937	240	Geelong Road	Footscray	regional
Graham Campbell Ferrum	1920 c.	260	Geelong Road	Footscray West	city
Hopkins Odlum	1890 1940	268 - 275	Geelong Road	Footscray West	regional
Yarraville SEC Terminal Station	1920 c.	1	Globe St. (Vockler St.)	Yarraville	state
Saltwater River Gunpowder Magazine	1878	1	Gordon Street	Maidstone	national
Ammunition Factory Footscray	1888	1	Gordon Street	Footscray	state
Ralph McKay	1932 1934	44	Hampstead Road	Maidstone	regional
James Hardie & Co. Pty Ltd Building Products	1927		Hardie Road	Brooklyn	city
Powder Magazine Footscray	1858 - 1878	107-109	Lyons Street	Footscray	regional
Footscray Wharves	1840 c.		Maribyrnong Street	Footscray	city
Footscray Railway Station	1899-1900		McNab Avenue	Footscray	state
Port Phillip Mills	1920 - 21		Moreland Street	Footscray	regional
Barnett Glass Rubber	1875 1906 (Barnett)	91	Moreland Street	Footscray	state
Henderson's Piggery	1872 -3	43 -45	Moreland Street	Footscray	state
Maribyrnong Rail Bridge	1859 c.		Newell's Paddock	Footscray	state
Railway Bridge (Black Arch)	1859, 1900c		Nicholson Street	Footscray	city
Mechanics Institute	1913 c.	209	Nicholson Street	Footscray	city
Barnett Gallant & Co. Warehouse	1888	232	Nicholson Street	Footscray	regional
Maples Warehouse	1913 c.	111 - 113	Nicholson Street	Footscray	regional
Central Drawing Office, Inspection Branch	1940 c.		Ordnance Reserve	Maribyrnong	metropolitan
Pacific Carpets	1944	35-65	Paramount Rd. cnr Indwe St.	Tottenham	regional
Dale Stables	1920s c.		Plantation St. & Chifley Drive	Maribyrnong	city
Fisher's Stables	1870's	off	Raleigh Road	Maribyrnong	state

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Place Name	Date		Address		Level
Smorgon's Meatworks	1927	435	Somerville Road	Brooklyn	city
Wembly Dairy	1930 c.	2	Stone Street	Yarraville	city
Black Arch rail bridge	1859 c.	off	Sunshine Road	Sunshine	state
Creamota	1940	19	Sunshine Road	Footscray West	city
Australian Estates wool store	1941 c.	47	Sunshine Road	Footscray West	regional
Goldsborough Mort wool store	1940 c.	63	Sunshine Road	Footscray West	regional
Olex Cables	1940 c.	207	Sunshine Road	Tottenham	city
Wiltshire Files	c1940	213	Sunshine Road	Tottenham	city
Melbourne Meat Preserving Co - Hume Pipe Co	1848, 1868, 1874, 1911		Van Ness Avenue	Maribyrnong	national
Ordnance Factory Maribyrnong	1923		West's Road	Maribyrnong	state
D. Richardson	1890 ?	25	Whitehall Street	Footscray	regional
Thomas Howie & Co.	1882	102	Whitehall Street	Footscray	city
Mowling's Soap & Candle	1895 c.	107	Whitehall Street	Footscray	regional
Dee Cottage	1880	122	Whitehall Street	Yarraville	city
Cuming Smith	1871	219	Whitehall Street	Yarraville	regional
CSR	1873	265	Whitehall Street	Yarraville	national
Mt. Lyell	1889	295	Whitehall Street	Yarraville	regional
Miller's Ropeworks	1888 c.	221B - 257	Whitehall Street	Yarraville	regional
Murphy's Transport	1933c.	230- 352	Whitehall Street	Yarraville	regional
Pyrotechnic Division OFM	1942/78		Williamson Road	Maribyrnong	city



## **Appendix 1 - Industrial heritage place reports**



## Appendix 2 - Identified potential Industrial Heritage Places

Place Name	Date		Address		Level
Tramway Depot	1910c.		Albert & Buckley St.	Footscray.	typical
Railway Station, Interlocking Gates & Goods Yards	1870 c.	off	Anderson & Woods Streets	Yarraville	state
F.T. Wimble & Co	1930 c.	13-21	Annesley Street & Cranwell Street	Braybrook	city
Argyle Mills	1890 c.		Argyle St.	Footscray West	demolished
Solomon's Homestead	1836-1885-	off	Ashley Street	Braybrook	archaeological
West Industrial Park, former Tottenham RAAF Stores Depot	1940 c.		Ashley Street	Braybrook	regional
3LO Radio Transmission Station	1924 c	170	Ashley Street	Braybrook	regional
Newham & Chandler bacon works			Ballarat Road	Braybrook?	archaeological
Lynch's Punt			Ballarat Rd.	Footscray	archaeological
Dyecraft			Ballarat Rd.	Braybrook	demolished
D. Richardson & Sons	1950 c.	330	Ballarat Rd	Braybrook	local
Angliss Meatworks	1906?		Ballarat Road	Footscray	archaeological
Angliss Stock Bridge	1941 (truss 1899)	near	Ballarat Road	Footscray	regional
Warren & Brown Engineering Workshops	1938-1941c	113 115	Ballarat Road	Footscray	city
Kinnear's Rope Works	1902	130	Ballarat Road	Footscray	state
Pilkington ACI	1962	234	Ballarat Road	Braybrook	regional
ETA Factory	1956 -60	254	Ballarat Road	Braybrook	state
Leroc Oil Company	1940c	236-8	Ballarat Road	Braybrook	typical-local
Melbourne Woollen Mills	1869 - 1871, 1920C	2	Banool Avenue	Yarraville	national
Australian Woollen Mills	1885 c.		Barkley St. south side near Leander St.	Footscray West	demolished
Raleigh's Castle/Cistern	1940c.	off	Belvedere Close	Maribyrnong	archaeological
James Taylor & Sons	1884		between Nicholson and Albert Sts.	Footscray	demolished
Factory	1920 c.		Bourke St	Braybrook	typical
Bunbury St Bridge & Tunnel	1928		Bunbury St.	Footscray	metropolitan
Bevan and Co.	1893		Bunbury Street	Footscray	demolished
Maribyrnong Pottery	1910 c.		Burton Crescent & Maribyrnong Rd	Maribyrnong	archaeological
Canning Street Ford, (Solomon's Ford)	1835 c.		Canning St. to Burke Rd.	Braybrook Avondale Heights	metropolitan

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Place Name	Date		Address		Level
Ebeling & Sons	1885	2	Castlemaine St.	Yarraville	demolished
Farriers Shop	1917		Chifley Drive	Maribyrnong	demolished
Workers Housing	1912 c.		Cordite Ave.	Maribyrnong	demolished
Explosives Factory Maribyrnong	1912		Cordite Avenue	Maribyrnong	national
Defence Materials Laboratory	1950 c.		Cordite Avenue	Maribyrnong	state
Gibbins Implement Works	1889	32	Cowper St.	Footscray	archaeological
Guncotton Factory			Cranwell Park	Braybrook	archaeological
Wilcox and Mofflin	1930 c.		Cranwell St.	Braybrook	archaeological
Mullingers	1880 s		Cranwell St	Braybrook	typical
Klipspringer	1930-40	37	Cranwell St.	Braybrook	city
Kreglinger works	1890 c.	56	Cranwell St.	Braybrook	typical
Pennells	1899	84-110	Cranwell St.	Braybrook	archaeological
Laughton's Foundry	1888	23 -41	Creswick St.	Footscray	demolished
Olympic Tyre & Rubber	1933, 1934-1940	56-84	Cross St.	Footscray West	state
Mitchell & Co Pty Ltd	1920 pre	12	Cross Street	Footscray West	demolished
Train's stone works	1940 c	24	Dongola St.	Footscray West	Regional
Fire Station	1941 -2	69 -71	Droop St.	Footscray	regional
Pelaco	1940 c.	32	Duke St.	Braybrook	typical
Hopetown bridge.	1902		Dynon Rd.	Footscray	typical
Pridham's - Peerless Holdings	1895 c.	19-21	Evans St	Braybrook	city
Standard Quarries	1909 c.		Farnsworth Avenue (Henry Turner Reserve)	Footscray	demolished (filled)
Ridge and Wilson pottery	1885 pre		Fehon St. (Beaton Reserve)	Yarraville	demolished
Borthwicks Meatworks	1907		Francis St.	Brooklyn	archaeological
Stony Creek Rail Bridge	1856-8	off	Francis St.	Yarraville	metropolitan
Bradmill	1959	341-351	Francis St.	Yarraville	city
Victorian Iron Rolling Co.	1890 c.	371-383	Francis St.	Brooklyn	archaeological
McCall's Tannery	1921 c.	125	Francis Street	Yarraville	city
Vacuum Oil			Francis Street (city of Hobsons Bay?)	Yarraville	regional
Yarraville Wharves	1870 - 80		Francis Street to Somerville Rd.	Yarraville	metropolitan
Schutt & Barrie flourmill	c1920		Geelong Rd.	Footscray West	demolished
Weighbridge	1910 - 1920 c.		Geelong Rd.	Footscray West	removed to LMW Pipemakers Park, plate still in road
J. Wright & Son P.L.	1850	97	Geelong Rd.	Footscray West	demolished
Southern Can Company	1937	240	Geelong Rd.	Footscray	regional
Graham Campbell Ferrum	1920 c.	260	Geelong Rd.	Footscray West	city
Boon Spa Pty Ltd	1936	264	Geelong Rd	Footscray	local



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Place Name	Date		Address		Level
Barmac Wright - Bramall	1928 - 1942	444	Geelong Rd	Footscray West	local
Hopkins Odium	1890 1940	268 - 275	Geelong Rd	Footscray West	regional
Yarraville SEC Terminal Station	1920 c.	1	Globe St. (Vockler St.)	Yarraville	state
Metters KFB	1928, 1929- 1940,	22-82	Gordon St.	Footscray	archaeological
Saltwater River Gunpowder Magazine	1878	1	Gordon Street	Maidstone	national
Ammunition Factory Footscray	1888	1	Gordon Street	Footscray	state
Australian Bobbins	1933		Graingers Rd.	Footscray West	local
Ralph McKay	1932 1934	44	Hampstead Rd.	Maidstone	regional
Extruded Metals	1940 c.	17-25	Hampstead Rd.	Maidstone	local
Austral Standard Cables - Pelaco	1940	82-96	Hampstead Rd.	Maidstone	local
Austral Bronze	1940	19-25	Hampstead Rd. & Williamson St.	Maidstone	local
Quarry site			Hanson Reserve Roberts St. West	Footscray West	demolished
James Hardie & Co. Pty Ltd Building Products	1927		Hardie Rd.	Brooklyn	city
James Hardie Offices	1939		Hardie Rd.	Brooklyn	regional
James Hardie administration building	1927		Hardie Rd.	Brooklyn	regional
141-145 Hopkins Street		141	Hopkins Street	Footscray	demolished
Grandstand, Maribyrnong Reserve	1940c.		Hortense St.	Maribyrnong	local
Dickies Towels	1927	248-266	Hyde St.	Yarraville	local
Kinnear Workers Housing	1906		Kinnear, Gordon and Owen Sts.	Footscray	local
Powder Magazine Footscray	1858 - 1878	107-109	Lyons Street	Footscray	regional
Bridge abutments	1912		Maribyrnong Rd.	Maribyrnong	archaeological
Footscray Wharves	1840 c.		Maribyrnong St.	Footscray	city
Maize Products	1913		Maribyrnong St	Footscray	demolished
LOWER MARIBYRNONG		off	Maribyrnong St.	Footscray	typical
John Jones boat-shed	1910 c.	12	Maribyrnong St.	Footscray	demolished
Thames Reserve	1840 c.		Maribyrnong St.	Footscray	regional-state
Footscray Railway Station	1899-1900		McNab Avenue	Footscray	state
Mephan Ferguson	1897	1-7	Mephan St. (cnr Gordon St.	Footscray	archaeological
Footscray Stone Cutting Co.	1874		Moreland and Napier Sts.	Footscray	demolished
Michaelis Bayley	1864 -		Moreland &	Footscray	demolished

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Place Name	Date		Address		Level
	1978		Hopkins Sts.		
Henderson's Piggery	1872 -3	43 -45	Moreland Rd.	Footscray	state
Foundry			Moreland St.	Footscray	demolished
Port Phillip Mills	1920 - 21		Moreland St.	Footscray	regional
Ballast Ground	1855	41	Moreland St.	Footscray	demolished
Barnett Glass Rubber	1875 1906 (Barnett)	91	Moreland St.	Footscray	state
Footscray Gas Works	1877 - 8	99	Moreland St.	Footscray	typical - archaeological
W.L. Allen Foundry	1930 c.	130	Napier & Moreland Sts	Footscray	demolished
Shepherd Bridge	1960c		Napier St- Footscray Rd.	Footscray	typical
Angliss workers housing	1910 - 18 c.		Newell, Cowper & Donald Sts.	Footscray	regional
Maribyrnong Rail Bridge	1859 c.		Newell's Paddock	Footscray	state
Railway Bridge (Black Arch)	1859, 1900c		Nicholson St.	Footscray	city
Mechanics Institute	1913 c.	209	Nicholson St.	Footscray	city
Barnett Gallant & Co. Warehouse	1888	232	Nicholson St.	Footscray	regional
Maples Warehouse	1913 c.	111 - 113	Nicholson St.	Footscray	regional
Ford	1840 s		North Rd Avondale Heights to Braybrook	Braybrook	local
Footbridge - Stony Creek Backwash	c1890s		Off Hyde St, west side of Yarra, beneath Westgate Bridge	Spotswood	local
Central Drawing Office, Inspection Branch	1940 c.		Ordnance Reserve	Maribyrnong	metropolitan
Pacific Carpets	1944	35-65	Paramount Rd. cnr Indwe St.	Tottenham	regional
Footscray Chemical works	1940s?	105	Parker Street	Footscray	local
Dale Stables	1920s c.		Plantation St. & Chifley Drive	Maribyrnong	city
"Sandy" grave	1918	off	Raleigh Rd.	Maribyrnong	archaeological
Fisher's Stables	1870's	off	Raleigh Rd.	Maribyrnong	state
George Gibbins & Co	1890 c.	38	Raleigh St.	Footscray West	demolished
Raleigh's Homestead	1850c	off	Raleigh St.	Maribyrnong	archaeological
Smorgon's Meatworks	1927	435	Somerville Rd.	Brooklyn	city
Elders Woolstores		422	Somerville Road	Brooklyn	local-regional
Wembly Dairy	1930 c.	2	Stone St.	Yarraville	city
Ballast Quarry	1850s - late		Stony Creek near Hyde St.	Yarraville	archaeological
Place Name	Creation Date (GB&A)	House Number	Street Name	Suburb	Level of Significance
Tottenham Railyards			Sunshine Rd.	Tottenham	local
Meadow Lea	1920 c.		Sunshine Rd.	Footscray West	typical
Creamota	1940	19	Sunshine Rd.	Footscray West	city

## Maribyrnong Heritage Review - Industrial Places

Place Name	Date		Address		Level
Australian Estates wool store	1941 c.	47	Sunshine Rd	Footscray West	regional
Goldsborough Mort wool store	1940 c.	63	Sunshine Rd.	Footscray West	regional
White City coursing track	1950 pre.		Sunshine Road	Tottenham	demolished
Black Arch rail bridge	1859 c.	off	Sunshine Road	Sunshine	state
Kynoch Explosives	1911 c.	7	Sunshine Road	Footscray West	local-regional
Olex Cables	1940 c.	207	Sunshine Road	Tottenham	city
Wiltshire Files	c1940	213	Sunshine Road	Tottenham	city
Fry, W. Carpet works		213	Sunshine Road	Tottenham	local
Hunters detergents	1895 pre		Thomas St.	Yarraville	typical
Australian Frozen Meat Export Co.	1880 - 1882		Van Ness Ave.	Maribyrnong	part of MMPC
Melbourne Meat Preserving Co - Hume Pipe Co	1848, 1868, 1874, 1911		Van Ness Avenue	Maribyrnong	national
Maribyrnong Quarrying Co.(now Highpoint Shopping Centre)	1871 c.		Warrs Rd.	Maribyrnong	demolished
No 1 Forge (form)- Ordnance Factory			West's Road	Maribyrnong	demolished
Ordnance Factory Maribyrnong	1923		West's Road	Maribyrnong	state
D. Richardson	1890 ?	25	Whitehall St.	Footscray	regional
Thomas Howie & Co.	1882	102	Whitehall St.	Footscray	city
Mowling's Soap & Candle	1895 c.	107	Whitehall St.	Footscray	regional
Cuming Smith	1871	219	Whitehall St.	Yarraville	regional
CSR	1873	265	Whitehall St.	Yarraville	national
Mt. Lyell	1889	295	Whitehall St.	Yarraville	regional
Miller's Ropeworks	1888 c.	221B - 257	Whitehall St.	Yarraville	regional
Wischer & Co.	1895 c.	223-235	Whitehall St.	Yarraville	demolished
Dee Cottage	1880	122	Whitehall Street	Yarraville	city
Murphy's Transport	1933c.	230-352	Whitehall Street	Yarraville	regional
Michaelis Hallenstein Warehouse	1890 c.		Whitehall, Warde & Neilson Sts.	Footscray	local
Pyrotechnic Division OFM	1942/78		Williamson Rd	Maribyrnong	city
Metal Manufactures Limited	1940 c.	17-28	Williamsons Road	Maidstone	local
Yarraville acid works			Williamstown Rd. & High St.	Yarraville	local
Quarry			Yarraville Gardens, Hyde St.	Yarraville	demolished



## Appendix 3 - Heritage Review and Project 4 Brief

### ***Tender Contract 980116W*** **Maribyrnong Heritage Review:** **Historic Places Studies**

#### **SPECIFICATION**

##### **1. Background**

The City of Maribyrnong, through its Corporate Plan, is committed to the identification and preservation of sites of natural and cultural heritage. It is undertaking a Heritage Review, to identify, evaluate and provide conservation recommendations for:

- < places of cultural significance (non-Aboriginal places),
- < places of natural significance, &
- < places of pre and post contact Aboriginal significance.

To facilitate this process Council has appointed Context Pty Ltd as lead consultant to project manage the overall Heritage Review. The lead consultant and Council Officers comprise the Project Management Group, which is guided by the Heritage Review Steering Committee. The Historic Places Studies described in this specification form part of the specialist studies that are planned as to occur during the Heritage Review.

##### **2. Project Rationale**

The City of Maribyrnong has not been surveyed comprehensively for non-Aboriginal places of cultural significance (referred to as historic places throughout this brief).

Previous studies have covered the former City of Footscray and many industrial sites throughout the present municipality.

Maribyrnong City Council is now seeking a comprehensive understanding of the historic places throughout the municipality that are worthy of planning scheme protection.

This specification describes 5 specific historic place studies which have been identified as priorities in a scoping paper prepared for the Maribyrnong Heritage Review (see extract, Attachment 1):

- Project 1: Maribyrnong, Maidstone, Braybrook and Tottenham Heritage Study (fmr City of Sunshine area)
- Project 2: Footscray Review: Urban Conservation Areas & Individual Places
- Project 3: Significant Trees
- Project 4: Industrial Sites Review Study
- Project 5: Historical Archaeological Zoning Plan

This specification anticipates that consultants may wish to submit for just one of the historic place briefs or for several.

In combination with earlier studies, it is expected that the studies described in this specification will provide a comprehensive understanding of Maribyrnong's historic environment.

Each of these studies will involve identification of significant places, assessment of significance and recommendations on the protection and management of historic places and values within the project area.

It is recognised that the study of historic places may overlap in some instances with the studies of natural and Aboriginal heritage values.

##### **3. Project Area**

The project area to be investigated varies for each proposed historic place study.

##### **4. Objectives, Tasks and Outcomes**

These are described in each of the attached briefs.

## 5. Specific Requirements

The consultant will ensure that the historic place assessment and documentation processes accord with the usual requirements of Heritage Victoria, especially:

- < **Place** means site, building or other work, group of buildings or other works together with associated contents and surroundings. Place includes structures, ruins, archaeological sites and landscapes modified by human activity.
- < Historic places includes places on either public or private land.
- < **Cultural significance** means aesthetic, historic, scientific or social value for past, present or future generations.
- < **Criteria** to be used in the identification and assessment of places of cultural significance are the criteria adopted by the Australia Heritage Commission. The thresholds adopted should include national, state, regional and local significance.
- < The Principal Australian Themes (AHC) are to be used as a guide where required within the briefs.
- < All the studies prepared under this specification will be in accordance with *The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (Burra Charter) and its *Guidelines*.

Consultants will be required to prepare a succinct Project Plan detailing tasks, personnel, timing and milestones, any requirements of the Council or lead consultant as the first task within each project.

The Project Plan should include the agreed payment schedule.

The consultant shall be fully responsible for the supervision of any sub-consultants or assistants engaged in connection with the work.

The consultant shall be responsible for obtaining consent to access private property for the survey (if private property access is required).

## 6. Documentation and Reporting Requirements

### Regular contact with lead consultant

The consultant will be required to maintain regular contact with the lead consultant during the course of the study, and to report verbally on the progress of the project at 4 to 6 consultants' meetings.

### Documentation requirements

Documentation of places will be integrated into a database established by the Maribyrnong City Council with the help of the lead consultant. This database is in Microsoft Access (version 2.0).

The lead consultant will provide the relevant section of the database to each of the successful consultants, and that consultant will be responsible for entering the data directly into the database.

The lead consultant can assist with this process should the successful consultant not be familiar with or not own this program. Other data transfer options are available, but use of the Access database is preferred. The lead consultant will coordinate the database format and documentation processes. Consultants are not permitted to make changes to the form and structure of the database without the prior agreement of the lead consultant.

The documentation of all identified historic places of cultural significance shall include completion of the following fields in the Maribyrnong Heritage Review database:

**Name of place:** Current name (or field name/descriptor)

**Other name/s of place:** Former or other names of the place (where relevant / known)

**Address:** Street number, street and suburb - in accordance with the database fields

**Property information:** Any title information obtained as a result of research should be added here. Completion of this field is optional.

**AMG location:** For natural, Aboriginal, and archaeological places, and other places that cannot be easily located by a street address it will be necessary to include:

**AMG Location:** Map name and number (1:100,000)

**AMG Coordinates:** **Easting** (6 digits) **Northing** (7 digits). Use centre point for larger sites

**Boundary description:** Brief description of the boundary and its rationale

**Extent of site:** Estimated size of site

**Local Government Area:** City of Maribyrnong

**Ownership type:** Use Crown, City of Maribyrnong, other public, or private

**Current ownership/management:** Add current owner or land manager if information available as a result of your work. Not essential.

**Physical description:** A succinct description of the place and its component elements, context and characteristics. Significant elements must be included.

**Site type:** Use list of categories provided.

**History:** A succinct history of the place relevant to its significance, including dates of importance, past and current uses, changes to the place over time associated people or organisations (etc).

**Thematic context:** The primary Australian Principal Theme and local theme should be added for all places that are assessed in each study.

**Condition:** Use the terms: excellent (undisturbed, well-preserved), good (partially disturbed, well preserved), fair (disturbed, reasonably preserved), poor, totally destroyed or removed.

**Integrity:** The intactness of the significant elements and their ability to be restored or understood as significant. Use the following terms: intact/minimal intrusions, substantially intact/some intrusions, partially intact/intrusions, substantially changed/major intrusions, grossly modified.

**Threats:** Any apparent threats to the integrity, condition or security of the place.

**Statement of significance:** A clear concise statement of why the place is significant, including the level of significance and the significance of any component parts. The statement of significance should be based on the AHC criteria, and reference to specific criteria in the wording of the statement of significance or by reference to the criteria is encouraged.

**Level of significance:** The thresholds adopted should be national, state, regional and local significance.

**Comparative examples:** List any examples of similar places that have been used for the purposes of comparative analysis.

**Recommendations:**

**Heritage Registers:** The database has fields for each of the heritage registers and the consultants should include "Recommended for listing"

**Planning Scheme protection:** If a historic place is recommended for planning scheme protection, consultants will need to complete additional fields covering:

- < **External Paint Controls Apply?** - Yes/No
- < **Internal alteration controls apply?** - Yes/No
- < **Tree controls apply?** - Yes/No
- < **Included on the Victorian Heritage Register under the Heritage Act?**-  
If Yes, include VHR Ref. No.
- < **Are there outbuildings or fences which are not exempt under Clause 6R-4?** Yes/No, and list items
- < **Prohibited uses may be permitted?** Yes/No, and if yes, explain why

**Management actions:** where required in the brief, this field should be completed

**Confidentiality:** Is the place confidential or some information confidential? Yes/No, plus comment. No is the default.

**References:** References including written records, oral sources, maps relevant to the assessment. Use the Harvard system for referencing the text and in the list of references.

**Informants:** Name and contact details for any informants.

**Assessed by:** Person/consultant, and project title/date

**Assessment date:** Date

## Mapping requirements

**Where field survey is conducted**, consultants should do a sketch plan of the place showing its components, the extent of significance and a north point.

This data should be submitted at the end of the project to the City of Maribyrnong (and to AAV for Aboriginal places).

**All significant places** will need to be mapped on to base maps provided by the City of Maribyrnong. The specific mapping requirements will be explained to the successful consultant.

## Reports

The consultant will provide the following:

### *Draft Final Report*

- ⟨ 2 copies of the draft final report (one copy unbound).

### *Final Report*

- ⟨ 2 bound copies and 1 unbound master copy of the final report to the City of Maribyrnong
- ⟨ An electronic copy of the final report in an agreed format (to be negotiated)
- ⟨ An electronic copy of the database containing historic place records
- ⟨ All maps manually drawn on base maps supplied by Council.

All reports must in A4 vertical format and generally conform with the standard reporting requirements for heritage studies, including:

- ⟨ Reports should be reproducible in electronic and hard copy form.
- ⟨ They must use plain English and illustrative material so as to be easily accessible by the community.
- ⟨ All figures, tables and references to sites recorded during the project must use a consistent numbering system.
- ⟨ Reports should be well-ordered to enable easy reference, and all pages must be numbered.
- ⟨ All sources of information used should be fully documented, including oral sources.

The draft Final Report and Final Report must include:

- ⟨ An Executive Summary of the method and results
- ⟨ A single listing of all places identified, their significance and recommended protection
- ⟨ A list of those involved in the study as consultants or as community members and their contribution to the project.

## 7. Existing Information

A list of relevant reports and publications will be provided to the successful consultant. Information held by Maribyrnong City Council will be made available to the consultant. The consultant will be responsible for obtaining access to relevant information held by other organisations.

An initial list of historic place source materials is provided below:

Allom Lovell & Associates (1998) *Maribyrnong Heritage and Open Space Study. An assessment of the Defence Site, Cordite Avenue Maribyrnong*. Prepared for the City of Maribyrnong, Parks Victoria and Victoria Racing Club.

Butler, G. (1989) *Footscray Conservation Study*. City of Footscray.

Butler, G. (1993) *The Footscray Urban Conservation Area Review* City of Footscray.

Context Pty Ltd (1994) *Rural Heritage Study: Western Region of Melbourne*, Melbourne Western Region Commission.

Chris Dance Landscape Design (1997) *Footscray Park Master Plan*. Maribyrnong City Council, Parks Victoria, City of Moonee Valley.

Johnston, C. et al (1986) *Melbourne Western Region Heritage Study*, Melbourne Western Region Commission.

Lack, J. & Ford, O. *Melbourne's Western region: an introductory history*, Western Region Commission, 1986.

Mayne, A., May, A., Lack, J. (1989) *Heritage Survey: City Link Development Site*.

Melbourne & Metropolitan Board of Works (1986) *Lower Maribyrnong River Concept Plan*. For Maribyrnong River Plan Steering Committee. Cited in Allom Lovell (1998)



## Maribyrnong Heritage Review - Industrial Places

Vines, Gary (1989) *Western Region Industrial Heritage Study*, Living Museum of the West.

Westmore, Trevor (1990) *Yarraville Village Enhancement Project*. City of Footscray.

There are also other individual site assessments (for example Allom Lovell report on the ADI site) and many local and site histories.

In addition, consultants are expected to be familiar with:

- < Victorian Planning Provisions
- < City of Maribyrnong Municipal Strategic Statement and Planning Scheme
- < Heritage Registers and assessment reports.

Other resources available from Maribyrnong City Council include:

- < Base maps
- < Map of extant bluestone street works
- < Digital aerial photographs are being flown at present and should be available in June 1999.

### 8. Timing

Maribyrnong City Council anticipates commissioning all the historic place projects according to the following timetable.

- Friday 23 April                    briefs sent to consultants
- Monday 10 May, 4pm tenders due in
- Wk starting 17 May                    preferred tenderer/s appointed

Council would like all the Historic Places Studies completed by 30 August 1999, but does not want to compromise the quality of the outcomes by imposing an unreasonable timeline. Consultants are therefore asked to provide a project timetable, the preferred starting and completion dates and the reasons for any extension of time beyond 30 August in the Proposal.

### 9. Budget

The approximate budget available for each of the projects is provided within the brief. Council does not want to compromise the quality of the outcomes by imposing an unreasonable budget.

Consultants are asked to include a detailed budget within their Proposal. The budget provided must include all fees and costs. Any proposed extension of the budget should be clearly indicated and justified in terms of the project outcomes and other requirements.

### 10. Payment schedule

A schedule of payments related to identifiable project milestones should be proposed by the consultant in their response to the brief. At least 30% of the total fee will be paid after submission of the final report and all other study products.

Invoices are to be submitted to Context Pty Ltd for approval of payment.

### 12. Project management

The consultant will work closely with and report to the lead consultant for the Maribyrnong Heritage Review - Context Pty Ltd. The contact for the Historic Place Projects is Chris Johnston.

The lead consultant has been commissioned to project manage and coordinate the Heritage Review for the City of Maribyrnong. The roles of the lead consultant include:

- < Participating in the selection of specialist consultants
- < Public consultation to allow input from a diverse range of groups reflecting the cultures and languages in the City and key stakeholders
- < Coordination and supervision of all studies being undertaken as part of the Review
- < Delivery and presentation of the Review outputs
- < Development of recommendations for adoption and implementation of the Review.

### 13. Contract

The successful tenderer will be required to complete the short form contract provided as Attachment

3. The agreement will include:

- < this project brief
- < any variations to the brief agreed between the client and the consultant
- < the consultant's proposal.

#### **14. Intellectual property**

The title to and intellectual property (including copyright) in all contract material developed during the consultancy including progress, draft or final reports or publications (including the original of the final report) shall be vested in the City of Maribyrnong and the Department of Infrastructure.

On the expiration of the contract the consultant shall deliver to the City all contract material brought into existence as part of, or for the purposes of performing the consultancy service including, but not limited to, reports, documents, information and data stored by any means.

The consultant/s shall have a perpetual, free licence to use the material for its own purposes at any time in the future.

The right to use any of the material from the study shall remain with the author, the City of Maribyrnong, Heritage Victoria and the Department of Infrastructure.

#### **15. Disclosure of information**

The consultant, its employees or agents shall not disclose or make public any information or material acquired or produced in connection with or by the performance of the consulting service without prior approval in writing by the Manager Urban Environment, City of Maribyrnong.

#### **16. Selection of consultants**

##### **Selection process**

The selection process is in two stages. During the first stage - Expression of Interest - consultants were asked to register their interest in the project. This was prior to the preparation of the scoping paper and the historic place briefs.

The historic place briefs are being sent to all those who lodged an Expression of Interest. It may also be sent to other consultants with special expertise suited to the requirements of these briefs.

After reviewing the proposals submitted, the Project Management Group may call for proposals from additional consultants, and/or interview one or more of the consultants prior to making a selection. Council reserves the right not to proceed with the project.

##### **Selection criteria**

The following criteria will be applied in evaluating the proposals:

1. Understanding of the tasks.
2. Appropriateness of the methodology selected to meet the project objectives and outcomes within the budget and timetable.
3. Demonstrated ability to meet deadlines, and availability of key staff during the timeframe of the project.
4. The capability of the project team, and in particular whether the team members responsible for the majority of the work on the project:
  - ⟨ have formal qualifications and demonstrated experience in the aspects of the project they would be working on
  - ⟨ have the specific skills required
  - ⟨ have a good professional reputation in terms of the conduct of their work.

The team member responsible for managing the project must have demonstrated experience in managing projects of a similar type and scale, and a record of success in completing such projects within the time, budget and other parameters set by the client.

1. Value for money.
2. Comments of referees (where this information is sought by the Project Management Group).

## Historic Place Project 4: Industrial Sites Review Study

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### Purpose

The purpose of this study is to update the results of the Living Museum of the West's *Western Region Industrial Heritage Study* (1989) especially in terms of demolitions and the impact of the loss of some sites on comparative significance. As well, there are a small number of additional industrial sites on the LMW's own database that require assessment of significance and documentation for protection (if warranted).

The main aim is to ensure the most important industrial sites, including their setting and grounds, are assessed and documented so that they can be protected in the planning scheme. The industrial sites to be considered will include some places that are no longer used for industrial purposes.

### Project Area

The project area to be investigated is the entire area of the City of Maribyrnong.

### Objectives

The project has the following objectives:

1. To review the industrial sites identified and documented in the *Western Region Industrial Heritage Study* (Gary Vines, Living Museum of the West 1989) in terms of:
  - < Whether or not the site survives
  - < Whether any major changes to the site may have reduced or enhanced its significance.
2. To examine a number of other industrial sites identified since the 1989 study by the Living Museum of the West and by consultants undertaking concurrent studies as part of the Maribyrnong Heritage Review.
3. To provide updated or new assessments of significance and documentation to the level required to enable protection under the planning scheme.
4. To recommend on any further work required.
5. To prepare a succinct policy for Council describing the requirements for detailed investigation when a significant industrial site is to undergo major change in form or use.

### Tasks

As part of the study, the consultant will be expected to:

1. Identify and contact relevant organisations (eg. historical societies) groups and individuals at the commencement of the project, especially the Living Museum of the West, and the National Trust's Industrial Heritage Committee.
2. Briefly review relevant existing information and studies. A database listing of the industrial sites already identified within the project area will be provided to the consultant.
3. Develop and carry out a systematic survey of identified industrial sites.
4. Update or create a new record for each industrial site in accordance with the documentation and recording requirements contained in this brief and required by Heritage Victoria for the protection of places in the Planning Scheme.
5. Revise or provide a new statement of significance for each industrial site identified, according to the AHC criteria. The assessment process is expected to be rigorous and analytical and to involve a careful consideration of the criteria. Comparative analysis should be undertaken whenever possible. The views of people closely associated with places identified should be incorporated where this would help in understanding of the social significance of identified places.
6. Update or provide new recommendations on the protection of each industrial site identified. These recommendations should recognise and respond to issues and circumstances within the project area. These recommendations should include:
  - < Places that could be considered for protection through the City of Maribyrnong Planning Scheme, including sufficient information to enable a Planning Scheme schedule to be prepared
  - < Places that could be considered for protection under the Register of the National Estate and/or the Victorian Heritage Register and/or Victorian Heritage Inventory, including advice on any additional research or comparative assessment that may be required

## Maribyrnong Heritage Review - Industrial Places

- ⟨ Any changes to the policy and/or practice of Maribyrnong City Council and state government agencies that is required to ensure these places are protected, including specific advice on Council-owned places or features
  - ⟨ Any immediate threats to identified places and how these could be addressed
7. Prepare a written report (as outlined below), and present findings and recommendations in database, and map form so that they will be able to be used in the same way as the outcomes of the other specialist studies.
  8. Participate in up to 4 meetings of the specialist consultants and the lead consultant to report on progress and coordinate work.
  9. Present draft findings of the study to the Heritage Review Steering Committee.
  10. In all tasks, the study should be conducted in a manner consistent with:
    - ⟨ The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (The Burra Charter) and its Guidelines.
    - ⟨ State and Commonwealth legislation.

### **Outcomes**

The project is expected to result in:

1. A thorough review and updating of information on identified industrial sites and assessment of their significance, documented according to the requirements of this brief. A statement of significance and a significance ranking is required. Places identified will also be recorded photographically, preferably in digital format.
2. Map/s showing the location and extent of identified historic places, manually drafted on base maps supplied by Council. Map data are not required in digital form, but will be transferred by Council into a GIS in future.
3. Recommendations about what is required to retain the significance of identified places, particularly through the planning scheme.
4. Recommended policies that Council might adopt, for example relating to requirements for pre-development assessments of industrial sites, or Council-owned properties, or Planning Scheme policies.
5. Recommendations for further work or additional documentation.

### **Budget**

The budget required for the project is estimated to be around \$5000. The budget provided by the consultant in their Proposal must include all fees and costs. Any proposed extension of the budget should be clearly indicated and justified in terms of the project outcomes and other requirements.

## **Appendix 4 - BIBLIOGRAPHY**

### **Newspapers and journals**

*The Herald*

*Footscray Advertiser*

*Sunshine Advocate*

*The Age*

*The Argus*

*Aust.Shopkeepers Journal* 27.2.1909:27.

*Yarraville Times*,

Journal Articles Land and Survey Information Centre

*The Victorian Railways News Letter*, April 1953, p.10.

### **Directories and Government Sources**

Sands & McDougall, *Melbourne & Suburban Directories* various dates.

Victorian Government Gazette

Victorian Parliamentary Papers

Victorian Patents 1133 2772 3022 6965 8905,

Rate Books, former City of Sunshine.

Rate Books former City of Footscray

Port of Melbourne Authority Archive,

V/Line sidings records.

*Victorian Year Book* various years

Factory and Shops Commission 1883

### **Personal Communications**

Hall, Ron, Telephone interview , VRC Work Place Assessor and former horse trainer, 7 March 2000.

Urquhart, Rod, employee of SICPA, in an informal telephone interview on 17 December 1999.

Nelson, Ivar, pers. com.

Mr Rob Kerr, Telephone interview, grandson of Charles Kerr, and involved in the family business until 1984, 10 December 1999.

Ron Angwin - employee at several Footscray factories, discussions at Living Museum with Gary Vines, 1999-2000.

Ward, Andrew, pers. com.

### **Maps and Plans**

Sydney C10, Parish of Cut-Paw-Paw, Hoddle. 1840

MD1C 1859, Selwyn

Melbourne RL 41, 'Plan of the Borough of Footscray by Gustav Tulk, 1877

## Maribyrnong Heritage Review - Industrial Places

Roll 126 'Melbourne and Suburbs', Hilde, 1923

State Library of Victoria Map Collection

Map of the 'Suburban Lands of the City of Melbourne', 1851

Township of Maribyrnong Allotment Plan, Central Plans Office.

'Plan of 1120 allotments near the municipality of Footscray;(nd) in volume EF 912.945 S14, pp48-49

'Plan of Maidstone', 821.08 1858

'Plan of Township of South Braybrook', EF 912.945 S14 1853-1860

Volume EF 912.945 S14, 'Suburban and Country Plans', (various)

Volume 820bhf Vol. 5

Volume EF 912.945B32 Vol. 48.

Living Museum of the West plans collection

Port of Melbourne General Plan., Melbourne Harbour Trust, 1920

*MMBW 1" to 40 and 160 feet Sewerage Plans various dates*

*MMBW 1" to 400' Sewerage Plan, Footscray, 1895. (SLV)*

*MMBW 400' to 1" Sewerage Plans various dates*

### **Australian Heritage Commission Files**

AHC, Register of the National Estate Database, file no: 2/12/051/0005 Defence Explosive Factory Maribyrnong

AHC Register of the National Estate Database, file no. 2/12/051007, ADI Footscray (Indicative Place)

AHC Register of the National Estate Database, file no. 2/12/05/0009 ADI Maribyrnong

### **Heritage Victoria Files**

Heritage Victoria File H1097 - No 1 Forge (demolished)

Historic Buildings Register. No H1098 Royal Australian Field Artillery Barracks, Ordnance Factory, Maribyrnong

### **Theses**

Jill Barnard, 'Expressions of faith: Twentieth Century Catholic Churches in Melbourne's Western Suburbs', M.A. thesis , Monash University 1990

Olwen Ford, 'Voices from Below: Family, School and Community on the Braybrook Plains 1854-1892' M.Ed thesis, University of Melbourne, 1993

Snoek, W. thesis, Hume Pipe Company, University of Melbourne.

### **Published Material**

Allom Lovell & Associates, *CSR Yarraville Conservation Analysis*.

Allom Lovell & Associates, *North Maribyrnong Heritage and Landscape Study*, Maribyrnong City Council 1998.

Allom Lovell *ADI Maribyrnong Site Redevelopment EES*. 1992

Allom Lovell and Associates, 'Maribyrnong Heritage and Open Space, An Assessment of the Defence Site Cordite Avenue Maribyrnong, 1998

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## **Appendix 5 Criteria and Heritage Grading Systems**

HERITAGE ASSESSMENT

EVALUATION & SELECTION METHODOLOGY

ASSESSMENT 1999-2000

CRITERIA FOR THE REGISTER OF THE NATIONAL ESTATE



## **APPENDIX 6 - PRINCIPAL AUSTRALIAN HISTORICAL THEMES**



## **APPENDIX 7 - STUDY AREA**

## Identification and location

**Name of Place:** **Railway Station, Interlocking Gates & Goods Yards**

**Other Name**

**Address**  off  Anderson & Woods Streets  
 Yarraville

**Place Identifier**  21324

**Heritage Significance**  state

**Creation date(s):**  1870 c. **Map (Melway)**  42 A8

**Boundary description**  Site bounded by Woods St. Somerville Road, Birmingham St. and Anderson St.

**Local Government Area:**  City of Maribyrnong

**Ownership Type**  State

## Description

**Site Type:** railway station and goods yard

### Physical Description

The present station building is a hipped roof form with a picturesque central roof gable with overhanging canopy, hipped roof, polychrome brickwork and a basalt plinth. The king-post truss gable roof marks the original entrance to the booking hall facing Birmingham Street and overhangs the footpath by some 1.2 metres, but has since been closed in. Deeply bracketed but shallow canopies extend either side of the gable. the brackets are of carved timber and set in pairs at the gable. Walls are polychrome brick (red, brown, black), set on a dressed basalt plinth. Terra-cotta string moulds and eaves brackets add to the natural clay character of the walls and the chimneys (ribbed and banded with terra-cotta chimney pots) also add to the display of brickwork.

To the south is an Edwardian parapetted porch which provides a small booking hall. Although red brick is used, the inverted basket-arch parapet form is foreign in style to the original building. With the added porch is a brick-sided ramp with wrought-iron picket balustrade and Chinese brackets supporting the roof fascia. Ogee guttering (bracketed) survived on this roof in 1989 (Butler:29-30).

The Edwardian down-side station consists of simple weather-boarded gabled pavilion, with a cantilevered fringed canopy attached. Lock-up shops have been added at the south platform end. Adjacent is a two-level hipped-roof signal box and part of the railway crossing gates - mostly replaced and repositioned with modern automatic booms across Anderson street. Bluestone paved yards with rail siding north of Yarraville Station and on the east side of the main line once used for loading manufactured good and unloading supplies for the local area in the late 19th century. Part of paving was ripped up in 1988. The station building is distinguished by its picturesque roof gable. The down side platform has an Edwardian weatherboard pavilion with cantilevered canopy.



## Condition

In good condition, restoration work having been undertaken in recent years by the PTC, although not necessarily to the original configuration of the building. The signal box is disused, disconnected from the system and boarded up.

## Integrity

Openings have been bricked up or sealed off, otherwise finishes such as pressed metal ceilings and ceiling roses (Edwardian?) survive in the main building. The down-side building's post verandah has been replaced with a cantilever and the north gable sheeted over. Much of the original bluestone pitching has been removed, either by the PTC or have been stolen. The gates have been removed and relocated.

## Context

Located adjacent to the local commercial centre of Yarraville focussed on Anderson and Ballarat Streets. A few small contemporary warehouse buildings are on Woods Street, while the major historical and physical connections of the goods yard were with the Yarraville Industries to the west on Whitehall Street. Part of a related complex of buildings including the signal box and railway crossing gates (mostly removed or repositioned). The nearby St. Georges Theatre and shops are contemporary with the Edwardian expansion of the station.

## Threats

The goods yard may be under threat of redevelopment.

## History

The present station was constructed in 1893 as a response to the burgeoning development of Yarraville as a commercial centre. However, the line dates to much earlier with the construction of the Williamstown - Melbourne Railway in 1859, closely following on the subdivision of the Yarraville Estate in 1855. Yarraville grew in response to post Gold Rush wealth and investment, which is historically expressed in the streets named after gold rushes and towns. By 1872 Yarraville was equipped with a station and in 1885-7 tenders were called for both a station master's residence and station building, both of which were won by William Rain.

The contract for the new station (the present building) was awarded to R.L. Gray in December 1892, providing Ladies' Toilets and Waiting, Waiting and Bicycles, Station Master's Office and a Booking Hall central to the building.

Some of the first decade of station attendants included John Dewsnap, William Williams and Henry Preston. D. Owen was station master for the first 17 years followed by George Daniell (Directories, 1890-1945; Andrew Ward V2. p336f.).

By 1910 stations also existed at Middle Footscray, Footscray West and Seddon (1906), apparently corresponding with some upgrading of the Yarraville complex down side building. (Ward:139-49). Trams were introduced to the area by 1921, connecting to Footscray, indicating the sequential growth and spread of the population (Butler 1989:29).

An extensive bluestone pitched goods yard with a public siding provided to serve local

industrial complexes until the riverside rail loop at Spotswood and the Maribyrnong St. siding were built as alternatives. The goods yards at Yarraville provided the main transshipment point for the industries along the river in Yarraville. Before the construction of the Maribyrnong St. Line CSR, Cuming Smith and Mt. Lyell all used the yards. Buildings around the bluestone paved area were used as storage sheds by these companies. Some of these survive. The yards also provided produce for the Yarraville shopping centre and local farms sent out hay and dairy produce.

### Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**

**Local Theme**

### Cultural Significance

The Yarraville railway station complex is of State technical significance and of Regional architectural and historical significance. It is of technical significance at a State level as the only surviving example of multiple sector interlocked wheel-operated railway gates in Victoria. (However, this has been compromised by the removal and relocation of the gates.) (Criterion F1) These types of gates were once quite common in Victoria, but are now rare. The Yarraville railway complex is also historically significant at a Regional level for its associations with the development of the major manufacturing industries in the area along the Williamstown railway corridor. (Criterion A3)

The complex has architectural significance in that it represents a rare collection of railway buildings and works, comprising: a brick station building and platform, a timber station building and platform, signal box, interlocked wheel operated level crossing gates, disused siding gates, station master's residence and the remains of an important public siding with extensive pitched bluestone cart ways. (Criterion B2) The station building is (according to Andrew Ward) "an interesting variation on the Casterton Style Group in plan but the ornament is more classically oriented". It forms an important part of the Victorian character of the Anderson Street centre. Both the station and rail siding yards reflect the commercial and residential development of Yarraville and its key riverside industries. (Criterion D2)

The complex has social significance at the Regional level for the role it has played as an entrance to the Yarraville shopping centre and in shaping the suburb's commercial development. (Criterion C2)

### Comparative Examples

Yarraville Station is of the Casterton group - a standard railways design although in a more classical form. The railway gates, prior to their alteration, were of a unique design and the only multiple sector interlocked wheel-operated gates in Victoria. The complex is one of the few examples of a suburban goods yard retaining its original character with bluestone paving and rail sidings intact. Most other sidings in the region were private and specific to a single industry. This and Essendon siding and railway goods yard were used for general goods transshipment. Essendon has, however, been turned into a car park.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To encourage the continuance of the original railway uses of the place.
- To prepare a conservation management plan which embodies the above objectives.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

A rare surviving railway complex with distinctive architectural treatment reflecting the historical development of Yarraville and local industrial, commercial and residential developments.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

The function of the Yarraville station and goods yard as the commercial focus of Yarraville can still be discerned from the area of pitched yards and sidings. This represents an era of manhandled goods transported by rail and horse drawn dray to and from local industry.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

The development of the station and goods yards closely parallels the establishment and growth of Yarraville and the industries in the area .

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

The goods transport function of the station and siding demonstrate a past activity which is no longer practised, namely manhandling of goods, while the station building is an important part of the Victorian character of the Yarraville Village.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The interlocked wheel operated gates represent a technical development in railways safe working which was at the time the peak of sophistication, and now represents the last surviving example.

## Documentation

### References

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 Andrew Ward *Survey of Victorian Railway Stations*.1980:139-40, 336f

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** F.T. Wimble & Co

**Other Name** Grit Company of Australia, Australian Grit Pty Ltd.

**Address** 13-21 Annesley Street & Cranwell Street  
Braybrook

**Place Identifier** 8729

**Heritage Significance** city

**Creation date(s):** 1930 c. **Map (Melway)** 27 D10

**Boundary description** Extent of current allotment.

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** factory

### Physical Description

Single story rendered red brick factory featuring bold cement-rendered pilasters and steel framed windows set in horizontal bands. A timber framed, sawtooth roofed, corrugated-iron clad industrial building is at the rear. The facade presents large steel, industrial glazing set in an opening framed by a massive curved rendered surround forming lintel, sills and jambs, as the principal and distinguishing architectural feature which accentuates the horizontal motif.

### Condition

In good condition, although original finishes have been over painted on the facade.

### Integrity

Generally intact although the face brickwork on the facade has been painted over.

### Context

Corner site among predominantly industrial premises in the Braybrook industrial zone.

### Threats

No present threat although redevelopment in the local area may threaten the site, particularly if rezoning occurs.

## History

This site had been occupied since the early 1940s by the firm, Australian Grit Pty Ltd, grit manufacturers (S&M; rate books). It was known as the Grit Company of Australia in 1956. Australian Grit were one of a very few specialist manufacturers of industrial abrasives for metal cutting, sanding and grinding, which came out of the development of local engineering and metal manufacturing firms during and following World War II, and possibly as a direct result of the interruption of imports of abrasives due to the war (Directories; *Australasian Ironmonger*).

They were later taken over by Carborundum Industries, which in turn became part of the Multinational 3M Corporation (3m Website).

F T Wimble & Co were operating as printers' furnishers from at least the late 1920s from premises at 459 - 463 Little Bourke Street Melbourne. They provided equipment and Printer's Ink to Melbourne newspapers and other printers. They were one of only half a dozen such suppliers at the time and appear to have moved to the Braybrook premises during an expansion period in the 1960s. The firm only moved out of the site in the middle of 1998 and now operates from Geddes Street, Mulgrave. This firm has its origins in an old English family firm of ink manufacturers. The Australian branch was commenced in Melbourne around 1867 by F.T. Wimble, who was believed to be the first to manufacture printing ink in Victoria. By 1888 Wimble had retired from the business, although the new owners, J.W. Goddard, H. Franks and W. Franks, kept the name F.T. Wimble & Co.

The business was expanded to include all aspects of printers' furnishers and machinery, and branches were opened in Sydney and Brisbane (Sutherland 1888:624). The firm had an ink works in Vockler Street Yarraville in the 1890s and occupied a number of premises in Melbourne in the 19th and early 20th centuries. From the 1930s to the 1950s their Melbourne address was in Queens Street, and they were listed by Sands & McDougall as printers furnishers and type founders, manufacturers of printing ink, roller compositors and varnish (S&M; rate books). The move to Braybrook did not occur until the 1960s. Sands & McDougall first mentions the F.T. Wimble & Co Ltd factory in Annersley Street Braybrook in 1963. In 1992 F.T. Wimble & Co was taken over by SICPA Australia Pty Ltd, a company made up of Australia's three oldest ink manufacturers - Sidney Cook, R.Collie & Co, and Wimble. Operations were removed to the Sidney Cook Brooklyn factory. The Braybrook site is still used as an ink factory by Ink Colour (Aust) Pty Ltd. (Rod Urquhart, pers.com. 17 12 1999).

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

### Cultural Significance

The premises of Australian Grit/F.T. Wimble is of significance to the City of Maribyrnong. Architecturally it is a simple but a distinctive building form in the Moderne style, reflecting the period of industrial expansion in the Braybrook area in the pre World War Two period and the local prominence of the Moderne style for industrial buildings in the area at this time. (Criterion E1)

Historically the building has a long association with unique or distinctive industries including grit manufacturing and one of the few printers' requisite suppliers in Melbourne. (Criteria B2 & D2)

### Comparative Examples

Architecturally, a typical small factory of the period reflecting the Moderne Style notable in several larger scale, local examples such as BACM Tottenham and Olympic Tyres and Rubber.

## Recommendations

Heritage Victoria Register	<input type="text" value="No"/>
Register of the National Estate	<input type="text" value="No"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="No"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="Yes - removal of paint"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="No"/>

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements are visually recessive and related to the contributory elements.

## Australian Heritage Commission Criteria

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Distinctive in the unique functions as a grit manufacturer and later printing ink manufacturer, demonstrating the range of industrial manufacturing in the Braybrook noxious trades area.

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

A simple but expressive example of Moderne styling as applied to a small industrial building.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

The place is notable for its long association with two distinctive industries including the grit manufacturer and printing ink manufacture.

## Documentation

### References

Sutherland, A. *Victoria and Its Metropolis*, Melbourne, 1888, Vol.IIB, p.624.  
Sands & McDougall, City of Footscray Rate books.  
Information given by Mr Rod Urquhart, employee of SICPA, in an informal telephone interview on 17 December 1999.

## Data recording

Assessed By   
Assessed Date:

## Identification and location

**Name of Place:** **West Industrial Park, former Tottenham RAAF Stores Depot**

**Other Name**

**Address**  Ashley Street

Braybrook

**Place Identifier**  8732

**Heritage Significance**  regional

**Creation date(s):**  1940 c.

**Map (Melway)**  41 D3

**Boundary description**  Bounded on the east by Ashley Street, north by South Rd and residential lots, on the west by Duke St. and on the south by the Tottenham rail yards.

**Local Government Area:**  City of Maribyrnong

**Ownership Type**  Private

## Description

**Site Type:** warehouse complex

### Physical Description

The Tottenham RAAF Stores comprises a complex of large single level warehouses and other smaller service and administration buildings arranged in a grid plan to the north of the Tottenham rail yards.

Two main building forms are evident. The larger are timber framed with two rows of fabricated riveted iron columns supporting a roof of corrugated asbestos cement sheeting and with perimeter walls of red brick. Timber posts carry the trusses via shear heads and three- and four-way diagonal braces, bolted through. Perimeter walls are load bearing with regular pilasters at each roof truss position. This structure supports a central gabled roof with ridge lantern and flanking skillion roof forms, stepped down from the central roof. This is expressed in the shape of the end walls.

The all-metal stores are constructed of sectional prefabricated panels and components, evidently designed for field erection, ie. the walls are in panels of about 2 metre square, as are the doors, and the trusses and posts are welded and riveted fabricated steel in two metre long sections. These parts are all bolted together, and each single piece is of a size which could be man-handled, or transported easily. Each steel-framed panel is covered with corrugated iron, again bolted on. The multi-leaf sliding doors of both the steel and brick stores are of an aircraft hangar type, reflecting the RAAF function, but not necessarily designed to accommodate complete aircraft in this case.

The former rail siding branched off the main line just west of Tottenham Station providing direct transport connection to the depot. The Tottenham Yards also included several roads for shunting trains. Some surviving contemporary planting includes Cypress and Eucalyptus species.

The main vehicle entrance was from Ashley Street, with a security office and gatehouse opposite the Barkley Street intersection. For many years a jet aircraft was displayed on an elevated support at the entrance. The buildings are generally red brick with steel truss roofs clad in fibro-cement sheeting. Some smaller amenities buildings are timber framed and clad in either fibro-cement panels or horizontal weatherboard.



More modern (c1960s & 1970s) cream brick barracks and messes occupy the north west part of the site. Two Nissen/Quonset huts and a number of small timber 'N' or 'P' type timber barracks buildings area also located in this area.

Recent redevelopment has occurred within the north-east part of the site, which once formed parade grounds and parking areas, but is now generally cleared and new tilt-slab factory buildings proposed. The southern half of the site retains more of the original brick and steel stores which have been converted for commercial use.

### **Condition**

Generally in good condition and well maintained although the brick walls of some stores are unstable and severely rotating in several cases. Repairs and complete replacement has occurred, with several in need of attention. Building 38 has particular problems with rotation of brick perimeter walls.

### **Integrity**

Some of the complex has been demolished, especially the smaller buildings and timber structures on the northern side of the site and the original gatehouse and office complex. However, the main stores buildings are generally intact, apart from building no. 44 which has been mostly rebuilt.

### **Context**

Located adjacent to the main north west rail line forming the northern limit of the Tottenham industrial zone, with the Braybrook public housing area to the north east. One area of Commonwealth stores facilities remains at the western edge of the site.

### **Threats**

Redevelopment for commercial activities is underway as part of the West Base Industrial Park. It is likely that further demolition of buildings will occur. This is especially true of the brick walls of several stores which are failing (eg. Building 38). A separate proposal exists for conversion of Building 41 to other uses including re-cladding and removal of columns. The barracks section has also been proposed for demolition and redevelopment.

### **History**

In the 1930s the area was undeveloped apart from open grazing paddocks, one or two farm buildings and a small bluestone quarry in the north west.

As part of the rapid mobilisation of all branches of the armed forces, the Tottenham depot was created to serve other military facilities in the region, in particular the Point Cook and Laverton Air bases. The location took advantage of the adjacent Tottenham Yards which included several roads for shunting trains, and a direct siding into the depot.

On 16 October 1939, shortly after the outbreak of World War 11, the RAAF formed a stores depot at Fishermen's Bend, known initially as 1 Equipment Depot RAAF Sandridge, and renamed in December as 1 Stores Depot RAAF Sandridge. At the height of the war the War Cabinet identified the need for another stores depot to supply the fighting forces. The Tottenham site was chosen and acquired from the Victorian Railways in 1943. Building commenced on the site in July 1944. However by the time the site was ready for occupation a year later, the war was almost over.

Official occupation commenced with the raising of the RAAF Ensign on 2 July 1945, although the buildings were not yet completed. Subsequently the 1 Stores Depot (1SD) was moved to Tottenham, and the Fishermen's Bend site closed.

The role of 1 Stores Depot was to purchase, store and distribute clothing, equipment and other supplies, such as stationery, for the Air Force. The Depot's first concern at Tottenham was with handling the stores associated with demobilisation at war's end. Over the years a number of special services were added at the site, including the RAAF Police Dog Training Centre and supply officer training courses. The unit employed an average of 550 service and civilian personnel. The Depot included accommodation facilities, which provided lodgings for people working at Melbourne headquarters as well as for live-in members of the Depot. Facilities also included a chapel, originally housed in one of the base's igloo huts, but replaced in 1983 with a weatherboard building consecrated as St Luke's chapel. The Depot was one of several RAAF stores depots, including those at Regents Park and Dubbo in New South Wales and Toowoomba in Queensland.

In 1989 the 50th anniversary of the formation of the Depot was marked with a Freedom of Entry to the City of Sunshine. In 1990 it was announced that as part of the Defence Logistics Redevelopment Project, 1 Stores Depot would be closed. The training function was relocated to the RAAF base at Wagga Wagga and staff members were redeployed or took redundancy packages. The Depot closed on 25 June 1993.

### Thematic context

**Australian Principal Theme** Providing for the common defence

**PAHT Subtheme:** Going to war

**Local Theme** RAAF Base

### Cultural Significance

The Tottenham RAAF depot is of regional historical significance as a major part of the Second World War defence build-up which was concentrated in the inner Western Suburbs. The place has important historical associations with other Air Force facilities such as Laverton and Point Cook RAAF bases and assists in understanding the function and complex interdependence of the numerous defence and munitions supply facilities. (Criterion A4)

The buildings are also of local architectural interest as distinctive examples of functional Commonwealth Department of Works design, adapted to the particular use, in this case storage and inventory control of a vast range of military supplies and equipment. The place has local social significance as a major employer in the district following the Second World War. (Criterion A3)

Surviving rows of Cypress and Eucalyptus trees demonstrate the contemporary landscaping associated with this large Commonwealth utilitarian urban design plan.

### Comparative Examples

Similar forms of warehousing can be found at the Raleigh Road Defence Department stores, although most of these have recently been demolished. Point Cook and Laverton Air Fields contain some comparable buildings, but these were used for different purposes. Army stores at Kensington, also demolished, followed a similar pattern.

## Recommendations

Heritage Victoria Register	<input type="text" value="No"/>
Register of the National Estate	<input type="text" value="Recommended"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="No"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="No"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="Yes - some remnants"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="Yes"/>

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the visual relationships between the contributory elements.
- To conserve and enhance the public view of these elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

While a typical building form, the function of the place is unusual in its direct connection to Air Force facilities.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The place demonstrates the significant military development and wartime activity in the region, particularly from the Second World War on.

## Documentation

### References

Sands & McDougall Directories  
Australian Construction Services, Maribyrnong Explosives Factory Heritage Study.  
RAAF Historical Section, *Units of the Royal Australian Air Force, Vol.6 Logistics Units*, Canberra, 1995, pp 83-4.  
*Ibid*; *RAAF News*, Vol.35 No.7, August 1993, p.6; telephone interview with Mr John Tait, former Chief Instructor of Equipment Training, 14 March 2000.  
*Units of the Royal Australian Air Force*, p.85; *RAAF News*, Vol.35 No.3, April 1993, p.5.

## Data recording

Assessed By	<input type="text" value="Gary Vines"/>
Assessed Date:	<input type="text" value="23/2/2000"/>

## Identification and location

**Name of Place:** 3LO Radio Transmission Station

**Other Name**

**Address** 170 Ashley Street

Braybrook

**Place Identifier** 20244

**Heritage Significance** regional

**Creation date(s):** 1924 c

**Map (Melway)** 27 F10

**Boundary description** The extent of the present allotment and incorporating the steel clad shed to the south (if this is on a separate title)

**Local Government Area:** City of Maribyrnong

**Ownership Type** Commonwealth

## Description

**Site Type:** communication

### Physical Description

Although the transmission tower of what may have been Melbourne's first domestic radio transmission station has long gone, a small rendered building in a vaguely Spanish Mission style of white-washed walls, arched openings and terracotta tile roof survives. This is believed to have housed the transmission equipment, as evidenced by the insulators still attached to one wall. In more recent years it has been used as a gatehouse and site office, with the rest of the site used as a storage yard.

The concrete pads for anchoring the tower can be seen and a large timber and iron store shed possibly of later date is located immediately to the south.

### Condition

The Spanish Mission transmission building survives in fair condition although unused and requiring repair.

### Integrity

Only the concrete footings of the tower remain, partly covered in gravel, however the small gatehouse and store are intact externally

### Context

On a large mostly vacant block adjacent to the Maribyrnong River and Braybrook industrial area. Adjoining Telstra property and the nearby Radio Street, give indications of the site's former use.

### Threats

Neglect is a present threat, while future redevelopment of the site will inevitably cause destruction of features.

## History

Domestic radio began in Melbourne with the establishment of the Australian Broadcasting Commission and its regional radio stations including 3LO in Melbourne in 1923.

3LO began broadcasting on 13 October 1924, with an outside broadcast of a performance of 'La Boheme' from His Majesty's Theatre in Melbourne, which featured Dame Nellie Melba.

Named after 2LO London, it was owned by the Broadcasting Company of Australia which represented Farmer and Co., J. and N Tait, Buckley and Nunn Limited and the Herald and Weekly Times Limited. The first manager was Major W. T. Conder, a former Governor of Pentridge Prison. In 1928, control of 3LO passed to the Sydney-based Australian Broadcasting Company. In 1932, the Australian Broadcasting Commission was established and was given control of the two stations in Melbourne.

The short distances which could be covered by transmitters at the time necessitated they be placed close the listening audience. The transmission station at Braybrook was probably one of several around Melbourne. Information on comparable sites is not known. The centre of ABC operations in Melbourne was in the Lonsdale Street premises known as 'Broadcast House' where programs were presented live and pre-recorded. Land lines connected this to the various transmission towers at Sydenham, Braybrook, Mt.Dandenong, and Surrey Hills.

All programs went to air 'live' in the early days. Later hard disc and wire recorders were used to record material. Then, in the mid-fifties, tape arrived and transformed the recording of material for broadcast.

3LO moved from Broadcast House into the ABC Radio's new Southbank Complex in May 1995. Southbank is one of the most modern and sophisticated broadcast studio centres in the world.

The majority of the early programs were musical although other programs included children's sessions, sporting, news, stock exchange, shipping and religious programs. The station's charter focussed on its role as a community information provider. Significant developments in the station's history included: announcements of major events, including the proclamation of Australia's involvement in both the First and Second World Wars; the broadcast of news bulletins, originally compiled from newspapers and from 1947, through the ABC's own independent news service; and in 1956, coverage of the Melbourne Olympic Games.

### Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**  **Local Theme**

### Cultural Significance

The site of one of the first transmitting towers of the Melbourne domestic broadcaster 3LO is of Regional historical significance as one of the earliest installations relating to public broadcast radio in Victoria. (Criterion A4)

The site is sufficiently intact to recognise the original layout of the site, the form of the transmitter buildings and the location of the tower. (Criterion F1)

The period architecture of the transmitter building adds some distinction to the site and demonstrates visually its period of origin. (Criterion E1) Radio Street on the south side of the Telecom property commemorates the early activity.

### Comparative Examples

The other major broadcasting facilities in Melbourne are on top of Mount Dandenong and the ABC tower at Sydenham. The latter includes a number of radio masts and small transmission building which may provide insight to the original design of this place.

### Recommendations

Heritage Victoria Register	<input type="text" value="No"/>
Register of the National Estate	<input type="text" value="Recommended"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="No"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="Yes"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="Yes"/>

### Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.

### Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The place was associated with the beginnings of popular radio broadcasting in Melbourne, and part of the earliest days of ABC radio in Australia

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The place is associated with the early development of radio broadcasting technology. The layout of the site and foundations provide some evidence of the former engineering of the broadcast tower.

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

The period architecture of the transmitter building adds some distinction to the site.

### Documentation

#### References

MMBW Sewerage Plan 1939.  
Inglis K.S. *This is the ABC: Australian Broadcasting Commission 1932-1983* MUP.

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Angliss Stock Bridge**

**Other Name**

**Address** near **Ballarat Road**

**Footscray**

**Place Identifier** **20230**

**Heritage Significance** *regional*

**Creation date(s):** 1941 (truss 1899)

**Map (Melway)** 42 G3

**Boundary description** The bridge and its immediate approach embankments and remnants of the stock route and contemporary mature trees extending to run parallel with Ballarat Road.

**Local Government Area:** Cities of Maribyrnong and Melbourne

**Ownership Type** Municipal

## Description

**Site Type:** transport

### Physical Description

Lattice girder bridge constructed in riveted, fabricated, wrought iron with double span across Maribyrnong River. Paired top and bottom chords are of made-up angle riveted and bolted. Diagonal tension and vertical compression members of the truss are angle iron also bolted and riveted in place. It is understood that the bridge was erected using most of the materials taken from the footbridge across the river at Punt Road by the Melbourne City Council. This history may account for the unusual combination of riveted and bolted fixing.

Earth embankments with the abutments reconstructed in concrete remain with some remnant planting including a line of Cypress trees on the Footscray side.

### Condition

In good condition, renovated in recent years after neglect and vandalism following the closure of the Angliss meatworks in the mid 1980s. The current colour scheme does not appear to be based on any historical precedent.

### Integrity

Substantially intact, although most of the timber rails were stolen and replaced during the hiatus in its use.

### Context

Originally linked the Angliss Meatworks with the Newmarket Livestock Saleyards on the Flemington side of the Maribyrnong where the Melbourne City Abattoirs were located.

### Threats

None at present.



## History

This bridge linked the City of Melbourne Abattoirs and Sale Yards in Kensington with the privately owned Angliss Meatworks in Footscray, providing a special river crossing for the livestock moving from the market to the Angliss slaughter yards. Prior to the erection of this bridge in 1941, stock were driven across Lynch's Bridge on Ballarat Road. The stock bridge is part of the stock route from the sale yards. It spans Hobsons Road and the Maribyrnong River, with the route continuing parallel to the river and into the Angliss site near Lynch's Bridge (Elphinstone 1983:62-3).

Angliss Meatworks was established in 1904, and the Saleyards in the 1850s. Many other meatworks in the western suburbs owe their origin to the proximity of the largest livestock yards in Australia (and at times in the world). Angliss was one of the largest meat exporters in Australia and bought directly from farms or from the auctions at Newmarket. The stock bridge provided a means of moving livestock to the works without causing congestion on Ballarat Road. Other meatworks further out also used the stock bridge, taking their newly purchased herds over in the evening and then waiting till dusk to walk them down Ballarat and Geelong Roads to Borthwicks, Gilbertsons and the other big meatworks.

The two span steel bridge uses the steel trusses from an earlier bridge built across the Yarra River at Punt Road in 1899. This foot bridge was replaced by the Hoddle Bridge built by the Country Roads Board in 1938 (Priestly 1984:41-2; CRB 1939:35). The Pratt truss, patented in the USA in 1844, was a variation on the Howe truss, originally developed for timber bridges. The Pratt truss featured wrought iron criss-cross ties, rather than Howe's vertical ties, and proved to be most effective when applied to the development of iron bridges (Hopkins 1970:117-8).

The old Pratt trusses were dismantled from the Punt Road Bridge and presumably stored until required. The use of recycled components for the Maribyrnong River stock bridge in 1941 was probably a solution to war-time shortages. The trusses were used unaltered, with a concrete deck added and supported on concrete piers. The constructing authority was the City of Melbourne, and the designer was the City Engineer. The new bridge was opened in June 1941 (Elphinstone 1983:64-68).

### Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**

**Local Theme**

### Cultural Significance

The Angliss Stock bridge is of historical and architectural significance to the region to the extent that it was a major part of the former stock route, which in its various components including the existing roads, laneways between the stock pens and the bridge itself, provided access between the saleyards and the various abattoirs, particularly the Angliss meatworks. (Criterion A3) This gives it a close association with one of the most important industries in the region. With the demise and demolition of most of the meatworks in the Western Suburbs, it remains as a rare surviving fragment of that industry. As it was previously used as a footbridge over the Yarra it demonstrates an interesting engineering exercise. (Criterion A4)

The surviving avenue of Cypress trees on the west side provides an important landscape context. Along with the meat industry, the loss of the Newmarket saleyards means that droving cattle and sheep is no longer done in the urban context. This bridge and stock route is therefore the only reminder of this custom. (Criterion B2)

## Comparative Examples

As a bridge it is an unusually robust non-vehicle bridge, other footbridges of the early 20th century tending to be far lighter such as the timber and wire cable suspension form of Kaners bridge at Studley Park.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

Significance and the cited fabric or contributory elements.  
 To conserve and enhance the significant elements of the place.  
 To conserve and enhance the public view of these elements.  
 To conserve and enhance the visual relationships between the contributory elements.  
 To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
 To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

An important part of the cultural landscape of the area which was created by various elements of the meat and by-product industries.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

One of the few surviving structures which evoke the significant meat industry of the Municipality, now mostly disappeared.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Along with the meat industry, the loss of the Newmarket saleyards means that droving cattle and sheep is no longer done in the urban context. This bridge and stock route is the only reminder of this custom.

## Documentation

### References

- Elphinstone, R., "Lynch's Bridge Project: Heritage Resources Survey", 1983, pp 62-3.  
Priestley, S., *The Victorians: Making Their Mark*, McMahons Point, 1984, pp 41-2;  
Country Roads Board, *Annual Report*, 1939, p35.  
Hopkins, H.J., *A Span of Bridges: An Illustrated History*, Newton Abbot, 1970, pp 117-8.  
City of Melbourne specifications, reproduced in Elphinstone, pp 64-68.  
Elphinstone, R. *Red Square Report*, LMW. 1983  
Healy, C. (ed) *The Lifeblood of Footscray: working lives at the Angliss Meatworks*,  
Melbourne's Living Museum of the West, 1986

### Data recording

Assessed By   
Assessed Date:

## Identification and location

**Name of Place:**

**Other Name**

**Address**

**Place Identifier**

**Heritage Significance**

**Creation date(s):**  **Map (Melway)**

**Boundary description**

**Local Government Area:**

**Ownership Type**

## Description

**Site Type:** manufacture

### Physical Description

Complex of factory buildings of predominantly saw-tooth roof form with brick walls. The external facade presents a unified tall parapetted red-brick wall with generally steel hopper sash windows and steel lintels (segmental arches to earliest parts). Internal structure is timber king-post truss and sawtooth truss, with some later sections in welded steel. Modern clear span stores have been added to the western end of the site. The rope walk which was originally 1500 foot in length was contained within the long, low, gable roofed building along the northern boundary on the south side of Kinnear Street, which originally extended through to Gordon Street. This is a king-post truss, gable roof form structure of timber framing and corrugated iron cladding. The roof was reclad in new zincalume about 4 years ago, at which time the small towered structure that contained the rope tensioning equipment was removed. At last internal inspection in 1997, the rope walk retained original equipment including the belt driven rope twisting machinery and the traveller which ran on c30cm diam. steel flanged wheels on light gauge rails. It is believed that at least some of this has been removed. The original western extent of the rope walk is still identifiable by an undeveloped area at the corner of Kinnear and Gordon Streets which has a concrete slab, although the building structure stops well short of this point. Further inspection is required to determine the extent of survival of this machinery.

Distinctive early buildings are evident in the north east corner of the site. The sections with a double hipped roof containing clerestory lights and a roof lantern and the long gabled rope walk parallel to Kinnear Street are probably the earliest parts. Also in the north west corner of the site, the double timber doors in a segmentally-arched carriage entrance may indicate the original loading out and stables.

One of the lantern roofed sections includes a timber panelled mezzanine/second storey which indicates the former drafting office. The original boiler chimney survives although reduced in

height, while the former coal fired boilers are partly intact.

### **Condition**

In good condition and externally intact. Internally the structure is original although equipment has been replaced. The rope walk has recently been reclad, and shortened, and original rope making machinery was in place at last inspection (1997)

### **Integrity**

Externally the works is intact to its Post War state with accretions rather than reconstruction being the pattern of redevelopment. The progressive development of the site is shown in the cohesive red brick elevations to Ballarat Road which represent various periods of construction from the 1900s to 1960s. The Rope walk and its machinery have been altered, but at last inspection was still relatively intact, - further inspection is required.

### **Context**

Located in a residential precinct on the main road, former adjacent housing has been demolished as the factory expanded.

### **Threats**

With rezoning of other industrial land in the area, there may be pressure for closure and redevelopment of the site in the future.

## **History**

George Kinnear (b.1825 - d.1902) came originally from Nottingham, England via Canada and the US, in 1864 to install rope-making equipment in Melbourne from the New Jersey company Todd & Rafferty. He then took a position with James Miller & Co to manage their new Port Melbourne rope works. In 1874 Kinnear established his own rope walk in Queen's Park, Essendon and later moved the factory to a one acre block in Kensington. The firm's name changed to George Kinnear & Sons and by 1890 had acquired two spindle automatic spinning frames for a well established business manufacturing rope, hay bands and leather lashings. In 1899, George's two sons, Edward H. and Henry Humphrey, purchased the business of their father and three years later, in 1902, moved the machinery from there to the present Footscray site, purchasing 4 acres initially which was subsequently expanded to 10 acres (4 hectares). The factory, which included a continuous covered rope walk along Kinnear Street, was erected on an undeveloped triangular block facing Ballarat Road. A small strip on the north side was created for the rope walk, originally 1500 feet length, although only about 1000 feet were used in later years. This was, however, rebuilt after being destroyed by fire in 1908. The brothers resumed manufacture within the short space of four months, having made a quick (for the times) trip to England to buy new machinery.

The Kinnear brothers may have been involved in the subdivision of a large block of land to the north into 90 large blocks on Gordon, Empire and Eldridge Streets as the Workingmen's Estate, with the blocks large enough to ensure occupants could supplement their income by growing their own fruit and vegetables, run chickens and the like. Few of the original timber cottages survived the massive flat building boom of the 1960s and 70s.

In the 1930s Kinnear's pioneered the production in Australia of sewing twines, netting and

butchers twine as well as specialty yarns for the manufacture of flax canvas for the navy, railways, postal service and general consumers. In 1958 Kinnear's began production of carpet yarn adapting their existing flax spinning technology. By the 1970s technological changes forced the company to adapt its traditional production methods to new materials such as man-made fibres, rayon, nylon and polypropylene. In the post war period production of carpet yard expanded and Kinnear's took a substantial interest in a Sydney-based tufted carpet manufacturing company. This wound down in the mid 1970s, and the firm began importing natural and artificial fibre cordage in the 80s as well as manufacturing new products such as artificial sporting surfaces. They also took over and ran the former Donaghy's rope works in Geelong until its recent closure.

Edward went on to become Managing Director following World War II, when the firm boasted it had installed the most modern equipment available and was manufacturing all types of ropes, cordage, twines, yarns and threads, which were marketed under the single brand of "EMU".

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

### Cultural Significance

Kinnear's rope works is of State historical and architectural significance as one of only a handful of traditional rope making factories to survive in Victoria and one of only two factories which retain a rope walk. The place is of technical significance for the unique rope walk and rope laying machinery. It is of architectural significance as a unique purpose-built industrial building which demonstrates a range of factory building types including the exceptionally long rope walk building, the distinctive saw-tooth roofed twine-spinning buildings, the lantern-roofed boiler and engine houses, and the clerestory-lit and board-lined drafting office.

Along with Miller's Yarraville rope works this is the largest and oldest surviving in Melbourne and the only works retaining evidence of the rope walk. (Criterion A4) The rope walk along Kinnear St. may be the last surviving example of this form of building in Melbourne, with one other known in Victoria (Donaghy's in Geelong). (Criterion B2) The rope walk began as an uncovered path or a long alley where strands of fibre were run out to a winding machine which twisted them together. More elaborate systems involved steam power and a building over the walk. (Criterion D2)

Kinnear's is, however, the only early ropeworks still operating in its original premises in Victoria, Millers Brunswick and Yarraville works being long closed and Donaghy's having closed more recently.

The works is also of historical significance for its association with George Kinnear, who was the pioneer of rope making in Victoria, and his descendants in the firm who were important local identities who had influence in Civic matters and at the industrial level Statewide. (Criterion H1)

## Comparative Examples

Along with Miller's Yarraville rope works, and the single building which remains from Millers Brunswick works (now converted for TAFE use) this is the largest and oldest surviving in Melbourne. Some elements, in particular the rope walk, compare with Donaghy's in Geelong.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives. This should clearly identify internal machinery and fittings which contribute to the sites significance.
- To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

Kinnear's is an example of an industry which grew to meet nineteenth century industrial and commercial requirements such as supplying ships ropes, binder twines and other fibres in a self contained economy, which has adapted to modern circumstances.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Manufacture of twisted rope on a rope walk has ceased in Australia. This and Donaghy's Geelong are the only known surviving examples of the process.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

Rope manufacture was an essential component in development of a range of industries and activities with shipping, agriculture and transport dependent on its products.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

The development of rope making was pioneered by the likes of George Kinnear who was the dominant personality in the rope industry. He, and his descendants in the firm were important local identities who had influence in Civic matters and at the industrial level.

## Documentation

### References

ADB 9 Kinnear, E.H. & H.H.

Ferguson, J. pers.comm.

*Footscray's First Fifty Years*

*Footscray's First 100 years*

*Forging Ahead*

*125th Anniversary Celebration* pp 43-4.

Vines, G. Geelong Ropeworks heritage assessment (report to Heritage Victoria)

### Data recording

Assessed By

Assessed Date:



## Identification and location

**Name of Place:** **Pilkington ACI**

**Other Name** Besters Sweets, Bester Brothers, OCAL Industries

**Address** 234 Ballarat Road

Braybrook

**Place Identifier** 491

**Heritage Significance** regional

**Creation date(s):** 1962

**Map (Melway)** 27 E11

**Boundary description** The extent of the current allotment including the front office building and rear factory structures.

**Local Government Area:** City of Maribyrnong

**Ownership Type**

## Description

**Site Type:** factory

### Physical Description

Brick facade for offices with concrete and steel framed structures behind. A multi-storey reinforced concrete process building is a striking feature of the functional part of the site and a glass enclosed spiral stair case in the south west corner of the offices is a very distinctive architectural folly giving the building a feature to break the otherwise monotonous facade. The front office section has a stepped brick parapet with steel hopper sash windows framed by raised concrete sections and narrow sills. The brickwork has been painted white and trim has been repainted in a gaudy scheme in recent years.

The rear industrial section is of off-form concrete, steel and corrugated iron, with a particularly functional/utilitarian design reminiscent of the Brutalist style.

### Condition

In good and externally original condition apart from the paint. Internally, plant has been removed and production spaces altered as a consequence.

### Integrity

Intact although most original machinery and equipment has been removed.

### Context

On a major arterial road in an industrial area originally focussing on noxious trades but increasingly of manufacturing industry from the 1930s.

### Threats

Currently underutilised, which may put pressure on the site for redevelopment.

## History

This site first appears in the Sands and McDougall Directory for 1947 as a “factory being built” on the corner of Ballarat Road and Evans Street. This factory appears to be the Novelty Confectionery company which was listed here in 1949. By 1956 the numbering system had changed, and number 234 Ballarat Road, on the corner of Evans Street, was occupied by Besters Sweets, Manufacturing Confectioners, who are listed at the site until 1961. Bester Brothers were described as confectionery manufacturers having large premises in 1951 (Carleton 1951:62). It is possible that some of the existing works dates from the period of the confectionery works, although most is clearly of post 1960s origin.

From 1962 to 1974 the occupant was listed as OCAL Industries, Builders Supplies Manufacturers. It appears that OCAL was a division of Overseas Corporation and it was with this firm that glass manufacture for industrial, commercial and residential glazing began, with the existing factory being dramatically enlarged and reconstructed.

Pilkingtons are believed to have commenced operations on this site in the late 1960s or 70s - OCAL may have been the original trading name of the glass maker, or the directories have a time lag before the works was recorded under the Pilkington name. It operated primarily as a manufacturer of architectural glazing, with the curtain wall and window division located here up to the 1980s. Following restructure of the firm, the plant closed and has been used for a variety of commercial activities since, including a go-cart and amusement centre, resulting in the gaudy painting scheme.

According to published sources Pilkington glass, an English firm and major glass manufacturer in world terms, established their first factory in Australia in Adelaide in 1935, their safety glass factory was opened at Geelong in 1937 and the joint concern of Pilkington ACI started making sheet glass at Dandenong in 1962, where they had their head office in 1980. While the Pilkington history *The Glass Ribbon*, published 1988, makes no mention of any association with the Braybrook factory, it is probable that Pilkington took over OCAL about this time. By the late 1960s ‘ACI - Pilkington Glass’ was displayed on the facade in shaped steel letters, while they were also described as the ‘Window Glass Division’ (Ron Angwin, local resident, pers.com.) Pilkington ACI acquired Oliver-Davey in 1985.

The only reference to glass manufacturing in the area is in Sunshine Cavalcade, 1951, which mentions that Australian Glass Manufacturing Co has purchased 12 acres in Braybrook. This company had connections with ACI, which was then at Spotswood, but it is unclear where the 12 acre site in the City of Sunshine (which then included Braybrook) was located.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

Pilkington Glass is of historical and architectural significance at the regional level as an elaborate and unusual factory which demonstrates the role of industry and application of the International Modern architectural style to an industrial setting. (Criterion A3).

Architecturally an unusual facade with its distinctive spiral staircase tower. (Criterion E1)  
 Otherwise the front office buildings follow the typical Moderne style although at a subdued level, featuring strong horizontal lines. Behind, an ordinary section of sawtooth roof and an unusual reinforced concrete three and four storey building provide the contrasting functional side of the complex. The factory demonstrates the expansion of industry in the Braybrook to West Footscray area which was characteristic of the 1935 to 1945 period. (Criterion A4)

### Comparative Examples

The design can be compared with the other Modernistic style industrial designs in Geelong Rd, most evocative of the industrial expansion during the isolation of WW2, and offers a mannered comparison with the more Minimalist ETA factory nearby. The bold geometric forms are typical of the influence of the European Modernists such as Mendelssohn and Dudock where function generated expressionist forms for the sake of the composition. The front office section compares with the earlier Southern Cans in Geelong Road in its Moderne geometric composition, however, the off-cast concrete forms present a Brutalist style not generally seen in this form of industrial setting.

### Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
 To conserve and enhance the significant elements of the place.  
 To conserve and enhance the public view of these elements.  
 To ensure that new or altered elements within the place are visually recessive and related to the contributory elements. To prepare a conservation management plan which embodies the above objectives.  
 This would include, but not be limited to recovery of the original unpainted brick and complementary trim colours.  
 To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

The distinctive architectural form which represents the place's function and products, in the form and materials provides a distinctive streetscape feature .

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

## Maribyrnong Heritage Review - Industrial Places

The factory demonstrates the expansion of industry in the Braybrook to West Footscray area which was characteristic of the 1935 to 1945 period.

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

The unusual combination of forms from the glass-enclosed spiral staircase, Moderne office facade and towering Brutalist off-form concrete process building with its monumental forms provide a unique aesthetical form.

### Documentation

#### References

Sands & McDougall Directories.

Carleton, C.G. Sunshine Cavalcade, City of Sunshine 1951.

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **ETA Factory**

**Other Name**

**Address** 254 Ballarat Road

Braybrook

**Place Identifier** 20243

**Heritage Significance** state

**Creation date(s):** 1956 -60

**Map (Melway)** 27 D11

**Boundary description** The extent of the current allotment

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** factory (food processing)

### Physical Description

Early example of "curtain wall" construction and application to industrial building. Coloured glass walls in aluminium frames with exposed diagonal trusses. The building forms a facade to the more utilitarian sawtooth roof factory behind but is detached from it, separated by a landscaped courtyard garden but linked by a continuous cantilevered loading bay canopy which forms the fourth side of the courtyard.

Within the courtyard is the sculpture and fountain by artist Teisutis (Joe) Zikaras featuring two cast concrete sections of curving forms in a delicate sense of balance, placed in a circular concrete basin filled with water and edged with basalt boulders. Four copper discs on opposite sides were meant to direct water onto the sculpture but have remained blocked. Remnants of the original integrated landscape design can be seen, including cactus and cordyline in the courtyard. Angular and zig-zag paths and pebble borders are only evident in fragments.

The glass and aluminium construction continues around the sides and back giving the building a stand-alone integrity unusual for factory offices. A cantilevered, "floating" stair case enclosed by the glass wall forms the prominent entrance feature. A service tower stands above the roof line as a projecting geometric form originally carrying the ETA brand name.

### Condition

In fair condition. Partitioning of the factory into smaller rental units and the consequent uncoordinated repainting and signage has diminished the uniform effect of the curtain wall facade. Lack of maintenance is also apparent.

### Integrity

Intact apart from replacement of some coloured panes of glass with unsympathetic clear or painted panels.

## Context

One of a number of large industrial sites along Ballarat Road in the Braybrook area, with Pilkington's contemporary factory nearby.

## Threats

None apparent.

## History

Designed by noted architect Frederick Romberg of Grounds Romberg and Boyd and constructed by ETA c.1957-60. The building reflects the translation of contemporary American factory design to Australia. A sculpture and fountain was commissioned for the landscaped courtyard and created by Teisutis Zikaras in 1962.

ETA Foods Pty Ltd. produced salted peanuts and cashews, peanut butter and margarine. Marrickville Margarine Pty Ltd, was a co-tenant and the largest margarine manufacturer in Australia in the 1960s also producing a range of edible and technical products. Both companies commenced in Victoria in 1921, expanding to Braybrook to meet increased demand.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

The ETA factory is of historical and architectural significance at the State level as an important translation of contemporary American factory design practice to an Australian building which demonstrates both the growth of awareness in overseas factory and architectural design. It is of Architectural significance for its association with the important Australian practice of Frederick Romberg and the partnership of Grounds, Romberg and Boyd and for its place in the development of the glass curtain wall in an industrial context. (Criterion A3) As one of the earliest applications of the glass curtain wall in Victoria, and a rare application to industrial structures, the ETA factory contributes to our understanding of industrial development in the region, comparable locally with very few other examples, one being BP Lubricants in Spotswood. (Criterion C2) The Frederick Romberg design stands as a high point in the International Modern style, while the combination of building, landscaped garden and sculpture epitomises the integrated design philosophy of the Modernist movement. (Criterion E1)

The factory also reflects the 1950s growth of industry from its animal by-products beginnings in the Braybrook area and the confidence of industry in the period of post war revitalisation, while the significance of ETA as a major food producing company and household name of the post War period is demonstrated in the scale and form of the building. (Criterion A4) The landscaped courtyard, with surviving original plantings and the Zikaras sculpture contributes and is intrinsic to the overall design. Similarly, the cantilevered staircase and internal finishes of the entrance vestibule make an important contribution to the place.

## Comparative Examples

Compares with the BP blending building Spotswood in the early use of glass curtain wall as applied to an industrial building. Otherwise a style more usually notable in Central Business District head office buildings.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements. To conserve and enhance the significant elements of the place. To conserve and enhance the public view of these elements. To conserve and enhance the visual relationships between the contributory elements. To ensure that new or altered elements within the place are visually recessive and related to the contributory elements. To prepare a conservation management plan which embodies the above objectives and which addresses future adaptive reuse in the light of the changes and excess signage resulting from the current subdivision and sub leases.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

A distinctive and rare example of industrial architecture adding a sense of class to a generally functional street scape.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

As one of the earliest applications of the glass curtain wall in Victoria, and a rare application to industrial structures, the ETA factory contributes to our understanding of industrial development in the region.

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

The Frederick Romberg design stands as a high point in the International Modern style, while the combination of building, landscaped garden and sculpture epitomises the design philosophy.

The factory also reflects the 1950s growth of industry from its animal by-products beginnings in the Braybrook area and the confidence of industry in the period of post war revitalisation.

## Documentation

### References

Vines, G. *Western Region Industrial Heritage Study*, Melbourne's Living Museum of the West. 1989.

Hamann 1981,

*Sunshine Illustrated* 1960.

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Warren & Brown Engineering Workshops**

**Other Name**

**Address** 113 - 115 Ballarat Road

Footscray

**Place Identifier** 10

**Heritage Significance** city

**Creation date(s):** 1938- 1941c

**Map (Melway)** 42 C3

**Boundary description** The extent of the current allotment boundary

**Local Government Area:** City of Maribyrnong

**Ownership Type** private?

## Description

**Site Type:** factory - metal engineering

### Physical Description

Developed in stages, the facade demonstrates the architectural style of the period in a slick streamlined Moderne combination of one and two-storey blocks in patterned manganese salt glazed and cream brickwork with contrasting coloured sills and string courses of dark brick or concrete forming the horizontal elements and pilasters of darker brick between the windows and tall projecting panels over the entrance form the verticals - surmounted by the signature flagpole of the style.

Bands of steel framed windows are surmounted by the painted steel lettering of the company name. Curved corners and brick planter boxes complete the Moderne details.

Behind are buildings of other periods including red brick and render from c 1920 and steel and iron framed galvanised iron clad factory space. One timber section may be the original livery stable.

Large Eucalypt trees (South Australian Sugar Gums) and other small trees and shrubs remain from 1960s landscaping across the front of the site, while planter boxes demonstrate the original extent of the landscape scheme.

Recent demolition has removed a large part of the functional factory space but appears to retain the facades and the rear of the complex.

### Condition

The buildings are all in good condition and well maintained, although plant and equipment has been removed. The buildings are well maintained and structurally sound.

### Integrity

Apart from the removal of machinery, the complex is intact to its final phase of development.



## Context

On Ballarat Road in an otherwise residential area but forming a self contained industrial complex opposite Victoria University. Isolated, but not far from the similar Geelong Road examples.

## Threats

Expansion of Victoria University of Technology and possible future widening of Ballarat Road pose threats in the future. The site currently appears to be vacant.

## History

Prior to the erection of this factory, a livery stable was located at 113 Ballarat Rd. occupied by B. Cakebread and later Martin McGrath who went on to run a large transport company in Melbourne. At 115 a four-room timber house was occupied by Ivan Hutchinson.

In the 1930s the firm of Warren Brown was operating a small workshop from number 119 which was also the address given for Andrew Brown. It is highly likely that the former livery stables formed the catalyst of the Warren Brown engineering establishment, particular as a suitably styled and aged building still forms part of the complex.

William H. Warren lived nearby at 58 Stirling St. which he had thoroughly renovated in the new (1920s) Bungalow style. While the company dates from before 1928 it was not until c.1939-40 that the site was substantially improved when the present stylish office facade was probably added. Warren & Brown were jobbing engineers but had a reputation for sophistication in their work. The works has in recent years been part of the Footscray Institute of Technology (now VUT) campus and at least one building has been leased for a commercial retail use.

## Thematic context

**Australian Principal Theme** Manufacturing and Processing

**PAHT Subtheme:** Manufacturing and Processing

**Local Theme** Industry Pushing Outwards:

## Cultural Significance

Warren Brown is of significance to the City of Maribyrnong as an important example of the Moderne styled factory complex representing the growth of engineering firms in the early 20th century. (Criterion A3) Until recently, a near original and accomplished Moderne style office-factory design for a medium sized engineering firm representative of the growth of the metal trades in Footscray around the second World War. Criterion A3) Now only surviving as facades and fragments. However, few jobbing engineers survive in Maribyrnong or other inner suburbs as industrial zones have been reclaimed for residential/commercial development. (Criterion B2) The owner-built factory with an architecturally elaborate facade bearing the owners name as part of the construction, perhaps reached its apotheosis in the immediate pre-war period, later to be subsumed by anonymous and undistinguished standard design factory buildings with a separated administrative function in a geographically isolated location (usually in the CBD). The named factory demonstrates both the character of the owners and the public expression of their motivation and ambition in their chosen industry. (Criterion E1) The former livery-stables is potentially of significance for its connections with the origins of the firm and associations with the prior transport-related function. (Criterion D2) Mid 20th century landscaping survives in the form of a few eucalypts and small conifers which contribute to the aesthetic.

## Comparative Examples

Sharing the characteristic features of the Moderne Style (curved walls, manganese bricks, horizontal and vertical motifs, etc) with other industrial complexes in the Municipality including Olympic Tyres and Apex Belting. In scale and function, however, it is a rare survivor of the once common jobbing engineer firms such as the demolished Ebelings in Yarraville, or Richardson's in Whitehall St. Footscray.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

Part of the important small, diverse engineering industry in Footscray which supported a range of other industrial concerns.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Few jobbing engineers survive in Maribyrnong or other inner suburbs as industrial zones have been reclaimed for residential/commercial development.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

Warren & Brown is one of the few remaining buildings (along with D.Richardson & Sons) expressing the important engineering industry in the Footscray area which flourished in the inter War and post WWII periods.

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

The distinctive Moderne design complex with earlier surviving elements reflects a visual setting well known to and treasured by the local community.

## Documentation

### References

Butler *Footscray Conservation Study*, 1989:(4-8)  
Sands & McDougall Directories  
Valuers Field Cards

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Melbourne Woollen Mills**

**Other Name** Yarraville Woollen Mills, Australian Porcelain Insulator Co. Morlynn Ceramics P/L.

**Address** 2 Banool Avenue  
Yarraville

**Place Identifier** 8739

**Heritage Significance** *national*

**Creation date(s):** 1869 - 1871, 1920C

**Map (Melway)** 42 A10

**Boundary description** bounded on the west by the railway, on the south by Stony Creek, on the east by Banool Ave. and on the north by housing

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** manufacture

### Physical Description

Most of the externally visible construction is of 1920-1940 origin but a bluestone wall with pilasters and arched openings survives parallel to and about 8 m. inside the eastern wall of the factory introducing a remarkably intact mid-nineteenth century industrial complex, hidden from view by later construction.

This first-seen wall corresponds to the east wall featured in an 1882 photo of the Melbourne Woollen Mills. Much of the central area of the factory is of 19th century origin with substantial bluestone walls forming three sides of the main production space. Another wall, also with arches, marks the former spinning hall, and a two storey brick and stone section identifies the (probably) centrally placed boiler/engine house. The major missing component is the chimney which stood on the east side, and may survive as archaeological evidence in the form of the base and flue, beneath the present concrete floor.

The painted word "porcelain" (part of a larger sign) is visible on one elevated part from a high vantage point to the north identifying the subsequent occupant. Two bottle kilns are shown on the 1900 MMBW plan but could not be identified in the factory, but again may survive as footings. A photo dated c.1882 and the 1895 MMBW plan appear to record the central core of the factory which has been enclosed in later construction.

### Condition

In good condition

### Integrity

The majority of the original woollen mill can be discerned and missing components can be

inferred from internal clues (eg. breaks in construction of later additions) the significant saw tooth roof has had the uprights replaced by a steel lattice truss slung below the timber trusses, and the external cladding has been replaced.

### Context

In an isolated location adjacent to the Williamstown Railway and Stony Creek on the south edge of the Yarraville residential area.

### Threats

Future redevelopment may be likely as the building has probably outlived its usefulness for the present manufacturer.

### History

The Melbourne Woollen Mills were one of, if not the first manufacturer of worsted woollens in Victoria. Established by the brothers Edwin and Walter Gaunt, who had gained their expertise in the north of England and were significant in the development of the woollen industry in Australia, the company was for a long time the largest of its kind, but collapsed in 1884. Its assets were taken over for 21,530 pounds in 1885 to form the Yarraville Woollen Mills with John Tayler as manager until 1889. However, by 1891 the Bacchus Marsh Brick & Pottery Co had taken over the site, followed by the Melbourne Pottery Co in 1895. By 1921 it had become the Australian Porcelain Insulator Co. which continued into the 1950s. Presently the property is occupied by Morlynn Ceramics Pty Ltd which still produces High Tension insulators.

This site is particularly complex in terms of its industrial archaeology and company history. The original works for the Melbourne Woollen Mills were substantially built in local bluestone and typical of mills of the period. Melbourne Woollen Mills were one of the dominant mills in the 1870s and 80s and pioneered the industry in the region. The buildings employed the standard British practice of single story sawtooth roof sheds and is probably the oldest surviving example of the saw tooth roof in Victoria, and possibly Australia.

The later development of the site saw it switch to ceramics in an unusual reuse of an existing factory for a very different process. A series of changes of ownership in the 1890s reflect the unstable financial conditions of the depression years and by the beginning of the twentieth century stability had returned and the works prospered in its new role. The Australian Porcelain Insulator Co. which produced high tension insulators up to 500,000 volts was one of the largest industries of its type in the southern hemisphere in the 1940s. This combination of factors makes the site extremely interesting from the point of view of understanding the processes of change and development in manufacturing technology and industrial history in Victoria.

### Thematic context

Australian Principal Theme

PAHT Subtheme:  Local Theme

### Cultural Significance

The Melbourne Woollen Mills/Morlynn Ceramics P/L. site is significant as a rare and substantially intact example of mid nineteenth century industrial building specifically adapted to the needs of a woollen mill. (Criterion C2)

The building is historically significant as one of the earliest woollen mills in Australia, the first woollen mill in Melbourne (Criterion A4) and for its association with the prominent mill builders and managers Edwin and Walter Gaunt. (Criterion H1)

It is also important as an early example of recycling of an industrial building for other uses, in this case, its conversion to a pottery in 1889, and as a major manufacturer of porcelain insulators in the late nineteenth and twentieth centuries. The building is architecturally significant for the use of ashlar bluestone masonry featuring prominent string courses and pilasters and arched openings with quoin-work of projecting, drafted-edge bluestone blocks and decorated keystones. (Criterion E1)

The building may also attain the level of potential national architectural significance as the earliest surviving example of the sawtooth roof form in Victoria and the earliest known example in Australia, with the large timber-framed saw-tooth roof of the main weaving hall surviving intact apart from the removal of the upright posts and recladding.(Criterion F1)

## Comparative Examples

With the demolition of the Alfred Woollen Mill in Williamstown in 1998, this is the sole survivor of the nineteenth century textile industry in Melbourne. It compares with the several Geelong Mills (Collins Brothers Victorian Woollen and Cloth Co., Godfrey Hirst, etc) but on a smaller scale since it did not achieve the later expansion of the Geelong mills.

## Recommendations

Heritage Victoria Register	<input type="text" value="Recommended"/>
Register of the National Estate	<input type="text" value="Recommended"/>
National Trust Register	<input type="text" value="Yes"/>
Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="No"/>
Internal Alteration Controls Apply?	<input type="text" value="Yes - bluestone walls and timber framing"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="No"/>

## Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives.  
To encourage continuation of the original or historical use of the place.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

The textile industry became a significant component in Australia's manufacture, its origins being expressed in this place, along with the process of adaptation for other industries, brick, ceramics, insulators, etc.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

One of the first and largest manufacturers of Worsted woollens in Victoria, which obtained a Government prize for its production.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

The promotion of textile manufacture was a significant component of Government policy in mid century following the gold rushes and played a key part in economic prosperity in the colony.

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

The bluestone architecture is a fine, although hidden example of a craft and building material which was characteristic of the Footscray area in the nineteenth century

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The oldest known surviving example in Australia of a saw-tooth roof factory, a form which was for over 100 years the standard factory form in the world.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

Associated with the prominent mill builders and managers Edwin and Walter Gaunt, pioneers of the woollen industry in Australia.

## Documentation

### References

Forging Ahead.  
MMBW 160' to 1" Plan 8,  
Local Industries in Footscray and Williamstown 1882,  
Elsum, A History of Williamstown: 54,  
Rate Books 1875-82,  
Footscray's First Fifty Years,  
Sands & McDougall Directories

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Bunbury St Bridge & Tunnel**

**Other Name**

**Address**

Bunbury Street

Footscray

**Place Identifier** **20229**

**Heritage Significance**

*metropolitan*

**Creation date(s):** 1928

**Map (Melway)** 42 D5 - E6

**Boundary description**

from the cross-over at McNab Ave. to the eastern abutment of the bridge across Sims Street including the full width and length of Bunbury Street.

**Local Government Area:**

Cities of Maribyrnong and Melbourne

**Ownership Type**

state (PTC)

## Description

**Site Type:** transport

### Physical Description

Built as a goods line to link West Footscray to South Kensington and the West Melbourne goods yard, by-passing the Footscray Junction and Station. The works were on a considerable scale involving a cutting on a curve from west of Footscray, going under the Melbourne rail line and into a tunnel under Bunbury Street. This tunnel was constructed by the cut and fill method and lined in concrete. Another smaller cutting where the on the east side runs directly onto a steel bridge across the Maribyrnong. 200,000 cubic yards of rock and soil were removed and 27 thousand tons of concrete poured into the tunnel liner.

The bridge across the Maribyrnong River is a triangulated steel truss structure carrying double tracks, and is supported on mass Concrete pillars. Maribyrnong Street passes under the bridge between the brick-faced embankment and the concrete pier on the west side of the crossing. The east portal features a sloping brick wall with projecting string course and coping to either side of the sloping land at the tunnel entrance, while Bunbury Street splits in two with a narrow road surface of bitumen and bluestone cobbles kerbs passing down either side of the rail lines. A small timber, arrow-ended picket fence protects pedestrians at the Moreland Street crossing above the portal. A separate steel beam footbridge crosses the railway at this point.

### Condition

Generally in good condition and well maintained. Some graffiti disfigures the bridge abutments and the picket fences above the east portal are in a dilapidated state.

### Integrity

The railway works are substantially intact to their original design, apart from modifications to the safety railing at the Hyde Street end.



## Context

The tunnel runs under Bunbury street through a residential area with the western portal in the deep cutting near Footscray Station and the east portal and bridge in the Maribyrnong River industrial area. The rail lines go on to connect with the South Dynon/Melbourne Freight Terminal.

## Threats

No apparent threats at present. However redevelopment of the adjoining private land which is underway for apartments, may lead to pressure for street reconstruction or replacement of significant fabric.

## History

During the late 1920s major works were carried out on the Victorian Railways to improve the movement of freight and interstate and country passenger trains through Melbourne's suburbs. The principal works were the Albion to Broadmeadows goods line and this, the South Kensington to West Footscray line. The line allowed the bypassing of Footscray Junction and the development of goods yard and shipping sheds south of Dynon Road. Two shifts daily were worked during the construction of the tunnel and bridge with the first sod turned without ceremony in 1918 and the line completed in August 1928.

## Thematic context

Australian Principal Theme

PAHT Subtheme:  Local Theme

## Cultural Significance

The Bunbury tunnel and bridge is of historical and technical significance at the Metropolitan level. The South Kensington to West Footscray goods line was a major construction project considering the amount of basalt which was required to be removed. Excluding the City underground loop it incorporates one of the few railway tunnels in the suburban area and is the largest of these. Construction of the bridge and tunnel involved the first such urban cut and fill tunnelling using an arched concrete lining. The transition from tunnel to bridge in a tight urban context stretched the engineering of the time. Construction of the bridge and tunnel involved the first such urban cut and fill tunnelling using an arched concrete lining. The transition from tunnel to bridge in a tight urban context stretched the engineering of the time. (Criterion F1) As a combined bridge, tunnel and cuttings on various levels, it is a unique engineering construction and cultural landscape, which reflects the advanced state of railway engineering in Victoria in the early 20th century. (Criterion A3)

The construction of the line in conjunction with the Albion to Broadmeadows goods line, reflects the changes to operation of Victorian railways in the early 20th century as greater importance was placed on country railways, particularly the growth of interstate passenger services and the increase in freight traffic between country Victoria and western New South Wales and the Melbourne Ports. (Criterion D2)

## Comparative Examples

There is no other site in Victoria which features a rail tunnel which opens immediately to a major bridge. This is a unique engineering construction in Victoria. The bridge span compares with others of the period, including the rebuilt Maribyrnong River Bridge upstream, and the larger crossings at East Keilor.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

Significance and the cited fabric or contributory elements.  
 To conserve and enhance the significant elements of the place.  
 To conserve and enhance the public view of these elements.  
 To conserve and enhance the visual relationships between the contributory elements.  
 To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

This is a unique engineering construction and cultural landscape feature reflecting the advanced state of railway engineering in the early 20th century.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

The bridge and tunnel demonstrate the importance of railway transport in the first half of the 20th century, and the major role of the West Melbourne/Footscray industrial areas.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

Construction of the bridge and tunnel involved the first such urban cut and fill tunnelling using an arched concrete lining. The transition from tunnel to bridge in a tight urban context stretched the engineering of the time.

## Documentation

### References

Board of Land and Works 1928.  
*Footscray Advertiser*, 26.10.1918,  
 Victorian Railways files PRO.  
 Harrigan, *Victorian Railways to '62*.

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Canning Street Ford, (Solomon's Ford)**

**Other Name** 'Solomon's Ford', Clancy's Ford, Braybrook Ford

**Address** Canning St. Avondale Heights to Burke Rd.

Braybrook

**Place Identifier** **8746**

**Heritage Significance** *metropolitan*

**Creation date(s):** 1835 c.

**Map (Melway)** 27 B8

**Boundary description** An area of land extending 20 metres either side of the ford and 50 metres upstream and downstream. Also including the road approach of the unmade part of Burke St.

**Local Government Area:** Cities of Maribyrnong, Brimbank and Moonee Valley

**Ownership Type** Public - crown land administered by Parks Victoria

## Description

**Site Type:** ford

### Physical Description

A stone reef outcrops in the bed of the Maribyrnong River banking up the waters in a wide bend and providing a shallow crossing of the river. Gravels and sand have accumulated here, and flood deposits of silt have accumulated on the banks. Ramped approaches on both banks may be partially natural, but have been modified by use (originally livestock and vehicle erosion) and grading. The approaches were once across open flats, but by the latter 19th century were at least partially formalised to the road reservations, an extension of Canning Street on the east, and Burke Street on the south west. The MMBW reconstructed the river banks and added stepping stones formed from large weathered basalt boulders. Dry stone walls and the secluded river reach gives a sense of the historical environment of the area. Remnant vegetation in the area includes at least one pre settlement Red Gum tree (*Eucalyptus camaldulensis*) to the north in the City of Brimbank.

### Condition

Reconstruction has stabilised the river banks and gravel bed.

### Integrity

Integrity is low due to the artificial crossing created by the MMBW. However, the immediate banks and river channel are not so extensively modified.

### Context

Located in the undeveloped valley with evidence of former road approaches and dry stone walls marking former farm allotments clearly visible. At least one pre settlement red gum tree survives near the site.

### Threats

A current proposal for housing development immediately to the west of the ford would impact negatively on the environmental context and historical significance of the place.

## History

The ford at the tidal reach of the the Saltwater River was noted as early as 1803, by Deputy Surveyor-General Charles Grimes during the expedition of the *Cumberland* sent by Governor King to survey Port Phillip. The party rowed up the river as far as some rocks which barred their way. They continued on foot, finding fresh water “a little higher up”, probably near the present Medway Golf Course. On his Map of Port Phillip, 1903 Grimes indicated the ford with the words “rocks across” (Jones 1983:1-3).

The next record of the ford at Grimes’ Rocks appears in Joseph Tice Gellibrand’s *Memorandum of a Trip to Port Phillip*, which describes his journey from the “Settlement”, (the embryo township of Melbourne) to Geelong in 1836. The ford Gellibrand described was the first crossing place of the Saltwater River on the route to Geelong and to Williamstown. The detour several miles upstream was necessary because the way across the Yarra River was barred by the West Melbourne Swamp. The ford became an important part of the route between Melbourne and Footscray, and places further west. In 1839 the route was shortened by 10 miles when Port Phillip Superintendent Captain Lonsdale provided a punt to cross the Saltwater River just above the junction with the Yarra. The ford continued to be used by carts and cattle until the Saltwater River Bridge was built at Footscray in 1863 (Jones 1983:8-9, 14, 15; Billis & Kenyon:142).

The ford was named after a squatter from the Solomon family of Launceston. The exact identity of the squatter is not clear. According to Billis and Kenyon, Michael Solomon held Solomon’s Ford, Keilor from 1835 to 1841, and this view is supported by Jones’ extensive research. Lack, however, suggests that the run was held by absentee landlords, Judah and Joseph Solomon, whom Jones has found to be Michael’s father and uncle (Jones 1983:49; Lack 1991:11).

Michael Clancy occupied land in the township of Braybrook on the north side of the river in the 1870s. He testified to a Royal Commission in 1879 that he had lived near the ford for twenty three years, gaining something of a living from the river by loading stones from the river for ballasting boats at Footscray. Clancy’s Ford is another name by which the crossing has been known (Ford and Parsons 1989).

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

### Cultural Significance

The Canning Street Ford is of local historical significance as one of the first crossing places of the Maribyrnong River for European settlers from 1835 onwards. It is recorded in the first accounts of exploration (Grimes 1803 journey) and in subsequent accounts of the difficulties of traversing the western plains. Criterion A4 & C2)

Although greatly modified, the immediate environs of the ford remain undeveloped and so reflect the character of the area during the pioneering phase. (Criterion A3) The ford is representative of a former mode of transport and river crossing, now rare or lost. (Criterion B2 & D2)

The ford is closely associated with the first white people to set foot in the district (the exploration party of Charles Grimes, John Flemming & co. in 1803) and subsequent settlers and travellers including the Solomon family, makes the place an historical landmark location. (Criterion H1). Surviving remnant indigenous vegetation (to the north in the City of Brimbank) provides a historical landscape context to the site recalling the environment at the time of early settlement.

## Comparative Examples

Few intact fords survive in the metropolitan area due to subsequent development and erosion. A rock surfaced ford at the end of Neale Rd. Deer Park was bulldozed in the early 1980s, and some evidence survives of the ford across the Maribyrnong at Keilor. Other fords which once existed in the vicinity (at North Road upstream and Mullinger's downstream) have no surviving evidence of their existence. Further afield, Cobbledicks Ford on the Werribee River and Bartrams Ford at Arundel indicate the probable original appearance of these fords.

## Recommendations

Heritage Victoria Register	<input type="text" value="No"/>
Register of the National Estate	<input type="text" value="Recommended"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="No"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="No"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="Yes - mature gums"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="No"/>

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the vicinity of the place are visually recessive and related to the contributory elements.
- To retain the open space use of the place and its vicinity.
- To develop a consultative management approach to conservation of the site involving the Cities of Maribyrnong, Brimbank and Moonee Valley (which share municipal boundaries at the ford) and Parks Victoria.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

Although modified from its original form, the ford demonstrates the conditions met by early travellers and the means by which they overcame natural obstacles.

## Maribyrnong Heritage Review - Industrial Places

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The ford is associated with the earliest accounts of overland travel in the Port Phillip District, and was mentioned in the first description of the area by Charles Grimes in 1803

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Representative of a former mode of transport and river crossing, now rare or lost.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

The fords of this area played a significant role in the form and direction of settlement and land use, influencing the routes taken to other settlements and the establishment of roads.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

The ford provided the main communication between Melbourne and the west of the district for the pioneering years of white settlement.

The ford is closely associated with the first white people to set foot in the district (the exploration party of Charles Grimes, John Flemming & co. in 1803) and subsequent settlers and travellers including the Solomon family, makes the

## Documentation

### References

Jones, Valentine, *Solomon's Ford: Which Ford, Which Solomon?* Fitzroy, 1983, .  
Billis R.V & Kenyon, A.S., *Pastoral Pioneers of Port Phillip*, Melbourne, 1974.  
Lack, John, *A History of Footscray*, North Melbourne, 1991, p.11.  
Shillinglaw, Fleming Journal, Reprinted in Historical Records of Victoria.  
Popp, E. *Glimpses of Early Sunshine*, Sunshine Historical Society, 1979.  
Vines, G. *Western Region Industrial Heritage Study*, Melbourne's Living Museum of the West. 1989.

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Defence Materials Laboratory**

**Other Name** Materials Research Laboratories MRL. Defence Standards Laboratories, Munitions Supply Laboratories.

**Address**  Cordite Avenue  
Maribyrnong

**Place Identifier** **8750**

**Heritage Significance**

**Creation date(s):** 1950 c.  **Map (Melway)**

**Boundary description** The southern portion of the Maribyrnong Explosives Factory complex on the north side of Cordite avenue running west to the Maribyrnong River

**Local Government Area:**

**Ownership Type**

## Description

**Site Type:** defence

### Physical Description

Originally part of explosives factory Maribyrnong, comprising large group of predominantly red brick buildings north of Cordite Avenue. The two storey gatehouse and control tower provides a suitable military entrance to the complex, executed in dark clinker bricks with steel hopper sash windows. The other buildings range in date from the 1920s to 1990s, with the majority of the Second World War era. These characteristic structures are typical Commonwealth public works department architecture featuring fed face bricks in English and colonial bond, occasionally as brick veneer, with concrete lintels, occasional and sparing string courses, steel hopper sash windows and hipped and gabled corrugated iron clad roofs. Some more distinctive process-buildings to the north have been inherited from the Explosives Factory, as the Laboratories have progressively expanded to take up parts of the former Explosives Factory site, particularly to the north east. (Plan shows current boundaries between sites.

The surrounding landscape contains mature exotic trees and remnants of garden beds which reflect the efforts of Defence personnel to beautify the surroundings. Trees were also used on many munitions sites a safety measures, designed to catch flying debris from potential explosions. Elms and Oaks are evident near the complex with later native revegetation work near the river bank.

### Condition

### Integrity

Generally intact although considerable recladding to eliminate asbestos roofing material has been undertaken. A row of defence department residences in Cordite Avenue have been demolished.

## Context

Part of the major defence industries in north Maribyrnong.

## Threats

The future of the munitions complex is uncertain, but the site will certainly be redeveloped in the future.

## History

A research facility has been part of the operation of the Explosives Factory Maribyrnong since its inception, responsible for product development and testing of raw materials and finished product. In recent decades the research facility has been operated and administered separately.

The Materials Research Laboratories originated in 1910 as a chemicals advisory laboratory run by a small team of three scientists, headed by Marcus Bell. Situated in the Victoria Barracks, the laboratory provided research assistance to government and industry, with particular emphasis on defence. Following a visit to defence factories overseas during World War 1, Bell and members of the newly formed Arsenal Branch were able to develop plans for a research laboratory for an Australian Arsenal. The new research building was built on a site south of the Cordite Factory at Maribyrnong in 1922. In 1924 it became known as the Munitions Supply Laboratory (MRL 1981; Gleeson 1981:3)

The Laboratory provided scientific services to government departments in a range of research areas, including chemistry, physics, metallurgy, explosives and defence, however it achieved recognition as a leader in the field of meteorology, the science of measurement. In 1936 a separate meteorology section was established to provide testing of substances of all kinds and for the calibration of instruments (MRL 1991).

During World War 2 the Munitions Supply Laboratory had a vital role in Australia's defence, testing munitions, including items captured from the enemy. In the war years staff numbers peaked at 1150, a large proportion of whom were women recruited for war work in the laboratory (MRL 1981).

While munitions operations were scaled down after the war, the emphasis on defence continued, with service to industry reintroduced. The name was changed to Defence Research Laboratories in 1948 and to Defence Standards Laboratories in 1953, when it became part of the new Research & Development Branch of the Department of Supply. From the late 1950s the laboratories and their equipment were modernised and extended. A number of new laboratory blocks were built, additions were made to the original buildings and a building from the Explosives Factory was remodelled for explosives and ammunition research (MRL 1981).

Gradually the emphasis on defence was replaced by an expansion in services to industrial technology. A further name change to the Materials Research Laboratories in the 1970s reflected the new emphasis. The Laboratories have assisted with variety of projects, including investigations into the failure of the King Street Bridge in 1962, early work on xerography (photocopying), environmental protection, and the restoration of the cannons jettisoned from the *Endeavour* by Captain Cook (MSL Annual Reports; Gleeson:15).



## Thematic context

**Australian Principal Theme**   
**PAHT Subtheme:**  **Local Theme**

## Cultural Significance

Of State historical significance as a key part of Australia's wartime arsenal, the integrated explosives ammunition and ordnance factory complexes which were erected in the Maribyrnong area following Federation of the Australian Colonies. Along with the Government Clothing Factory South Melbourne, Woollen Mills in Geelong, Rifle Factory in Lithgow, Footscray Ammunition Factory and Ordnance Factory, and the Explosives Factory Maribyrnong, the Materials Research Laboratory demonstrates the newly arrived independence of the Federated Australia. While perceived foreign threats encouraged armament the new Federal Government sought to ensure self-sufficiency in supplies for the armed forces. (Criterion A4)

The testing and scientific investigation of new materials and products was an essential part in ensuring an adequate defence program for Australia. MRL played the paramount role in this process. (Criterion F1)

Surviving landscape elements including mature trees and garden beds, contribute to the historical character of the place.

## Comparative Examples

Buildings at MRL display their common inheritance with other defence installations such as the adjacent Explosives Factory, Ordnance Factory and the Central Drafting Office in Maribyrnong.

## Recommendations

**Heritage Victoria Register**   
**Register of the National Estate**   
**National Trust Register**   
**Other Heritage Listings**   
**Planning Scheme Protection**   
**External Paint Controls Apply?**   
**Internal Alteration Controls Apply?**   
**Tree Controls Apply?**   
**Included on the Victorian Heritage Register under the Act**   
**Are there Outbuildings or Fences not Exempt?**   
**Prohibited Uses may be Permitted?**

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements. To conserve and enhance the significant elements of the place.

To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives, and specifically to determine levels of significance for the various components of the site and appropriate management of buildings, internal fittings and equipment, archaeological resources, the trees and landscape surrounding the buildings.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The establishment of defence industries in Australia was one of the most important outcomes of Federation and played a critical role in Australian defence and foreign policy in the 20th century

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

A great deal of scientific and technological development occurred in connection with the munitions industry generally and directly related to the MRL and its precursors.

## Documentation

### References

*Material Research Laboratories: Activities and Information*, March 1981, Canberra, 1981, p.iii  
Foreword;

Gleeson, John, *From Horseshoe Nails to High-power Lasers: The Changing role of the Materials Research Laboratories*, Canberra, 1981, p.3.

Materials Research Laboratory, *West of the Yarra up Maribyrnong Way*, Ascot Vale, 1991 (no page numbers)

Munitions Supply Laboratories, (MSL) Defence Standards Laboratories *Annual Reports*.

Vines, G. *Western Region Industrial Heritage Study*, Melbourne's Living Museum of the West. 1989.

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Explosives Factory Maribyrnong

**Other Name** Cordite Factory, EFM

**Address** Cordite Avenue  
Maribyrnong

**Place Identifier** 20249

**Heritage Significance** national

**Creation date(s):** 1912 **Map (Melway)** 27 J6

**Boundary description** Bounded to the north and west by the Maribyrnong River and on the south by MRL

**Local Government Area:** City of Maribyrnong

**Ownership Type** Commonwealth

## Description

**Site Type:** defence

### Physical Description

Expansive site with mainly brick buildings spread out to provide buffer zones between buildings, sometimes supplemented by earth or bagged cement blast mounds. The original nitroglycerine factory buildings have been demolished, along with other highly contaminated buildings, however many others survive, reflecting both the production of raw materials such as nitrocellulose, cordite and high explosives, and the processing and filling of these materials into shells. Other groups include the service buildings for production of power, steam, compressed air, refrigerated water, and other services, warehousing and storage, including magazines for explosives storage, and administration and amenities buildings.

The factory is arranged around a central roadway which is flanked on one side by the Number 1 Administration building which is a late Edwardian two story structure with hipped roof, solid brick walls standing on a dressed bluestone plinth and architectural elaboration such as the bracketed eaves, carved stone quoins and lintels and timber double hung multi pane sash windows. While this stands out architecturally, the functional quality of many other buildings imbues them with a particular aesthetic. The site retains considerable numbers of mature exotic trees including elms, Ash, Oaks, Cypress and Canary Island Palms. These reflect both the past farming and recreation occupation, possibly related to Fisher's ownership and the Maribyrnong Racecourse, and the efforts by Defence personnel to beautify the site. Some remnants of minor landscaping such as planter boxes, shrubbery and garden beds also survives. (See Trees volume of the Maribyrnong Heritage Review)

### Condition

A number of buildings have been demolished and many others left unsecured as parts of the factory have closed. Others however are in an excellent state of repair. Some other buildings have been modified for more recent processes.

## Integrity

With the exception of the nitroglycerine section and some other heavily contaminated buildings, EFM retains more of its original fabric than any other early munitions factory in Australia.

## Context

Part of the major defence industries in north Maribyrnong.

## Threats

The work of the Department of Construction Services in identifying individual significant buildings should be extended to assist in the preservation of key examples of building styles plant and equipment which represent the initial stages of explosives manufacture in Australia. Future redevelopment of the site may drastically effect its significance by destroying the context and relationship between the parts.

## History

Established between 1909 and 1912 as a consequence of the unified defence policy, it was the first Government explosives factory (and only one until WW II) manufacturing Cordite for ammunition shells and other propellants and explosives. The factory went on to investigate and manufacture a wide range of explosive and chemical components for military use, pioneering many developments in Australia, including solid and liquid fuel rocket motors. It was part of a scheme which saw the construction of the factories for cloth, uniforms, and rifles in order to make the Australian Armed Forces independent of supplies. Much of the later explosives manufacturing development in both Government factories and the wartime Annexes used Maribyrnong as a model for design and it housed the Munitions Supply Board.

A full history of the site is available in the Department of Construction Services Heritage Assessment (Miller and Nelson) and subsequent studies.

## Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**

**Local Theme**

## Cultural Significance

Explosives Factory Maribyrnong is of national historical, architectural, social and technical significance as the key installation in a network of defence factories which made Maribyrnong the Arsenal of Australia from 1910 to the 1980s. Along with the Government Clothing Factory, Woollen Mills, Lithgow Small Arms Factory, the Explosives Factory demonstrates the newly arrived independence of the Federated Australia. EFM was critical in the establishment of defence industries in Australia making it one of the most important outcomes of Federation effecting defence and foreign policy in the 20th century. (Criterion C2) While perceived foreign threats encouraged armament the new Federal Government sought to ensure self-sufficiency in supplies for the armed forces. (Criterion A4) As one of the largest single employers in Victoria, EFM has effected the lives of thousands of people employed in peace and war time. (Criterion G1) Apart from Nobel's commercial explosives factory in Deer Park, explosives and propellants for military use were not being made. Therefore the EFM represents the beginnings of a new technology in Australia, imported and adapted from foreign models, particularly British factories in the homeland and colonies. EFM displays cultural value for its range of buildings and landscape specifically adapted to explosives production. The retention of some of the original processes and equipment when private industry has

updated and refitted, has left Maribyrnong with a significant legacy of an historical manufacturing technology. (Criterion B2) The technical and manufacturing activities at EFM have been in the forefront of scientific materials research from its inception early this century. (Criterion F1) A considerable documentary and archival collection relating to the munitions industry still survives on site, in conjunction with other material held by the Defence Department Archives and Australian Archives, which contributes to the social and historical value of the site. The landscape of the site with its many mature exotic trees and remnant garden beds also contributes to the character and aesthetic values of the site.

### Comparative Examples

The best preserved of the early munitions factories in Australia. Individual buildings at EFM display their common inheritance with other defence installations such as the adjacent Materials Research Laboratory, Ordnance factory and the Central Drafting Office in Maribyrnong and the few remnants of the Footscray Ammunition Factory.

### Recommendations

Heritage Victoria Register	<input type="text" value="Recommended"/>
Register of the National Estate	<input type="text" value="Recommended - On Interim List"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="Yes"/>
Internal Alteration Controls Apply?	<input type="text" value="Yes - following detailed investigation"/>
Tree Controls Apply?	<input type="text" value="Yes - mature contemporary trees"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="Yes"/>
Prohibited Uses may be Permitted?	<input type="text" value="No"/>

### Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
 To conserve and enhance the significant elements of the place.  
 To conserve and enhance the public view of these elements.  
 To conserve and enhance the visual relationships between the contributory elements.  
 To ensure that new or altered elements are visually recessive and related to the contributory elements.  
 To prepare a conservation management plan which embodies the above objectives. A Conservation Management Plan should determine levels of significance for the various components of the site and appropriate management. This should address Aboriginal and historic archaeological resources, historic artefacts and internal equipment and fittings, remaining documents and archives in the factory, and the trees and landscape surrounding the buildings.

### Australian Heritage Commission Criteria

- A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*  
 EFM displays cultural value for its range of buildings and landscape specifically adapted to explosives production.
- A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*  
 EFM was the critical component in the establishment of defence industries in Australia which was one of the most important outcomes of Federation and critical to Australian defence and foreign policy in the 20th century.
- B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

## Maribyrnong Heritage Review - Industrial Places

Many of the processes conducted at EFM were unique to that site, for example nitroglycerine was only manufactured here and at ICI Deer Park

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

Defence production from EFM has been a significant factor in maintaining stability in Australian defence policy and in the conduct of wars

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The technical and manufacturing activities at EFM have been in the forefront of scientific materials research from its inception early this century.

*G1 Importance as places highly valued by a community for reasons of religious, spiritual, cultural, educational or social associations.*

One of the largest single employers in Victoria, EFM has effected the lives of thousands of people who have worked their in peace and war time.

## Documentation

### References

Ivor Nelson, *Explosives Factory Maribyrnong, Heritage Survey*, Department of Construction Services.

Allom Lovell & Associates, *North Maribyrnong Heritage and Landscape Study*, Maribyrnong City Council 1998.

Ford, O & Lewis, P. *Maribyrnong Action in Tranquillity*, Living Museum of the West 1989,  
Lack & Ford *Melbourne's Western Region Background History* 1986,

Ian Marshal EFM pers.com.

Sunshine Library file NTF F.142

I.Nelson pers.com.

## Data recording

Assessed By

Assessed Date:

## Identification and location

Name of Place: Klipspringer

Other Name

Address 37 Cranwell Street

Braybrook

Place Identifier 20242

Heritage Significance city

Creation date(s): 1930-40

Map (Melway) 27 E10

Boundary description Extent of current allotment but not including later additions to the rear.

Local Government Area: City of Maribyrnong

Ownership Type Private

## Description

Site Type: Factory (animal by-products)

### Physical Description

A symmetrical face brick and cement render facade in the Moderne style with gable roofed factory behind. Bold raised lettering proclaiming "Tennis String Factory" and painted "Klipspringer Pty Ltd." on the facade. Principal elements in the main facade include rendered pavilions balancing a similar central stepped feature with red brick "finial", each element incorporating the words "Tennis", "String" and "Factory" in low relief in its design. Buttresses are red brick set against clinker brick spandrels. The panels with "Klipspringer Pty Ltd." are later and may conceal original detail.

### Condition

Generally in good condition externally, the saw-tooth factory having been partially reclad in new corrugated iron possibly having originally been asbestos cement.

### Integrity

Externally intact apart from minor changes in the paint scheme, such as the redone company name and inclusion of new named panels which are sympathetic in style..

### Context

Located on secondary arterial road in mixed commercial/industrial area although much of the former noxious industry has relocated in the last decade.

### Threats

There are no present threats, although the general area is undergoing redevelopment which may lead to the eventual rezoning of this property.

## History

The firm of Ficken Halliday & Mclelland were established in 1930 opening their imposing factory in the same year. As general animal by-product processors, they joined several other long-established noxious industries in the general area.

In addition to the more common products of tallow, bone meal and meat, the company produced gut strings for tennis racquets. This was a significant enough part of their business to warrant it being moulded onto the facade of the factory. By the 1960s the Klipspringer company had taken over the works and was still operating and making tennis racquet strings at the time of writing (1999)

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

Klipspringer Pty Ltd is significant to the City of Maribyrnong and within the western region of Melbourne.

Architecturally, the building is a distinctive example of the application of the Moderne style to an industrial use, making characteristic use of horizontal and vertical elements. It is also an externally near intact factory of a type once widespread in the western region of Melbourne but now rare, particularly examples in the Moderne Style. (Criterion A3)

Historically this unusual factory building is a notable example of a unique industry which operated here without pause for over 60 years. Tennis gut manufacture is an unusual and rare industry and may have only begun in Australia with the establishment of this works, possibly corresponding to the rise in popularity of tennis from the 1920s on. (Criterion B2) The works is representative of the development of existing noxious trades in the 1920s and 30s where new uses were found for the old products. It is also one of the few surviving factories reflecting the considerable industrial growth in the Braybrook area at this time. The facade of the building provides a suitably distinctive expression for this novel industry. (Criterion E1)

### Comparative Examples

There are few, so elaborate industrial facades to compare this with, although it compares with the other Moderne style factories in the municipality, the principal group being along Geelong Road including Olympic Tyres, Southern Can Company and Apex Belting.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?



## Maribyrnong Heritage Review - Industrial Places

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

A rare and distinctive industrial form and unique for its manufacture of tennis gut string.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

A rare industrial process visibly expressed in the buildings facade.

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

Aesthetically valuable for its elaborate Moderne styling as applied in an industrial context.

### Documentation

#### References

Sunshine Illustrated, (Special publication of the Sunshine Advocate)  
Vines, G. *Western Region Industrial Heritage Study*, Melbourne's Living Museum of the West. 1989.

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Olympic Tyre & Rubber

**Other Name** Beaurepaire's, Dunlop Olympic, Pacific Dunlop.

**Address** 56-84 Cross Street  
Footscray West

**Place Identifier** 30

**Heritage Significance** state

**Creation date(s):** 1933, 1934-1940

**Map (Melway)** 41 J4

**Boundary description** The major buildings facing Cross Street to the depth of the sawtooth roof sections behind.

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** manufacture

### Physical Description

Like many similar-sized factory complexes, this site possesses a stylish office and showroom facade in front of acres of unadorned factory space behind. The sawtooth roof is used extensively, and the facade carries the firm's image in the latest architectural style of coloured brickwork, curves and architectural fins of the advanced Streamlined Moderne. Going a step further than the contemporary factories in Geelong Road, the facade is in three parts with a central pedimented wing set back from a garden court and alluding to the Neo Greek style of the 1920s. The concrete water tank towers above and behind the centre of the pediment and main entrance. Moderne styling is apparent, however, in the flanking two and three story wings which involve rounded forms with a central raised section dividing the fenestration with manganese brick fins.

In imitation of the picture theatres of the period, the eastern wing has the rolling brick curved walls which tuck into a recessed glazed entrance sitting beneath a slim, curved, cantilevered concrete canopy. Either side of this, the formal, classical landscape is evoked by Italian Cypress, typical of the style. The British Hoover factory in London (1932-5) may have been an inspiration or perhaps even the now demolished Firestone Tyre Factory of 1928.

### Condition

The buildings are in good condition apart from minor alterations and the removal of some elements, for example the original steel boiler chimney.

### Integrity

Intact to its original external condition on the Cross Street elevation apart from minor alterations to openings, considerable reconstruction and alteration to factory buildings behind.

## Context

Located opposite Footscray West rail yards, and can be seen as an extension of the early 20th century industrial south of the railway and along Geelong Road.

## Threats

None current

## History

Frank Beaurepaire, the Olympic swimming champion in the 1908, 1920 and 1924 Games, established the Olympic Tyre and Rubber Co. in Footscray in 1933 following beginnings as a tyre retreader in 1922. The first tyres were manufactured in the Cross Street works in 1934. The company was wholly Australian owned using 90% Australian workmanship at a time when the main competitor, Dunlop, was producing tyres and rubber of British invention. The major architectural facades of the factory were opened in 1939, just before the war and the firm established a competitive position in the rubber industry adapting overseas technology such as tubeless tyres and radial ply to Australian conditions. The company formed a subsidiary, Olympic Cables, to manufacture insulated electric cables in 1940.

Dunlop Australia Ltd. had first manufactured cycle tyres in Australia in 1899 using the British parent company's own invention they began making pneumatic car tyres in Melbourne during the 1900s. Their other products in the prewar period included tennis balls and garden hose, and in 1934 they began producing Dunlopillo foam latex rubber cushioning. Like Dunlop, Beaurepaire undertook research into synthetic rubber during shortages in World War II, and also produced the first Australian-made black inner tubes, previously coloured red by the use of clay fillers. Many later developments, however, such as tubeless tyres, 1955, and radial ply tyres, 1964, were based on overseas precedents, although Beaurepaire adapted them to local conditions. The firm was also responsible for the first vulcanized rubber insulated cables in Australia in 1940 and coaxial cable many years later.

In 1980 The Dunlop and Olympic companies in Australia merged to form Dunlop Olympic Tyres Pty Ltd. and at that time 1000 people were employed at West Footscray. In the 1980s the West Footscray plant was producing aeroplane, earth mover, tractor, truck and light truck tyres and motor tubes, and conducting research and development.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

The Olympic Tyre and Rubber factory is of State architectural and historical significance as one of the most accomplished examples of the Moderne style factory facades which are well represented in the region but otherwise relatively rare. (Criterion A3) The extensive elevation to a main rail line demonstrates architectural flair and a consciousness of the world trends in industrial architecture. The building reflects the high point of the period of industrial development in the region in the 1930s and '40s providing contrast to the historical fact of the depression. (Criterion A4)

Within the framework of the Moderne style current at the time, the architectural treatment presents a distinctive approach and creates a considerable impact. (Criterion F1)

Historically the site is associated with the business and personal success of Sir Frank Beaufort who achieved fame in his triple Olympic attendance, 1908, 1920, 1924, was Lord Mayor in 1940-42 and knighted in 1940. The building reflects the prosperity of an Australian firm which achieved major successes and innovations in an industry dominated by overseas technologies and competition. (Criterion H1)

The landscape elements of the formal garden remnants, including the Italian Cypress trees contribute to the aesthetic value of the place.

### Comparative Examples

The most elaborated and accomplished of a series of relatively large Moderne industrial complexes which became a feature of development in West Footscray in the 1930s and 40s. It compares with the Geelong Road group - Southern Can Co. and Hopkins Odlum.

### Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

Significance and the cited fabric or contributory elements.  
 To conserve and enhance the significant elements of the place.  
 To conserve and enhance the public view of these elements.  
 To conserve and enhance the visual relationships between the contributory elements.  
 To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
 To prepare a conservation management plan which embodies the above objectives.  
 To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

The Olympic Tyres and Rubber factory is one of the most accomplished of the Moderne industrial building in the region and in Victoria, demonstrating the range of architectural style applied to factories in the mid 20th century.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

Olympic Tyres and Rubber is representative of the important industrial development in Victoria initiated from the end of the Depression into the Post War period.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

Within the framework of the Moderne style current at the time, the architectural treatment presents a distinctive approach and creates a considerable impact.

## Maribyrnong Heritage Review - Industrial Places

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

The place is closely associated with Sir Frank Beaurepaire and is the major site (in conjunction with the nearby Olympic Cables) of his industrial interests.

### Documentation

#### References

*Forging Ahead*, 1947

Butler Footscray Conservation Study, 1989:4-39

*City of Footscray 125th Anniversary Celebrations* 1984, 40.

*The Age* 2/6/34

*Victorian Year Book* 1973. p.748f

Forsythe, *Building for the Age*, p46.

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Train's stone works**

**Other Name**

**Address**  Dongola Street

**Place Identifier**

**Heritage Significance**

**Creation date(s):**  **Map (Melway)**

**Boundary description**

**Local Government Area:**

**Ownership Type**

## Description

**Site Type:** factory

### Physical Description

Trains Stone works is set on a large site amidst residential allotments which was once a bluestone quarry (and possibly other stone type at its base. The quarry can still be discerned in part by a depression of about 5 metres with part of the quarry face visible. A small pump house sits at the bottom.

The main buildings are partly clad and part open timber and steel framed sheds containing stone cutting gear and overhead travelling cranes. A brick and stone office building stands near the entrance from Dongola Street. This street frontage also has a tall stone wall, obviously constructed from the companies products with granite, limestone, basalt, slate and marble used in construction. A band of polished marble presents an unusual quality finish to what is otherwise a very utilitarian and dilapidated site.

The steel work of the cutting and dressing sheds is of bolted angle iron and RSJ. with timber purlins to a low gabled roof clad in corrugated iron. Other small weatherboard outbuildings are evident, their purpose probably for storage of various items.

Several very large old Peppercorn trees (*Schinus molle*) are scattered around the works and quarry and are a characteristic tree on such sites.

### Condition

Buildings are in poor condition although in this form of construction it is only an aesthetic consideration.

### Integrity

It appears that most of the extant buildings date from the establishment of the works in the 1930s with little alteration, addition of removal evident.

## Context

Incongruently located in an inter-war period residential area reflecting the prior quarry use.

## Threats

It is unlikely that an industry of this nature will remain in a closely settled residential area indefinitely.

## History

Robert Farquhar Train established a business as a mantelpiece manufacture in South Melbourne in 1881(Sutherland 1888:621). He made marble mantle pieces and sold slate and flags for the building trade, gas fittings and grates. The business passed to William Train and continued as William Train & Co at various sites in South Melbourne, until the owner was ruined in the depression of the 1890s. His son-in-law Charles Moore Kerr took over the business and it remained in the family until it was sold in 1984 (Sutherland 1988:621).

The move to Dongola Road West Footscray took place around 1933. Sands & McDougall list William Train & Co as marble and stone merchants at Summerhill Road West Footscray in the alphabetical listing in 1936 (pers.com. Rob Kerr 10.12.99). The Summerhill Road address was probably given as the nearest main road, because Dongola Road was then just a dirt track. The listing under Footscray shows that the works were in Dongola Road. At that stage the business was primarily providing stone, such as Victorian granites and imported marble, for the building trade. Trains provided stone for the Regent Theatre, Manchester Unity Buildings and Dame Nellie Melba's mausoleum. From the late 1930s, due to the shortage of building works, they turned more to monumental work (Sands & McDougall 1936-39; Kerr pers.com.)

While the firm upgraded their machinery over the years, the buildings at Dongola Road have changed little. In 1984 the business was sold, although the name William Train & Co was retained for a time. It now operates under the name of Victorian Stone Industries (Kerr pers.com.).

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

Trains Stone Works is of historical significance to the City as a locally unique survival of a characteristic industry of the district which was rare outside the district. (Criterion A3) The works played an important role in both defining Footscray as a major supplier of building stone, it being known as "Stoneopolis" and is associated with several important building projects as a supplier of cut or dressed stone, including Regent Theatre, Manchester Unity Buildings and Dame Nellie Melba's mausoleum. (Criterion A4) The works gives insight into the nature of stone cutting and dressing which was once common in Footscray as historically evidenced by firms such as the Footscray Steam Stone Cutting Company, and Taylor and Sons, and is the only surviving example. (Criterion B2) The surviving peppercorn trees and remnants of the quarry hole give insight into the quarrying landscape.

The place has a strong association with the Train Family who have been in the stone trade for more than 100 years in Melbourne and 50 years on this site. (Criterion H1)

### Comparative Examples

Unique in the region, but comparable to monumental masons such as Gianarelli in Carlton, and the Kyneton stone works.

## Recommendations

Heritage Victoria Register	<input type="text" value="No"/>
Register of the National Estate	<input type="text" value="No"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="No"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="No"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="Yes peppercorn and other mature"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="No"/>

## Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives.  
To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

Both quarrying and stone cutting are distinctive parts of the cultural landscape of Footscray for which this site is a fine representative example

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

Footscray was known as "Stoneopolis" because of its connection to the stone and quarry trade, a significance identified on this site.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

This is one of the last building stone works in inner Melbourne, (other monumental masons are known) and the only such works in the City of Maribyrnong.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

The place has a strong association with the Train Family who have been in the stone trade for more than 100 years in Melbourne and 50 years on this site.



## Documentation

### References

Sutherland, A., *Victoria and Its Metropolis*, Melbourne, 1888, Vol.IIB, p.621.  
Telephone interview with Mr Rob Kerr, grandson of Charles Kerr, and involved in the family business until 1984, 10 December 1999.  
Sands & McDougall 1936 & 39; Rob Kerr.

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Pridham's - Peerless Holdings

**Other Name**

**Address** 19-21 Evans Street

Braybrook

**Place Identifier** 8762

**Heritage Significance** city

**Creation date(s):** 1895 c.

**Map (Melway)** 27 E10

**Boundary description** The block west of Evans Street, extending down to the river

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** Factory

### Physical Description

Complex of iron clad buildings with large modern clear span shed on north side. Brick single story gabled buildings are near the Evans St. entrance and possibly date from c 1920-1930. This is a solid brick, colonial bond industrial structure with timber king-post truss roof and at least one surviving timber panelled door. The parapet wall is finished with a projecting string course.

### Condition

In good condition, with most buildings well maintained.

### Integrity

Parts of the complex are intact to their mid 20th century condition although much has been progressively replaced as the works had expanded and diversified.

### Context

On a local road in an industrial area originally occupied by noxious trades but increasingly by manufacturing industry from the 1930s. The site backs on to the steep Maribyrnong River valley escarpment which has, unfortunately, been a dumping ground for factory waste in the past.

### Threats

Demands for removing noxious industry in the area will ultimately lead to the closure and consequent changes to the place.

## History

W. Pridham began in the Braybrook district in the 1890s, as manufacturers of tallow, fertiliser and sausage casings in an area which subsequently developed a concentration of such noxious industries. Pridham's also produced meat meal which was sought after by poultry breeders, and neatsfoot oil for export, with its products claimed to have gained world-wide renown. By the 1940s, the firm was seen as "a pointer to the industrial prosperity of the district".

W. Pridham was president of the Braybrook Shire Council for a time. Extensive new plant was installed in 1920 along with some new building. The factory was diverted to defence production during the second world war. The works continues to operate as W. Pridham (Aust). part of Peerless Holdings Pty. Ltd.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

Pridham's is of historical significance to the City of Maribyrnong as one of the original Braybrook noxious trades and a major employer in the district for over 70 years. (Criterion A4) The place has associations with W. Pridham, a local industrialist and active in Municipal affairs. (Criterion H1) The buildings are of local architectural significance as demonstrative of the utilitarian design of inter war factories and for their specific adaptation to the process of meat by-products manufacture. (Criterion B2)

## Comparative Examples

One of the few remaining noxious trade factories in the district, comparable with Klipspringers although not having the same degree of facade ornamentation.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
 To conserve and enhance the significant elements of the place.  
 To conserve and enhance the public view of these elements.  
 To conserve and enhance the visual relationships between the contributory elements.

To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.

To prepare a conservation management plan which embodies the above objectives.

To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The noxious trades have had a defining role in the development and character of Melbourne's Western Suburbs, influencing the settlement patterns, land use and attitudes of the residents and outsiders alike.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

A rare surviving example of an inter war meat by-products works which demonstrates in its surviving fabric its current and former functions.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

Associated with the firm's founder W. Pridham who played a significant role in Municipal affairs through the Braybrook and later Sunshine Council, to the extent of influencing council policy on noxious trades.

## Documentation

### References

Forging Ahead,  
Footscray Advertiser 17.7.1920

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Stony Creek Rail Bridge**

**Other Name**

**Address**  off  Francis Street

Yarraville

**Place Identifier**  20241

**Heritage Significance**  metropolitan

**Creation date(s):**  1856-8

**Map (Melway)**  42 A10

**Boundary description**  The bridge and its approach abutments and embankments,

**Local Government Area:**  Cities of Maribyrnong and Hobson's Bay

**Ownership Type**  state (PTC)

## Description

**Site Type:** Bridge, Rail, GIRDER OR BEAM

### Physical Description

The present bridge appears to comprise a modern structural steel span on the original 1859 rusticated bluestone abutments with the addition of a new concrete pier in the centre. The abutments show distinctive treatment with pilasters, an ashlar string course and low parapet capped in sawn stone slabs. Stonework is axe-faced regular coursed blocks with remnants of lime pointing.

The original box-section plate girder was a riveted wrought iron structure consisting of two wrought iron box girders, each 92 feet long, 7 feet high and 2 feet 3 inches wide, and weighing 26 tons with cross girders erected underneath later. The girders were mounted on two stone piers 20 feet above high water, and provided a clear span of 90 feet. The original girders were cut up and scrapped when the new span was built in 1959.

### Condition

In good condition apart from some intrusive painting.

### Integrity

The loss of the original girders is unfortunate but does not detract from appreciation of the beauty of the stone abutments.

### Context

Adjacent to the former Yarraville Woollen mill but generally in open space as part of the Westgate Golf course and Stone Creek parkland.

### Threats

none at present

## History

The Melbourne - Geelong Railway was constructed in 1854-9 as a private venture, reaching only Newport initially, where passengers and goods were transferred to river boats at North Road for the final trip upstream to Melbourne. The survey of both the Geelong and Williamstown lines go back even earlier to 1852 by the architect and engineer William Snell. Tenders for the construction of the Geelong Line were called in May 1856 (Harrigan 1962:13-16). The Williamstown - Melbourne line was completed in 1859 as the first Government constructed railway. The Government had previously bought out the floundering Melbourne, Mount Alexander and Murray River Railway Company, in March 1856 and took over the building of the Williamstown line. The contract for the Stony Creek bridge was awarded in the first batch in June 1856 by the newly formed Victorian Railways Department, along with the much larger Saltwater River Bridge, now known as the Maribyrnong River Railway Bridge (qv.).

The ironwork for the bridge was manufactured in England by Pete, Brassey and Betts for £2,034. The total span was 90 feet and construction of the foundations and the bridge abutments and erection of the bridge itself were done by George Holmes and Company, of Melbourne, for £14,580. Presumably the designer was G.C. Darbyshire, Chief Engineer of the Victorian Railways Department. It was completed in 1858 and the line opened to traffic on 13 January 1859, the same day as trains ran over the Bendigo Line (Harrigan 1962).

In 1902, two plate girders were erected underneath the cross girders to strengthen the bridge to take increasing weights of engines and train loads. With the coming of Diesel engines in the 1950s, the bridge was again strengthened, this time by removing the iron girders completely and replacing them with a new steel girder and deck in 1953 (*Victorian Railways News Letter*, April 1953, p.10).

### Thematic context

Australian Principal Theme

PAHT Subtheme:  Local Theme

### Cultural Significance

The Stony Creek bridge is of historical and architectural significance at the metropolitan level as part of one of the earliest railways in Victoria and the first major government railway undertaking. (Criterion A3) The bridge abutments reflect on the design philosophy imported from Britain in the 1850s which none the less exhibits the skill of the stone-mason and railway engineer using the indigenous building material ie. the ubiquitous local bluestone. (Criterion A4) The bridge demonstrates important expansion of settlement in Melbourne and Victoria, as based on rail infrastructure.(Criterion C2) When built this bridge was part of one of the greatest engineering achievements in the colony. (Criterion F1)

### Comparative Examples

The stone abutments compare with other bridges on the Bendigo and Williamstown line, such as the Saltwater River Bridge in Footscray. The sawn stone of the pylons and string courses are distinctive.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
 To conserve and enhance the significant elements of the place.  
 To conserve and enhance the public view of these elements.  
 To conserve and enhance the visual relationships between the contributory elements.  
 To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
 To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

As one of the earliest structures erected in connection with the Williamstown railway, it reflects the characteristic phase in Melbourne's development.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The development of the Geelong and Williamstown railway lines and the railway construction era in general was an important cultural phase in the history of the region and Melbourne.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

The bridge demonstrates important expansion of settlement in Melbourne and Victoria, as based on rail infrastructure.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

When built this bridge was part of one of the greatest engineering achievements in the colony

## Documentation

### References

Harrigan, L., *Victorian Railways to 1962*, Victorian Railways Commissioners, 1962, p.13-16.  
*The Victorian Railways News Letter*, April 1953, p.10.  
 Snell, Edward, *The Diary of Edward Snell*, edited by Tom Griffiths and Alan Platt., Angus & Robertson 1988.

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **McCall's Tannery**

**Other Name** McCall, Deardon & Bennett, McCall & Bennett, McCall & Sons, E. Turner & Co. K & A Laird

**Address** 125 Francis Street  
Yarraville

**Place Identifier** 8768

**Heritage Significance** city

**Creation date(s):** 1921 c. **Map (Melway)** 41 K10

**Boundary description** The extent of the current allotment

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** manufacture

### Physical Description

The site comprises a timber-framed, galvanised-iron clad, two storey building with timber framed six pane windows. Gable ended roof is also corrugated iron clad. The walls are clad in timber weather boarding. The unlined main building retains some internal fittings from the tannery use including notched bearers in the walls for taking skin drying racks. The site, which is now used as a steel yard, backs on to Stony Creek which probably originally provided wattle bark and fresh water for the tanning process, It is surrounded by a reserve and the West Gate Golf Course. A rectangular depressions on the south-west side of the buildings may indicate buried tanpits.

### Condition

In poor condition externally but apparently structurally sound.

### Integrity

Generally intact although surrounding evidence suggests other buildings were once on the site.

### Context

Adjacent to park land and Stony Creek, the creek possibly once providing wattle bark and water for the tanning works.

### Threats

Potential for removal due to incompatibility with surrounding residential zoning.



## History

Tanning was one of the first industries in the Port Phillip District and tanned hides comprised the major export from the colony prior to the Gold Rushes. Sites were chosen for tanneries because of a ready supply of fresh water, and originally wattlebark. Footscray was one of several centres of tanning (others being on the Yarra at Richmond, Flemington Bank and following the completion of the Yan Yean water supply in Preston).

Footscray's longest lived and most famous tannery was that of Michaelis Hallenstein on Hopkins Street. This was one of the largest in Victoria, but was completely demolished in the 1980s.

The first listing of a tannery in Francis Street next to the railway line was in 1921, when Sands & McDougall listed McCall, Deardon & Bennett as the proprietors. From 1923 to '37 the firm was listed as McCall & Bennett. In 1938 it became J. McCall & Sons. In 1928 the land west of the railway on the south side of Francis Street was occupied by David W. Piggott and the tannery of McCall and Bennett. The tannery was very probably located in this building which is of considerable vintage and may have been later modified from the skin drying shed. From 1946 to 1960 the tannery was run by E. Turner & Co (Sands & McDougall Directory).

The site was taken over by K & A Laird, steel merchants, in 1961, and this firm is still in occupation at 125 Francis Street (Sands & McDougall Directory).

### Thematic context

**Australian Principal Theme** Manufacturing and Processing

**PAHT Subtheme:** Manufacturing and Processing **Local Theme** Industry Consolidation and

### Cultural Significance

McCall's tannery is historically significant to the city as the last surviving structure related to an industry which was synonymous with Footscray from the 1850s to the 1970s, as exemplified by the vast Michaelis Hallenstein tannery. (Criterion A3) McCall's Tannery, while converted to other uses, displays the characteristic form and materials of an early tannery in the timber framed and clad building which would once have housed drawing, trimming and drying functions, while the tan pits would have been located in the common fashion beside the creek. (Criterion B2) The site is also one of the few traditional bark tannery sites to have escaped total destruction either for new chrome tanning processes, or for reclamation of what was seen as an undesirable industry from the middle of the nineteenth century. (Criterion A4)

### Comparative Examples

The only known early bark tanning premises known in Melbourne, although remnants of such sites are known from archaeological sites, eg. River St. Richmond, Debney's Flemington, Zwarr's Beechworth. Other surviving tannery buildings generally relate to the very different chrome tanning processes introduced in the inter war period.

## Recommendations

Heritage Victoria Register	<input type="text" value="No"/>
Register of the National Estate	<input type="text" value="No"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="No"/>
Internal Alteration Controls Apply?	<input type="text" value="Yes - fittings and timberwork"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="Yes"/>

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.

To prepare a conservation management plan which embodies the above objectives. This should also address the potential for internal fittings of significance, and archaeological remains.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

A rare and unusual building form representing the diversity of industrial use in the early 20th century.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

Tanneries were among the first and most significant industries to the Colony of Victoria and helped establish the industrial character of Footscray and the Maribyrnong River

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

As the only known building related to bark tanning in Melbourne and possibly Victoria, the site demonstrates a process, function, landuse and design which has become extinct.

## Documentation

### References

Sands & McDougall Directory

## Data recording

Assessed By   
Assessed Date:

## Identification and location

**Name of Place:**

**Other Name**

**Address**

**Place Identifier**

**Heritage Significance**

**Creation date(s):**

**Map (Melway)**

**Boundary description**

**Local Government Area:**

**Ownership Type**

## Description

**Site Type:** manufacture

### Physical Description

This large industrial complex features range of steel framed corrugated iron and fibro-cement sheet clad buildings. The most prominent component is the multistory boilerhouse which is a landmark visible from the West Gate Freeway. This originally coal-fired boilerhouse provided steam for dyeing and fabric conditioning and motive power via electricity generated from steam-powered turbo-alternator sets, to drive the spinning and weaving machines throughout the factory.

The boilerhouse is built with steel structural framing with a gabled roof through which four tall steel stacks protrude, clad in corrugated iron with large areas transparent corrugated strips in the cladding and areas of steel framed glazing.

The remainder of the works comprises south facing saw-tooth roof single story shed, much clad in corrugated fibro-cement. The fibro-cement sheeting, some possibly asbestos, has been progressively renewed with corrugated iron.

### Condition

In good condition. The boiler house and much of the rest of the plant has been recently clad and repainted (in the last 3-5 years).

### Integrity

The complex is intact to its late 1960s appearance, having been progressively constructed over the first ten years of operation.

## Context

Adjacent to the Newport-Sunshine loop line and opposite the similarly scaled James Hardie industrial complex but with a residential area to the north and McIvor Reserve to the east. Also very visible from the West Gate Freeway, particularly in terms of the boiler house.

## Threats

No know threats

## History

The Davies Coop & Company Cotton Mills were established initially in Melbourne's inner suburbs in the 1920s. They built a new mill on a large greenfields site on the western fringe of the Brooklyn/Spotswood industrial zone in about 1959. Davis Coop had grown in the inter war period into a major spinning, weaving and clothing manufacturer with its subsidiaries in the 1960s including Exacto Clothing in Lygon Street Carlton, Stirling Clothing in Collingwood, Tara Towels in Collingwood, a Flax Mill in Thornbury, Sewing Rooms in Poath Road Hughesdale and in Oakleigh, a spinning mill in Rydelmeer New South Wales, and a spinning or weaving mill in South Australia.

The Spotswood mill was positioned to take advantage of the Newport railway goods loop with sidings providing for delivery of coal for the large boilerhouse, and raw materials for the mills. The boilerhouse was fired by brown coal from the Maddingly open cut at Bacchus Marsh. The earliest reference to the Spotswood site in Sands and McDougall is 1967, where Davies Coop & Co Cotton Spinners are listed at the address. The site is shown as Bradmill for the first time in the Melway Street Directory of Greater Melbourne in 1979

Bradford Cotton Mills, a New South Wales firm, look over the former site of Barnet Glass Rubber located in Moreland and Parker Streets Footscray in 1939. The company adapted the existing factory to cotton textile production. However, the rapid expansion of the firm following the long boom during the 1950s and 60s, saw demand outstrip their production capacity and a new factory was sought. The Davis Coop mills proved ideal and were absorbed into the Bradmills empire by the late 1970s.

A merger was proposed between Bradford Dyers (A division of Bradford Weaving Mills) and Davis Coop was proposed in c1968 but this failed and the Bradmills concern eventually took over Davies Coop in its entirety.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

The former Davis Coop / Bradmill site is of historical significance to the City of Maribyrnong as the largest textile manufacturer in the municipality . (Criterion A4) It is also of architectural and aesthetic note for its scale and form in the predominantly industrial landscape of the West Footscray - Brooklyn area, the boiler house in particular standing out as a large and dominant local landmark. (Criterion E1)

The place is also of social/historic significance for its association with two major local companies, Davis Coop and Bradmills, each of which made a profound contribution to the development of industrial infrastructure in the district and consequentially the prosperity of the municipality. (Criterion D2)

## Comparative Examples

The Davis Coop factory compares with a hand full of other major industrial enterprises of the 1950s - 60s period including the Port Melbourne Kraft factory.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place, primarily the external form with emphasis on the boiler house and eastern elevation.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives.
- To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

Brad mills represents the ultimate expansion of the textile industry in Melbourne's Western Suburbs and the importance of integrated cotton mills to the industry.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

Brad mills is the ultimate expression of the industrialised textile industry which was a defining characteristic of Melbourne's northern and western suburbs and Geelong .

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

The dominant landmark of the district which is both a stylish architectural feature in the functional modernist tradition and which towers as the dominant visual landmark from the West Gate freeway which defines the industrial character of the area..

## Documentation

### References

Footscray's First Hundred Years,  
Footscray's First Fifty Years,  
Butler, G. Footscray Conservation Study, 1989,  
Footscray Advertiser 27/10/06.  
Milner register of Historic engineering establishments, University of Melbourne  
Ron Angwin, Pers Comm,

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Yarraville Wharves

**Other Name**

**Address** Francis Street to Somerville Rd.

Yarraville

**Place Identifier** 8769

**Heritage Significance** metropolitan

**Creation date(s):** 1870 - 80

**Map (Melway)** 42 B-C10

**Boundary description** The extent of the Wharves from Francis St. to Somerville Road and from the water edge to the landward side defined by the wharf apron or the former Harbour trust

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private and Port of Melbourne Authority.

## Description

**Site Type:** transport

### Physical Description

The Yarraville Wharves comprise a generally continuous structure of massive timber construction extending from near Somerville Road at the Pivot site to Francis Street beyond the former Mt.Lyell works. The wharves are of deeply piled eucalypt timber with cross beams at three or four levels, diagonal bracing, and running beams all in the round and squared kerbs and decking timbers. Some sections are reconstructed in concrete. The landward side of the wharves is generally concrete and asphalt aprons on reclaimed land.

Three main loading facilities have been in place, each using purpose built bulk elevators and cranes. No 1 Wharf is the Pivot Fertiliser works, which had level luffing cranes with grab buckets now removed, No 5 is the CSR wharf with specially designed loaders still in use, No 6 is the Mt.Lyell wharf which had fertiliser loaders, still in place but disused.

### Condition

In good condition

### Integrity

Parts of the wharves have been drastically altered to accommodate modern shipping and loading practices. Only small areas of the timber decking remain, and fragments of former tramways. Ferry steps at the southern end near Francis Street were lost a few years ago when the area was landscaped.

### Context

Part of the Yarraville industrial area and opposite the much later developed Coode Island facility.

### Threats

Orica, which occupies the former Mt. Lyell site is currently reviewing its presence, and Pivot

has been demolishing buildings in recent years. CSR has suggested closure of the sugar refinery for some years.

## History

The Yarraville wharves grew with the dedicated industries along the lower Maribyrnong from the mid nineteenth century. In the 1870s, bone mills, boiling down works, chemical works and the massive Colonial Sugar Refinery were all using shipping for import of raw materials and export of refined product, generally in bagged form until the advent of bulk dry goods systems in the mid 20th century. Initially the factories built their own wharves and extended as needed, but with the creation of the Melbourne Harbour Trust in the late 1870s some control over competing interests was brought into develop a continuous line of wharves which was not fully realised until the 1900s.

The alignment of the river was changed as land was reclaimed adjacent to the existing works and the banks were straightened. The junction of the Yarra and Maribyrnong was originally upstream of here (opposite Youell Street, so these wharves were in the main ship channel to the Melbourne wharves until the construction of the Coode Canal around 1888-1900.

CSR and probably other works employed horse drawn tramways on the wharves to move bagged goods into large store houses built adjacent. Some of these buildings had to be erected on thousands of piles to prevent them sinking into the mud and fill on the old river bank. With the advent of Bulk Handling systems, the wharf side warehouses were no longer essential and conveyors could transport from ship, to larger stores located further back from the river, enabling further expansion of the works.

## Thematic context

**Australian Principal Theme** Moving goods and people

**PAHT Subtheme:** Moving goods and people to and from **Local Theme** Establishing lines and networks

## Cultural Significance

The Yarraville Wharves are of historical and technical significance at the Metropolitan level as the last example of their type, being a distinctive timber design river wharf with dedicated cranes for bulk handling of loose dry goods. (Criterion A3)

With the closure and remodelling of most of the older river and Victoria Dock wharves in Melbourne, Yarraville provides some of the few non-containerised wharf operations still to be seen. The wharves are of historical significance for their association with the adjacent industry and therefore the development and prosperity of the western suburbs and Melbourne. The surviving cranes and loading facilities are unique waterfront features which demonstrate technical significance as locally designed, unique, purpose-built structures. (Criterion F1)

With the demise of nearly all other cranes in the docks apart from the sole semi portal crane on North Wharf, the construction cranes at the Williamstown shipyards, and container loaders, the Yarraville wharves represent the last traditional wharf cranes in the Melbourne port area. (Criterion B2)

## Comparative Examples

Only one other wharf crane is known from a Melbourne wharf at No 5 North Wharf. Timber river wharves are becoming rare and these are probably some of the oldest.



## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives.
- To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The Yarraville wharves were important in the development of shipping tied to specific industries and assisted in forming the industrial character of Footscray and Melbourne's West.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

River wharves with cranes for bulk handling of dry goods are only represented in Melbourne on this site. Timber wharves of any type still in use for shipping are becoming rare.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The surviving cranes and loaders are unique as purpose built structures designed to serve a single function, whether sugar or phosphate unloading.

## Documentation

### References

Vines, G. *Western Region Industrial Heritage Study*, Melbourne's Living Museum of the West. 1989.

Port of Melbourne Authority Archive,  
Allom Lovell and Associates, CSR Conservation Analysis

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Southern Can Company

**Other Name**

**Address** 240 Geelong Road

Footscray

**Place Identifier** 44

**Heritage Significance**

regional

**Creation date(s):** 1937

**Map (Melway)** 41 K5

**Boundary description** The extent of the current allotment although the post 1970 additions to the site are not contributory.

**Local Government Area:** City of Maribyrnong

**Ownership Type**

Private

## Description

**Site Type:** factory

### Physical Description

The typical sawtooth roof, steel and timber framed, corrugated iron and brick clad factory complex sits behind a striking facade originally of clinker brick but now white painted. In a style reminiscent of the International or Dutch Modern, stacked geometric forms rise to a stylised clock tower over the arched entrance. Stylistic association can be seen with the work of architects Dudock and Billson. A later addition continues the flat concrete window hoods and fenestration patterns, but in a simpler composition. The brick and corrugated iron clad factory sections continue the forms to the complex's perimeter. Some original landscaping survives such as the palms. A siding from the West Footscray yards once served the works. Some unrelated additions from post 1970 have been erected to the north of the site. Some original landscaping elements survive such as the palms and planter boxes.

### Condition

In good condition externally.

### Integrity

Intact to its original state apart from the over painting of brickwork and some later additions to the rear which do not detract from the major elevations.

### Context

One of a number of Moderne and other styled mid 20th century industrial complexes along Geelong Road and in the West Footscray/Brooklyn vicinity.

### Threats

None current

## History

Designed by architects Oakley & Parkes, who successfully tendered to the Southern Can Company in 1937 and erected by the contractors Hansen and Yunken. The factory was completed and production commenced 1939. By 1947 it was transforming thousands of tons of tin plate into over one million cans a day for use as food and beverage containers. Southern Can had associations with Continental Can Company, Inc in America and the Metal Box Company in Britain, while their major competitor in the Australian stage was the home grown Gadsen's. A major market in the post WW II period was in the supply of beer cans to Carlton & United Breweries, for which it was one of only two suppliers, the other being Gadson's South Melbourne Plant. By the 1980s the firm had been taken over by Containers Limited as the packaging industry was restructured into larger units.

## Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**

**Local Theme**

## Cultural Significance

Southern Can Co. is of regional historical and architectural significance as the most substantial and skilfully designed of the Geelong Road factories from the WW II period. In terms of its application of the International or Dutch Moderne style, it rivals Billson's Warburton Sanitarium work except for the unfortunate painting of the brickwork. (Criterion F1) Historically it corresponds with a period of industrial expansion in several areas of the western suburbs which had a close relationship with the established munitions industry and the development of self contained wartime production which was unparalleled anywhere else in Melbourne. (Criterion D2) As one of a number of Moderne style factory complexes in the immediate area it contributes to an important industrial heritage precinct. (Criterion B2) The surviving landscape elements such as the palms, are contributory.

## Comparative Examples

The building has design similarities to Edward Billson's Warburton Signs Publishing Co. and Dudock in the Netherlands.

## Recommendations

**Heritage Victoria Register**

**Register of the National Estate**

**National Trust Register**

**Other Heritage Listings**

**Planning Scheme Protection**

**External Paint Controls Apply?**

**Internal Alteration Controls Apply?**

**Tree Controls Apply?**

**Included on the Victorian Heritage Register under the Act**

**Are there Outbuildings or Fences not Exempt?**

**Prohibited Uses may be Permitted?**

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives.
- To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

A distinctive industrial use as part of one of the major packaging firms operating in Australia from the Second World War period representing a time when factory buildings were seen as a major public expression of the status of the company.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

As one of the few distinctive and purpose built canning factories, Southern Can demonstrates a characteristic aspect of industrial development in Melbourne in the mid 20th century.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

A finely expressed and accomplished example of International Modern reflecting the Dutch origins and the particular approach of the architects Oakley & Parkes.

## Documentation

### References

Forging Ahead,  
Butler Footscray Conservation Study. 1989:4-64,  
V/Line Sidings Records  
Melbourne University Architects Index 1936-8.  
Lack, J. History of Footscray,

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:**

**Other Name**

**Address**

**Place Identifier**

**Heritage Significance**

**Creation date(s):**  **Map (Melway)**

**Boundary description**

**Local Government Area:**

**Ownership Type**

## Description

**Site Type:** manufacture

### Physical Description

Large iron-foundry with timber and iron framed buildings clad in corrugated galvanised iron forming an L pattern with gabled ends facing Geelong Road and Geelong Street, respectively. Semi-circular ridge vents identify the major foundry buildings, while smaller storage wings have simple pitched roofs without vents.

A brick, two-storey office block is situated on Geelong Road near the corner of Geelong Street featuring a bichrome brick facade of cream and manganese bricks with the darker shade used to pick out window and door openings and as a string course. The site is, however, dominated by the foundry building with its open sides and overhead travelling crane. The open yard adjacent to this is used for mould box storage with the crane supports extending beyond the end of the building into the open air. The painted signage on the gable end is of some antiquity, possibly c1950s.

### Condition

### Integrity

### Context

### Threats

## History

Graham Campbell was established in the early 1900s. It grew from a small shop doing general jobbing work and cast iron domestic items to become a major supplier of castings to Victoria and interstate metal manufacturing firms. By the 1950s it was one of the largest foundries in the Western Suburbs. The W.L. Allen Foundry was developed with finance from and became a subsidiary of Graham Campbell Ferrum. These two are now the only still operating iron foundries of the mid twentieth century left in the region.

### Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**

**Local Theme**

## Cultural Significance

The Graham Campbell Ferrum foundry is of regional historical and architectural significance to the City of Maribyrnong as one of the oldest operating and major foundries with prominent links to other Footscray industries such as W.L.Allen Foundry. (Criterion A4)  
It was also the largest private jobbing foundry in the western region in the early 20th century. The works is a dominant feature of the Geelong Road streetscape and is part of a group of important Moderne style industrial complexes in this area. (Criterion D2)

### Comparative Examples

Compares locally with the later W.L. Allen Foundry in Ballarat Road.

## Recommendations

**Heritage Victoria Register**

**Register of the National Estate**

**National Trust Register**

**Other Heritage Listings**

**Planning Scheme Protection**

**External Paint Controls Apply?**

**Internal Alteration Controls Apply?**

**Tree Controls Apply?**

**Included on the Victorian Heritage Register under the Act**

**Are there Outbuildings or Fences not Exempt?**

**Prohibited Uses may be Permitted?**

### Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives.  
To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

One of the oldest operating and major foundries with prominent links to other Footscray industries

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

Foundries have been integral to Footscray's industrial development, and that of the Western Region. This is probably the most characteristic example surviving.

## Documentation

### References

Hugh Anderson *W.L Anderson Foundry* 1989

Vines, G. *Western Region Industrial Heritage Study*, Melbourne's Living Museum of the West. 1989.

Lack, History of Footscray,

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Hopkins Odlum

**Other Name** Apex Belting

**Address** 268 - 275 Geelong Road  
Footscray West

**Place Identifier** 45

**Heritage Significance** regional

**Creation date(s):** 1890 1940 **Map (Melway)** 41 K5

**Boundary description** extent of current allotment

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** manufacture

### Physical Description

Extensive brick and iron factory complex built on site of earlier (1890) factory of Apex Belting. The offices are divided into two with more prosaic additions to the west and the more architecturally pretentious and earlier section to the east with an orange brick vertical feature adorned at its top with cement fins and a "floating" capping. This element provided the distinctive identification for the building and hence the company and its products - the modern equivalent being the corporate image. A rendered block with ruled grid similar to Boon Spa (0208) formed a window element and a base to the vertical feature. The building proper has a long horizontal steel framed window strip, each bay divided by fins of deep green terra-cotta. Landscaping contemporary to the design features a continuous quarry tile capped planter box defining the boundary and some remnant cypress planting.

Behind it are the ubiquitous corrugated iron and asbestos sheeting clad manufacturing buildings with brick in double colonial bond and single veneer forming the boundary walls.

### Condition

In good condition

### Integrity

Generally intact to original appearance apart from alterations to the entrance porch, some additions to the west and recladding in recent decades.

### Context

One of a number of Moderne factories forming a cohesive group on Geelong Road.

### Threats

none apparent



## History

Hopkins Odlum Pty Ltd. were established in 1912 as a belting manufacturing company which later took over Apex Belting which was itself established in 1890. They acquired this site in 1938 and commissioned architects R.M. & M.H. King to design the new building. The works was complete and in production in 1940.

By the 1970s the company possessed a nominal capital of two million dollars and was still centering its products on industrial machine or conveyor belting, (now in PVC and vulcanized rubber more so than the traditional leather) under the brand names of Apex, Brammer and Superflex.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

Of regional historical and architectural significance as an accomplished early Moderne factory/office design which related to a key manufacturing enterprise and which forms part of a regionally important industrial precinct established along Geelong Road prior to World War Two. Historically the place is significant as a major manufacturer of a specialist product which was a critical component in manufacturing in the region and nationally. (Criterion B2) This role is expressed architecturally as the building is of some distinction, a visually interesting example of the works of a well known architectural firm who had a number of commissions in the western region. (Criterion F1) The remnant landscaping with planter boxes and cypress trees is contributory.

## Comparative Examples

Relates to the nearby factories such as Boon Spa (facade demolished) and Southern Can (extant) while the broader trends of the Moderne can be seen in a number of other local factories.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives.  
To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Leather belting, as the major product of Hopkins Odium in its early years, was then critical to industry. The impressive factory reflects the importance of their product.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

One of the more accomplished Modern factory complexes designed by locally notable architects and part of a regionally important precinct of stylish industrial facades.

## Documentation

### References

Butler 1989:4-67,  
*Forging Ahead*  
*Valuers Field Cards*

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Yarraville SEC Terminal Station

**Other Name**

**Address** 1 Globe St. (Vockler St.)

Yarraville

**Place Identifier** 8829

**Heritage Significance** state

**Creation date(s):** 1920 c.

**Map (Melway)** 42 B10

**Boundary description** the extent of the current allotment

**Local Government Area:** City of Maribyrnong

**Ownership Type** Privatised electricity company

## Description

**Site Type:** Public Utility

### Physical Description

Complex of cement rendered brick buildings and timber and iron sheds. The main building is a large two-storey structure with hipped roof and wide overhanging eaves. Steel framed windows include crossed diagonal glazing bars and casements. Prominent mouldings surround openings. Constructed in steel reinforced concrete, the building displays the Monash and Monier influence in plan walls with projecting pilasters and horizontal string mouldings expressing the internal structure.

The electrical function of the complex is clear from the prominent insulated openings through which high tension wires run. Internally the original crane gantry survives, along with some original fittings and electrical installations, although these may have become redundant. Associated low rise stores and workshops reflect some of the contemporary style but in steel or timber framing clad in corrugated iron.

### Condition

In good condition

### Integrity

Generally Intact

### Context

Located near Stony creek adjacent to residential and industrial areas. The high tension cable provides an associated context.

### Threats

None apparent

## History

In 1921 the newly established State Electricity Commission (SEC) began exploiting the vast brown coal deposits of Yallourn and Morwell to provide a cheap reliable electric power system for Victorians. Prior to this Victoria had been dependent on coal from New South Wales, and small local generating plants. With the capacity of the existing plants at their limits, power shortages were becoming a frequent problem. Therefore the provision of a reliable electricity supply was a priority for the SEC (SEC 1948).

Construction of the Yallourn Power Station commenced in 1921. The Yarraville Terminal Station, the main receiving station for the electricity transmitted from Yallourn to Melbourne, was commenced in 1922. In the following year work on the 110 miles of transmission line in between Yallourn and Yarraville was started.

Meanwhile, Melbourne's power supply was to be supplemented with excess power generated by the Newport power station, which supplied the Victorian Railways electric train system. In June 1923 a 12,500 kws frequency changer installed in the Yarraville Terminal was brought into operation, converting 25 cycle energy from Newport to 50 cycle energy for the City of Melbourne. Thus the first part of the Yallourn scheme was put into service. In June 1924, with the transmission line completed, the first electricity generated from brown coal reached Melbourne and Yarraville Terminal Station came into full operation (SEC Annual Report 1921:24).

The Yarraville Terminal Station was probably designed by the Commission's Architect, A.R. La Gerche, who also designed Yallourn Township and the SEC Head Office in Williams Street (SEC 1949:46). Both the Head Office, built in 1921, and the Terminal Station were of reinforced concrete construction, reflecting the engineering preference and background of the Chairman of the SEC, Sir John Monash. Yarraville was the first terminal station to be built by the SEC. Both buildings were constructed by the firm founded by Monash - the Reinforced Concrete and Monier Pipe Construction Co. Monash and his firm had been leaders in the development of reinforced concrete in Victoria in the first decade of the twentieth century, however it was not until after the war that reinforced concrete gained general acceptance for multi storeyed and industrial buildings. Monash, who still had an interest in the Reinforced Concrete and Monier Pipe Construction Co, brushed aside accusations of conflict of interest when the firm was given the contracts. He was insistent that his old firm had the expertise to provide the most economical structure for the Terminal Station and sought their engineering advice regarding the design for the reinforcing (Searle 1982; Lewis 1988, *The Age* Sept. 1921; MU archives.).

Yarraville was the first terminal station to be built by the SEC. Others followed, including those built at Thomastown and Brunswick in the 1930s (SEC 1938). The site at Yarraville also included workshops specialising in switch and line gear and switchboards before World War 2, a spare parts store and laboratories for electrical research. The main 2 storey building was erected behind existing houses in Hyde Street with access via Vockler Street. Easements for high tension power lines followed Stony Creek to the east to link up with the main power lines from the Latrobe Valley which circumnavigates Melbourne (SEC 1949:150, 184).

## Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**  **Local Theme**

## Cultural Significance

The Yarraville Terminal Station is of State historical and architectural significance as one of the earliest surviving buildings relating to the establishment of the SEC in Victoria and the provision of electrical power from the Latrobe Valley brown coal deposits. The creation of the Latrobe Valley brown coal electricity generation scheme and the SEC was a major step in the development of Victoria, having ramifications for industry, employment and quality of life throughout Melbourne. (Criterion A4)

The buildings represent the form of monumental classically inspired architecture of the government works department of the time, and reflect the significance with which the scheme was imbued. (Criterion D2)

Internally, the main building is relatively intact with original crane gantry and some electrical installations contributing to the significance. The creation of the Latrobe Valley scheme and the transmission of power to Melbourne homes and businesses was one of the greatest achievements in engineering and planning in Victoria. The use of reinforced concrete construction, was an early application of a still new building technique. (Criterion F1)

The Terminal Station was probably designed by the Commission's Architect, A.R. La Gerche, who designed Yallourn Township and the SEC Head Office in Williams Street. Both the Head Office, and the Terminal Station reflect the engineering preference and background of the Chairman of the SEC, Sir John Monash. (Criterion H1)

## Comparative Examples

In style the building recalls to original Newport Power Station (demolished) and some of the slightly earlier Victorian Railways substations. It also has parallels with the Morwell power station and briquette factory.

## Recommendations

**Heritage Victoria Register**

**Register of the National Estate**

**National Trust Register**

**Other Heritage Listings**

**Planning Scheme Protection**

**External Paint Controls Apply?**

**Internal Alteration Controls Apply?**

**Tree Controls Apply?**

**Included on the Victorian Heritage Register under the Act**

**Are there Outbuildings or Fences not Exempt?**

**Prohibited Uses may be Permitted?**

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives.
- To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The creation of the Latrobe Valley brown coal electricity generation scheme and the SEC was a major step in the development of Victoria, having ramifications for industry, employment and quality of life throughout Melbourne.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

As one of the few surviving early structures from the formation of the SEC the place demonstrates an important process in the transmission of electricity, and a distinctive design in its structure.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The creation of the Latrobe Valley scheme and the transmission of power to Melbourne homes and businesses was one of the greatest achievements in engineering and planning in Victoria. The use of reinforced concrete construction, was an early application of a still new building technique

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

The Terminal Station was probably designed by the Commission's Architect, A.R. La Gerche, who designed Yallourn Township and the SEC Head Office in Williams Street. Both the Head Office, and the Terminal Station reflect the engineering preference and background of the Chairman of the SEC, Sir John Monash.

## Documentation

### References

State Electricity Commission (SEC), *Three Decades: The Story of the State Electricity Commission of Victoria from its Inception to December 1948*, Melbourne, 1949, (no author given) ch 2.

State Electricity Commission, *Annual Report, 1921-1949*

Monash's engineering work in reinforced concrete is outlined in Serle, G., *John Monash: A Biography*, Melbourne University Press, 1982, ch.6, see p.485 regarding conflict of interest;

Lewis, M, *200 Years of Concrete in Australia*, Concrete Institute, North Sydney, 1988, p.100;

*Age*, September 1921

letters from Monash to the Company 22 & 23 November 1921. File 2034. Box 122.

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Ammunition Factory Footscray

**Other Name** former Australian Defence Industries

**Address** 1 Gordon Street  
Footscray

**Place Identifier** 49

**Heritage Significance** state

**Creation date(s):** 1888

**Map (Melway)** 28 B12

**Boundary description** The extent of the fenced area enclosing the surviving seven buildings and including the adjoining roadways, footpaths and landscaping where they survive.

**Local Government Area:** City of Maribyrnong

**Ownership Type** Commonwealth (corporatised entity)

## Description

**Site Type:** defence

### Physical Description

Formerly a vast complex of timber, iron and brick factory buildings on large site between Maribyrnong River and Gordon Street. Two main sites, one on flood plain known as "Down Below" used as a store for Myer Stores Limited in later years, the other on higher ground on Gordon Street where the surviving buildings stand. "Down Below" originally comprised timber and iron sawtooth-roofed sheds, some dating to c.1900. The original 1888 cartridge factory with dock and loading shed was close to the riverbank and the complex grew progressively westward.

Most of the site has been demolished as part of a proposed housing/commercial redevelopment. The surviving components are Jack's Magazine (see separate listing) and the former administration and amenities buildings along the main avenue. These include the canteen, gatehouse, change rooms, main office and drafting store. The ladies mess, and the gate house which incorporated the former weighbridge office, were demolished following this assessment.

The buildings are solid red brick construction with concrete lintels over steel hopper sash windows, corrugated iron or fibro-cement clad roofs supported by steel trusses. Rendered bands and string courses provide contrast in conjunction with the white painted timber work. The amenities blocks on Gordon Street, which also include a bicycle shed feature wide low hipped roofs which extend into wide eaves braced by timber struts and brackets, forming sheltered alcoves at the central entrances.

The group of buildings along the main roadway provide a glimpse into the former layout of the site and a focal point for the approach to the adjacent Jacks Magazine. A few of the trees which once formed an internal landscape of the factory complex survive here, while the

escarpment immediately South of the Magazine retains a vegetation of remnant native and introduced exotic trees contemporary with the development of the ammunition factory.

### **Condition**

The surviving buildings are in good condition

### **Integrity**

What survives of the Ammunition Factory is only a tiny fragment of what once existed. Literally hundreds of separate buildings have been demolished to make way for a residential/commercial redevelopment. The surviving buildings are generally intact apart from reglazing of one building on Gordon Street and the addition of a small porch on the Administration Building.

### **Context**

Located on a site between Gordon Street and the Maribyrnong River Floodplain and part of the major munitions manufacturing industry in the Maribyrnong area including the Maribyrnong Ordnance Factory, West's Road; Jacks Magazine (1878); and Explosives Factory Maribyrnong, Cordite Ave.

### **Threats**

Current proposals for the redevelopment do not appear to include the long term retention of any buildings.

### **History**

The genesis of the military defence industry in Australia can be traced back to the establishment of the Saltwater River Gunpowder Magazine by the Victorian colonial administration in 1878. The site chosen was in the naturally protected amphitheatre of the Maribyrnong Valley and replaced an inadequate facility in Footscray. Used as a bonded store for all gunpowder entering the colony, it became the logical choice of a site when manufacture of ammunition of the Colonial defence forces was later proposed.

Established by New Zealander, Captain Witney as a private company (the Colonial Ammunition Factory) The first factory was built beside the river in 1888 and extended progressively extended so that major facilities were in Gordon Street by 1910. With the federation of the Australian Colonies the factory production was redirected to the new Commonwealth and in 1921 the factory was leased by Commonwealth Government. It was purchased outright in 1928 and renamed the Commonwealth Ammunition Factory, Later Ammunition Factory Footscray or AFF, with new buildings erected in 1925 on the Gordon Street site to accommodate cartridge, case and fuze shops. Much of the surviving Gordon St. building stock dates from this period. The works was a major employer of women from its inception with several thousand employed during the two world wars.

As part of the determination of the Commonwealth to become self sufficient in military supplies, the Ammunition Factory was joined by the Explosives Factory, Maribyrnong in 1910, and the Ordnance Factory Maribyrnong in 1924. Many other military facilities such as the Royal Australian Field Artillery and Light Horse Regiment Remount Depot were also located in the area, so that by the time of the First World War, The Footscray-Maribyrnong had become the Arsenal of Australia.



## Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**  **Local Theme**

## Cultural Significance

The surviving components of the Gordon Street Munitions factory are of state historical and architectural significance as the only surviving remnants of the once vast Footscray Ammunition Factory which was the major provider of military ammunition in Australia from its inception in the 1880s to the post World War II period. (Criterion A4) Historically the Colonial Ammunition Factory was the first factory in Australia to manufacture ammunition and formed the basis of the many munitions complexes both Government and private, which developed in the Footscray and Maribyrnong area. Many other industries which supplied the munitions industry, such as Extruded Metals and Austral Bronze, owed their existence to the Government installations, and the prosperity of the district for much of the twentieth century can be connected to the fortunes of this industry. The munitions industry fashioned the character of this area and offered employment to thousands of men and women. A unique culture developed around the works, particularly in time of war when women took over formerly male jobs. (Criterion B2)

Architecturally the cohesive group of red brick buildings demonstrated the fundamental design philosophy of the Commonwealth Defence Department and Public Works in the 1920s to 1950s period with minimum decoration to a functional building. (Criterion C2) Socially, the buildings demonstrate the administrative and staff amenity functions on the site, and through these may imply the former extent and scale of the works. The employment of thousands of people, particularly women during war time created a unique social phenomena. (Criterion G1) Remnants of the former landscape setting survive in formal plantings around the surviving buildings and a mix of exotic and native species on the escarpment including the so-called Jacks Wood.

## Comparative Examples

the building forms compare with the contemporary structures formerly at OFM, and some of the 1920s period at EFM. The fairly standard Commonwealth architectural style may also be seen at other defence sights.

## Recommendations

**Heritage Victoria Register**

**Register of the National Estate**

**National Trust Register**

**Other Heritage Listings**

**Planning Scheme Protection**

**External Paint Controls Apply?**

**Internal Alteration Controls Apply?**

**Tree Controls Apply?**

## Maribyrnong Heritage Review - Industrial Places

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives and which identifies use and integration of the surviving buildings with the future development and in relation to the wider landscape including Jack's Magazine..

### Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The Ammunition Factory along with other munitions facilities, was one of the first initiatives of the Commonwealth after Federation and played a decisive role in the protection of Australia in wartime.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

The munitions industry fashioned the character of this area and offered employment to thousands of men and women. A unique culture developed around the works, particularly in time of war when women took over formerly male jobs.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

The role of the munitions industries is essential in any understanding of the history of defence in Australia. It is also one of the key factors in the determination of Federation.

*G1 Importance as places highly valued by a community for reasons of religious, spiritual, cultural, educational or social associations.*

The employment of thousands of people, particularly women during war time created a unique social phenomena.

### Documentation

#### References

Wilson et al 1984,  
Ford 1984, LMW 1985.  
Butler 1989  
National Trust File No 5029  
Allom Lovell & Associates, *ADI Footscray site EES*, Heritage Analysis.

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Saltwater River Gunpowder Magazine**

**Other Name** Jacks Magazine, Maribyrnong Explosives Depot

**Address** 1 Gordon Street

Maidstone

**Place Identifier** 8776

**Heritage Significance** *national*

**Creation date(s):** 1878

**Map (Melway)** 28 B11

**Boundary description** Maribyrnong River, the fence on the north side of the Commonwealth land, the top of the escarpment and the south wall with a curtilage of 50 metres.

**Local Government Area:** City of Maribyrnong

**Ownership Type** Commonwealth (ADI)

## Description

**Site Type:** magazine

### Physical Description

Two substantial bluestone magazines with twin vault interiors, buttressed walls and gabled, slate roofs surrounded by nine metre high earth blast mounds. The high bluestone perimeter wall is of large coursed axe-faced blocks, stepping up the slope. There are two smaller slate-roofed bluestone decanting buildings on the west side of the complex and the timber and galvanised iron unloading buildings at the head of the canal and tramway. These connect with the river, where there was originally a second smaller jetty of which only sunken piles remain. The canal has been blocked at the junction with the river. Additional smaller magazines built during the Second World War on the east side of the blast mounds, complete the complex. Stone lined, semicircular-arched tunnels connect each of the magazines with the loading shed through the blast mounds. Much of the original tramway system is still in place, although in disrepair and dismantled in parts.

This is a powder magazine complex with original buildings of exceptional size and massive bluestone construction, reflecting the aspirations of the colony and aspects of a now obsolete technology. The canal by which the complex was serviced is unusual in Australian terms, and forms a part of the place, as do the tramway lines, the blast mounds, perimeter walls, the zig-zag access roads with its remnants Telford cobbled pavement and gutters, and the more modest brick magazines of the early twentieth century. Also within the boundary walls, remnant vegetation and some introduced landscape have been preserved and protected.

### Condition

Good, some former vents (for relieving pressure in a blast and ventilating the buildings) have been opened out into windows. internal painting is only fair, and some roofing is in need of repair. The tramway has been dismantled in parts.

## Integrity

Generally original apart from the alterations to the loading wing, a later entrance through the wall, and minor changes to the magazines such as services and window treatments.

## Context

Located in the Maribyrnong River valley, which originally provided natural protection, also adjacent to the Colonial, later Commonwealth ammunition factory, now demolished, and in the centre of the 20th century munitions industries of Maribyrnong.

## Threats

The redevelopment of the surrounding ammunition factory site, and particularly proposals for new housing in close proximity to the perimeter wall pose serious threats to the site's integrity.

## History

The first storage of gunpowder was uncontrolled in the primitive settlement of Melbourne, but by the end of the 1830s a magazine had been provided on the west side of Batman's Hill. This served the community for 20 years before concern for public safety sought its removal. A site was found in Royal Park, but was abandoned for the same reason, followed by a new location in Footscray at the foot of Lyons Street by the river. This was erected in 1858, but almost immediately brought demands for its removal again because of safety concerns. These magazines were primarily constructed to store military gunpowder, but with the gold rushes creating a massive demand for blasting powder once the miners had exhausted the alluvial and got down into the hard rock, then the need for government controlled bonded storage was pressing.

A board of inquiry under Col E.W. Ward was commissioned to consider the proper location of magazines in 1872. He made recommendations for an arsenal and magazine to be sited at Sunbury, but a Footscray committee member W.M. Fehon representing the Victorian Railways, disagreed, suggesting instead a relatively inaccessible and uninhabited site opposite Flemington Racecourse, which was set conveniently between two hills to act as blast mounds.

Constructed 1878 on the site of Blair's former farm (purchased for £5,000) and known as the "Saltwater River Powder Magazine", contracts being let in 1875 to the principal contractor George Cornwall of Williamstown. Further contracts amounted to more than £25,000 including one for copper roof sheeting and lightening conductors to William Smith who also erected three brick cottages for housing magazine staff. William Tozer supplied two horse trucks and the landing cages used to transport powder.

A 400 metre canal connected an elevated loading building outside the perimeter wall with the river and gunpowder barges were drawn up the river to a loading gantry where the cargo could be transferred to tramway trucks which ran into the magazine. An alternative arrangement for unloading from a wharf on the river was also provided with a tramway running parallel to the canal.

In January 1878 it was declared open and gunpowder importers required to lodge their goods here prior to payment of duty and sale. John Keays was the head keeper, having transferred

from the old Footscray magazine. As well as the two double vaulted magazines, a bluestone loading building and two decanting buildings (where gunpowder was transferred from barrels to small containers) were built in the original scheme.

During World War II the magazine became the "Ammunition Depot, Maribyrnong" but was popularly known as Jacks Magazine after the keeper from the 1920s, Wally Jack. Further brick stores were built outside the blast walls on the east side and near the entrance during the Second World War.

### Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**  **Local Theme**

### Cultural Significance

The powder magazine is of National historical, architectural, and social significance as by far, the largest and most impressive of its type which demonstrates both the early concern for the defence of the colony of Victoria and the safety requirements of storage of explosives for both military and commercial uses. (Criterion A3) The canal and its associated tramway is unique in Australia while the vaulted bluestone magazines demonstrate a technology concerned with confining an explosion rather than the more modern deflection and absorption principal. (Criterion B2)

Purported to be designed by William Wardell, inspector General of Public Works, it represents a distinctive architectural solution to a rare type of building. (Criterion F1) The fine bluestone masonry provides the prime illustration of Footscray's foremost (stone) industry and remains in a remarkably untouched condition. (Criterion D1)

The more modest twentieth century buildings show the development of the complex as part of the defence supply industry which was unique to Maribyrnong up to World War II.

Jacks Magazine has become a social icon in the district as the most visible focus for the recollections of thousands of people who worked in the now demolished munitions factories. Its role in determining the eventual form of industrial development in the area has indirectly effected all residents since. (Criterion G1)

Remnant native vegetation survives on the escarpment and within the enclosure as a consequence of the quarantine effect of its past use, while its isolation from other development is an important aspect of its visual setting. (Criterion E1)

### Comparative Examples

Unique in Australia. Other gold fields magazines, and even the munitions storage of other colonial governments cannot approach Jack's Magazine in scale or sophistication.

### Recommendations

**Heritage Victoria Register**

**Register of the National Estate**

**National Trust Register**

**Other Heritage Listings**

**Planning Scheme Protection**

## Maribyrnong Heritage Review - Industrial Places

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements. The landscape setting and association between magazines, canal, tramway, river and escarpment need all be respected.  
To prepare a conservation management plan which embodies the above objectives and specifically to ensure future use and development is consistent with the conservation of the cultural significance of the site.

### Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

Built into the side of the valley with unique enclosed spaces, vistas and architectural and landscape treatments, it is clearly a unique cultural feature.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

Jacks Magazine is a unique cultural feature reflecting gold rush prosperity, colonial government regulation, aesthetic achievements in local bluestone, and the origins of the defence supply industry in the region.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

The storage of gunpowder demanded strict control and specialist architectural and engineering solutions, which were all made redundant with the introduction of dynamite about the time the magazine was built.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

The Victorian gold rushes gave the impetus for introduction of bonded control over gunpowder imports a=on a large scale resulting in this magazine, which then became the catalyst for the explosives and ammunition industry which grew around it to become Australia's Arsenal.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

The place demonstrates the role of explosives in mining and warfare and its control by government. The magazines and perimeter wall are the ultimate expression of functional bluestone construction

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

The unique buildings in their special landscape setting presents an unsurpassed aesthetic quality.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

Technically, the magazine represents the high point in design for safe storage of explosives with a high level of artistic design in the forms, finishes, and detailing of the buildings.

*G1 Importance as places highly valued by a community for reasons of religious, spiritual, cultural, educational or social associations.*

Jacks Magazine has become a local icon for the industrial and military history of the region, and focus of the recollection of thousands of people who worked in the now demolished munitions factories.

## Documentation

### References

J.W. Moore, *The Saltwater River Gunpowder Magazine*, notes from Explosives Factory 1969, Footscray's First Fifty Years, p.22  
Butler, G. Footscray Conservation Study, 1989:71-2,  
Jenson 1964.  
Allom Lovell, *ADI Footscray Facility Heritage Study EES. 1989.*

### Data recording

Assessed By   
Assessed Date:

## Identification and location

**Name of Place:**

**Other Name**

**Address**

**Place Identifier**

**Heritage Significance**

**Creation date(s):**

**Map (Melway)**

**Boundary description**

**Local Government Area:**

**Ownership Type**

## Description

**Site Type:** factory

### Physical Description

A large range of steel and timber framed corrugated iron clad engineering and erection sheds on a triangular site with a two storey office building in brick and concrete. the production buildings are of a relatively large scale, gable ended and built to accommodate overhead travelling cranes. Windows are uniformly steel framed industrial glazing, with fixed panes or hopper sashes. The office also has steel hopper sash windows although many have been replaced and the brickwork painted or rendered. A substantial part of this site has recently been demolished although sections of the industrial buildings are evidently to be retained.

### Condition

### Integrity

### Context

### Threats

## History

Ralph McKay established his own agricultural implement works specialising in plough shares and components originally in 291 Mt.Alexander Rd. Ascot Vale after leaving the family firm, H.V. McKay Massey Harris. A couple of years later the company moved to Maidstone. The works turned to war production during WW II.



Although Australia had an established agricultural implements and machinery manufacturing industry from the 1880s, prior to the 1930s the discs and coulters essential for ploughs, harrows and seed drills were all imported. In 1932, Ralph McKay, nephew of H.V. McKay of Sunshine Harvester fame, left his job as factory superintendent at the Sunshine works and set up his own business to develop and manufacture these components locally. He commenced his business in rented premises in Ascot Vale, where he employed 20 staff. Within two years McKay needed a new site for his expanding business. He purchased the 10 acre Maidstone site in 1934 and built a large factory (Ralph McKay Pty Ltd. *Annual Report* 1982:2).

Within a short time McKay was producing most of the discs and coulters needed by Australian farmers. He enlarged his product range to include wheels and rims for trucks, tractors and other heavy vehicles, forgings for the engineering trade. During the war years he made shell forgings and gun wheels (Ralph McKay Pty Ltd. *Annual Report* 1982:2). In the post-war years the Maidstone factory was reported to have an up-to-date forging plant, a press shop with hydraulic and mechanical presses, a centreless grinding department, well equipped machine shops and a drawing office. In the 1950s it was believed that Ralph McKay's business was Australia's largest engineering concern run by a sole proprietor (Sunshine Cavalcade:66). Incorporation in 1959 brought in new capital for further expansion. McKay merged with the South Australian firm Port Implements Pty Ltd, a manufacturer of cultivator points and potato machinery, and acquired the old implement supplier Welch Perrin & Co Ltd. (The Ralph McKay Story). The acquisition of these two firms complemented his range and facilitated distribution, thus establishing a vertically integrated concern. Following Ralph's death late in 1959, his brother Oscar took over as Chairman of Directors.

The company continued to expand and diversify, adding the production of industrial gear transmissions and rail anchors to their interests. This was achieved mainly through the acquisition of a number of firms, including S & G Barlow Pty Ltd, Wesson Electrical Engineering Pty Ltd, Westward Sales Ltd, the Soil Erosion Equipment Co. Pty Ltd, Tadco (Aust) Pty Ltd and Mangrovite Industries Ltd. Besides developing a considerable export market, McKay expanded its operations overseas, establishing a subsidiary company in Canada for the manufacture of deep tillage sweeps, and acquiring the Empire Plow Company Inc. in the US. (Ralph McKay Pty Ltd. *Annual Report* 1987:2)

The head office of the Ralph McKay empire was situated at the Maidstone site, along with the export division and two of the manufacturing divisions. In 1975 the Ralph McKay Division occupied 9,400 square metres of manufacturing space, and employed 180 people making discs, wheels and rims. The Barlow-Westward Division occupied 4,348 square metres, employing 110 people to make geared motors and transmission equipment (*Annual Report* 1975). Until at least 1982 the original drop and steam hammers remained as the nucleus of the forging plant. This was claimed at the time to be one of Australia's few remaining forging operations (The Ralph McKay Story).

In 1987 the company was planning to modernise the Wheels Division plant at Maidstone (*Annual Report*, 1987:2). In 1990 the *Key Business Directory* indicated that company had become McKay Australia and that the factory employed 593 people. In 1992 the company was no longer mentioned in the business directory (Dun & Bradstreet 1990-91).

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

Ralph McKay's engineering works is of historical significance at the regional level as one of the largest and most significant pre World War 2 engineering works which adapted to expanding local and domestic markets and new technologies. (Criterion A4)

The Ralph McKay engineering works is important for the specialist development of disc ploughs which transformed farming practices in Australia. The agricultural implement works were once centred on Melbourne's West, McKays having built on that tradition to diversify. When it closed a few years ago, it was one of the last large forging plants in Melbourne. (Criterion B2)

While not the inventor, Ralph McKay managed, like his ancestor H.V. McKay to recognise and monopolise a good technology, in this case the disk plough, of which the bulk came from this works for many decades. (Criterion F1)

## Comparative Examples

Locally compares with other specialist metal works such as Extruded Metals and Austral Bronze although the closes parallel would have been with McKay's own family progenitor, the H.V. McKay Sunshine Harvester Works in Sunshine, now almost entirely demolished.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives.
- To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

As one of Australia's more important engineering works, Ralph McKay had a significant impact in economic and commercial terms in the region and beyond.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

The agricultural implement works were once centred on Melbourne's West, McKays having built on that tradition to diversify. When it closed a few years ago, it was one of the last large forging plants in Melbourne.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

While not the inventor, Ralph McKay managed, like his ancestor H.V. McKay to recognise and monopolise a good technology, in this case the disk plough, of which the bulk came from this works for many decades.

## Documentation

### References

"The Ralph McKay Story, 1932 - 1982", in Ralph McKay Ltd, *Annual Report*, 1982, p.2.  
*Sunshine Cavalcade*, p.66.

*Ralph McKay Ltd, Annual Report*, 1975; 1987.

Dun & Bradstreet, *Key Business Directory*, 1990-91.

Footscray's First Fifty Years

National Trust File IH part 2 157 & 165

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **James Hardie & Co. Pty Ltd Building Products**

**Other Name**

**Address**

Hardie Road

Brooklyn

**Place Identifier** **21704**

**Heritage Significance**

city

**Creation date(s):** 1927

**Map (Melway)** 41 E10

**Boundary description**

The current allotment bounded by Hardie Road, the railway line, West Gate Freeway and Cawley Rd. (part)

**Local Government Area:**

City of Maribyrnong

**Ownership Type**

private

## Description

**Site Type:** factory

### Physical Description

The original administrative block built to a design of architect Harry A. Norris in 1939 using Hardie products including flat and corrugated straight and curved forms in the then current Moderne styling. It has, unfortunately, been demolished in recent years. Norris composed the building as if it were one of his masonry designs with a parapet and central raised bay flanked by curved wings. Asbestos sheet was moulded to fit the curves with cover straps and corrugated sheets providing horizontal streamlines. The central bay contrasts with vertical asbestos clad fluted columns.

The adjoining manufacturing complex, however is a more conventional and functional sawtooth and large gabled clear-span factory with a long gabled production line building reflecting the manufacturing production line. All of these are likewise clad in asbestos cement sheeting, parts to a lesser extent demonstrating the flexibility of the product, such as the semicircular sheets forming ridge vents, and strapped, curved corner sections. A new modern glass clad office block presents the current aesthetic in design as a contrast.

### Condition

In fair condition although the fibro-cement cladding has required replacement in many cases.

### Integrity

With the loss of the original Norris designed office building has diminished the site, but this has been replaced with a contemporary styled office block which also has some architectural value.

### Context

Located in the Brooklyn/West Footscray industrial area adjacent to the railway line and the comparatively scaled Davies Coop & Co. factory.

## Threats

Future redevelopment and the practical need to remove asbestos from the factory may impact on the site.

## History

Two Scots, James Hardie and Andrew Reid founded Australia's asbestos cement industry from an agency originally importing importing tanners' materials and machinery. They were initially located in Flinders Lane Melbourne in 1887. In 1903 the firm obtained the agency for fibro cement building sheet and slate, and began importing these materials from France. In 1911 Hardie retired from the company, selling his share of the business to Andrew Reid. The Reid family controlled the company until 1995 (Hardie web site).

During World War 1 supplies of fibro cement were cut off from Europe. The firm set up its own manufacturing plant in New South Wales, to make fibro-cement (also known as asbestos-cement) under the brand name Fibrolite with the first production in 1917. The company registered the name of James Hardie & Co. P.L. in Victoria in the same year. In 1927 James Hardie built a new factory in Brooklyn and set up a plant for the manufacture of Fibrolite (*Footscray's First 100 Years*).

Fibro-cement sheeting provided a cheap building material for domestic and industrial use, particularly during the post World War 2 boom when materials were in short supply. The factory also produced fibro cement pipes. As the firm prospered the factory was extended, so that by 1959 it covered an area of 13 acres and employed 400 people. In that year it was claimed that James Hardie was one of Australia's largest manufacturers of building materials and the largest fibro-cement manufacture in the southern hemisphere (*Footscray's First 100 Years*). By then the company had a number of plants throughout Australia besides the Brooklyn works and was supplying a national market representing the world's largest per capita consumption of asbestos. The Brooklyn offices were the showpiece of the company and its products.

The firm constantly worked on improving the product and the production process, introducing innovative techniques. One of the innovations was autoclaving, which rendered the fibro cement chemically inert, preventing it from reacting with chemicals, such as those in the soil or in paint, and giving a stronger, more flexible material. The firm also reduced, and eventually eliminated, the asbestos content of fibro cement, making the product both cheaper and safer to health. This new sheeting developed in the 1960s was known as Hardiflex (Carroll 1987:112-3).

Since 1989 the company has expanded overseas, with factories in USA, New Zealand and Philippines. The Brooklyn plant is now headquarters of James Hardie Building Products, a subsidiary of James Hardie Industries.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

The James Hardie fibro-cement products factory is of regional historical and local architectural significance as the key site in the development of asbestos cement and other forms of fibre-cement cladding in Victoria. Hardie's asbestos cement sheeting and building products can be seen as having precipitated a minor revolution in building design in Australia. (Criterion B2) The unfortunate loss in recent years of the office block which showcased in its design, Hardie products, reduces the sites significance from state to regional. The Brooklyn factory was one of several in Australia located regionally to reduce transport costs of the sometimes brittle material. The Brooklyn premises were designed as the head office and display piece of the asbestos cement industry in Victoria. (Criterion H1) They were planned for impact by the use of the latest architectural style executed by a notable inventive architect and displaying the many and varied uses of the Hardie asbestos products. (Criterion F1) The modern office block is of interest as a contemporary demonstration of architectural style and makes a minor contribution to the site.

## Comparative Examples

The James Hardie factory is one of the largest industrial complexes in the region, comparable locally with the post-War Bradmill factory nearby. While the long gable roofed factory building forms are typical of many of the period, such as the former Ordnance Factory forge buildings, and further afield, the fertiliser sheds and engineering workshops at Cuming Smith and Mt. Lyell in Newport or the Workshops of Westinghouse Signals and Brakes in Spotswood, the use of fibro cement on such a scale, and the interconnection of the buildings and plant which characterise Hardie is unusual.

## Recommendations

- Heritage Victoria Register
- Register of the National Estate
- National Trust Register
- Other Heritage Listings
- Planning Scheme Protection
- External Paint Controls Apply?
- Internal Alteration Controls Apply?
- Tree Controls Apply?
- Included on the Victorian Heritage Register under the Act
- Are there Outbuildings or Fences not Exempt?
- Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
 To conserve and enhance the significant elements of the place.  
 To conserve and enhance the public view of these elements.

To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives. This conservation management plan would be desirable to inform future redevelopment of the complex, and determine the survival of early examples of Hardie's products in the remaining buildings, particularly in light of the recent loss of the

## Australian Heritage Commission Criteria

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Asbestos-cement revolutionised building in Australia, providing a cheap and portable material which has given a distinct character to the built form of many districts (particularly those where isolation or economic factors are influences.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The development of asbestos-cement sheeting, and later other specialist building products, and the specific use of the autoclave for curing these products are technical innovations closely associated with the place.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

The place is associated (through the wider company) with both the founder James Hardie, and the later chairman from 1939 to 1964, Thyne Reid.

## Documentation

### References

Corporate History, James Hardie web site, [www.JamesHardie.com.au](http://www.JamesHardie.com.au)  
*Footscray's First 100 Years*, Footscray, 1959.  
Carroll, Brian, *Australian Made: success stories in Australian manufacturing since 1937*, Parkville, 1987, p.112-3.  
*Butler Footscray Conservation Study* 1989:4-78,

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Powder Magazine Footscray

**Other Name**

**Address** 107-109 Lyons Street

Footscray

**Place Identifier** 20173

**Heritage Significance** regional

**Creation date(s):** 1858 -1878

**Map (Melway)** 42 D7

**Boundary description** The extent of the surviving bluestone walls at the east end of Lyons Street.

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** defence

### Physical Description

A bluestone wall with large buttresses is visible from Lyons Street. Only one wall appears to survive of what was apparently the perimeter wall of the magazine. The remainder was demolished in c. 1972 and what is left has been incorporated into the Safcol canning factory which occupies the old Mowling's site (0224).

The Lyons Street Drain, formerly Billy Button Creek, runs in a bluestone lined channel with grassed verges between the magazine wall and Lyons Street, discharging to the Maribyrnong River. A tramway once connected from the east end of the magazine to a small dock on the river just north of the drain outlet. Remnants of old wharf timbers can be seen in the vicinity, but these probably date to a later period.

### Condition

A remnant only

### Integrity

Part of the outer wall only survives.

### Context

Incorporated into the early 20th century Mowling's Factory in an exclusively industrial area beside the Maribyrnong River.

### Threats

Unlikely to remain a viable structure in the long term. It would be appropriate to investigate the fabric of the surviving structure, and the possibility of more of the magazine having been incorporated into later building. An archaeological assessment should be made before there is any disturbance to the structures or the surrounding ground.



## History

This was the third powder magazine in Melbourne following one on Batman's Hill in c. 1840 which was later moved to Royal Park. The Footscray Magazine was put to tender in 1857 with keepers quarters added in 1858 and a dock with a tramway connecting to the magazine in 1859. It could hold 180 tons of explosives and from the outset there was agitation for its removal. This finally came about in 1879 after the completion of Saltwater River magazine. (see 0074) the Footscray magazine appears to have been sold soon after the completion of the new magazine and reverted to private use as a store house before being incorporated into the Mowling Soap and Candle Works in the early 20th century. The structure remained intact into the 1950s or 60s, but was mostly demolished as part of conversion of the then Cheetham Salt warehousing to a fish cannery in the early 1970s.

## Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**

**Local Theme**

## Cultural Significance

This bluestone wall is of regional historical and architectural significance as the earliest physical evidence of the several gunpowder and explosives magazines which once existed in the Melbourne area. (Criterion A3) Its date of 1858 makes it contemporary with the gold rush period when explosives were imported and used in large quantities for the first time in the colony and the Victorian government created a system of bonded storage magazines to control the importation, distribution and collection of duties. As such it represents an important phase in the colony's history. (Criterion A4)

Gunpowder is no longer manufactured or stored in quantity in Victoria. The technology of explosives storage changed completely with the introduction of dynamite in the late 19th century. (Criterion B2)

This is one of only a small number of places which demonstrate the role of gunpowder during the gold rushes and the oldest such site related to its direct importation. (Criterion D2)

The surviving bluestone structure is a very early surviving example of the construction form in Footscray. (Criterion E1) The structure is of technical and architectural significance as it demonstrates the special forms of building design, such as the heavy buttressed walls which were part of nineteenth century magazine design. (Criterion F1)

## Comparative Examples

On a much smaller scale than the Saltwater Magazine. Surviving gold fields magazines at Beechworth and Heathcote, although built in granite and sandstone respectively, give an idea of the original appearance of this place.

## Recommendations

**Heritage Victoria Register**

**Register of the National Estate**

**National Trust Register**

**Other Heritage Listings**

**Planning Scheme Protection**

## Maribyrnong Heritage Review - Industrial Places

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives.

### Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

Gold rush powder magazines survive in gold towns, but the initial importing phase is only identifiable at this site.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The Footscray powder magazine is directly related to the gold rushes in Victoria, and Government efforts to control the exploitation of golden importation of explosives

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Gunpowder is no longer manufactured or stored in quantity in Victoria. The technology of explosives storage changed completely with the introduction of dynamite in the late 19th century.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

This is one of only a small number of places which demonstrate the role of gunpowder during the gold rushes and the oldest such site related to its direct importation.

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

The surviving bluestone structure is a very early surviving example of the construction form in Footscray

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

Gunpowder storage required special forms of building design, some of which, such as the heavy buttressed walls are still expressed here.

### Documentation

#### References

Lack 1974,  
Vines, G. *Western Region Industrial Heritage Study*, Melbourne's Living Museum of the West.  
1989.  
Sands & McDougall Directories

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Footscray Wharves**

**Other Name**

**Address**

Maribyrnong Street

Footscray

**Place Identifier** **20227**

**Heritage Significance**

city

**Creation date(s):** 1840 c.

**Map (Melway)** 42 E5-D8

**Boundary description**

extent of surviving sections of wharf from Hopkins Street to the south end of Maribyrnong Street from the river edge to the Maribyrnong Street rail line loop.

**Local Government Area:**

City of Maribyrnong

**Ownership Type**

Port of Melbourne, Crown land? Council and Parks Victoria

## Description

**Site Type:** wharf

### Physical Description

Remnants of the 1880s wharf can be seen at the former Smith's boatyard either side of the railway bridge, at the "Blackbird" wharf near Hopkins Street, and south of Napier Street at the present wharf. Elsewhere, timbers of the wharf lie buried beneath about one to two metres of modern fill and have been exposed during various excavations. The existing 'Blackbird' Boat shed of Maribyrnong River Cruises dates in part from pre 1920s having been used by several boat building firms. This is a simple gable ended, corrugated iron and weatherboard clad timber-framed building. One wall of the pre 1920 boat shed survives on north end of the building. It is understood that this may have been a bond store of the Harbour Trust at one time. An acutely angled slipway once ran from the north of the shed into the river.

The wharf is constructed using driven piles in pairs under the apron with a lattice of cross logs (left for the most part in the round) bracing the structure back into hard ground on the land-ward side. Iron spikes and later bolts are used for connections. Squared timbers are used for deck bearers, decking and fenders. Comparison with other early wharves suggest timbers may include red gum or turpentine piles, brush box cross members and stringybark decking.

### Condition

Surviving sections of the wharf are in poor condition

### Integrity

Only fragments of the original wharf survive. Maribyrnong River Cruises retains a small section of the private wharf of Raisbeck & Campbell, Another section near the Footscray Arts Centre has been reconstructed, and the remaining section on the south end had been extensively modified.

## Context

Originally in a mixed industrial/commercial residential precinct which is currently undergoing redevelopment, primarily for apartments. The southern end still presents a commercial face.

## Threats

Further proposals for redevelopment and neglect threaten the wharf, although their may be an option for reconstruction and restoration to serve the new development.

## History

Footscray played an important early role in shipping in Melbourne, providing a slightly less difficult landfall than the long haul up humbug reach and round Fishermen's Bend to Melbourne. Smaller ships and lighters regularly unloaded directly onto the bank from small privately constructed jetties from the late 1830s. By about 1850 more than 20 jetties were in place. With the formation of the Melbourne Harbour Trust in the 1870s, the Footscray Wharves were reconstructed to better serve the burgeoning industry in the district. By the 1890s, continuous high level wharfage had been built south from a new bridge at Hopkins Street. Ballast, leather from the local tanneries, and livestock were major cargoes. The swing-bridge across the river at Napier Street was built in c1910 with a cantilevered span which rotated around a central pier to allow the passage of water craft.

Boat building was active on the Maribyrnong in Footscray up until World War II. The 1917 goods siding was the first rail along a public street in Melbourne. A floating dock was located near Wingfield street and a boatbuilding firm operated a slipway at the northern end of the wharf under the names of Fawcett, Sims c.1934, Campbell Sloss pre 1950, and Raisebeck & Campbell c.1950-60. The slip was removed c1960s. Campbell Sloss & McCann (supervised by Robert Gough) laid out the Government Steamer, Lady Loch on the opposite bank in 1885 and the Gellibrand light ship in 1886.

A livestock loading ramp was constructed in the 1950s south of Napier Street for transport of sheep and cattle from King Island. However, from the 1950s, shipping declined and the construction of the Hopetoun bridge closed the upstream part of the river to all but the smallest craft. The wharves remained in use for small shipbuilders and pleasure craft until the early 1980s when the City of Footscray proposed a major redevelopment of the area and jurisdiction for the river bank was transferred from the Port of Melbourne Authority to the MMBW. As part of these changes much of the original wharf was demolished and the bank lined in basalt boulders.

## Thematic context

Australian Principal Theme

PAHT Subtheme:  Local Theme

## Cultural Significance

The Footscray wharves area is of historical and social significance to the City of Maribyrnong as it was one of the earliest port developments in Melbourne having been used as a primitive wharf for unloading stock directly on to the banks.

Although it is unclear when the first timber wharf was constructed, by the 1870s the area had become a significant shipping area thanks to the dredging of the river by the then recently formed Melbourne Harbour Trust. Shipping continued to be a significant activity well into the 20th century and required the construction of a swing bridge when the New Footscray Road was linked to Napier Street with a new bridge in the early 1900s. (Criterion B2) The mixed industrial and residential development in the area with its three hotels, was created in part by the maritime character of the riverfront. (Criterion A3) The Footscray Wharves played a key role in the development of the colony of Port Phillip, Melbourne and the City of Maribyrnong district, as well as being a significant factor in the industrial development of the west. The former boat building shed (now Maribyrnong River Cruises) incorporates part of the Harbour Trust bond store, while other evidence of the former wharf structures include potential for archaeological study following the success of the City Link excavation in 1989. (Criterion A4) As a demonstration of a particular land use and activity in the form of small scale commercial shipping, the Footscray wharves are a distinctive element in the character of the district. (Criterion D2)

One of the few surviving remnants of late nineteenth century wharfage in Melbourne and of an unusual type of construction using cross braced bearers anchored into the riverbank as opposed being built above it. (Criterion F1)

### Comparative Examples

Few turn of the century wharves remain intact in Melbourne. Queens Wharf, Australia Wharf and most of the original North and South Wharves have been replaced with modern development. Victoria Dock and the western end of North Wharf provide a suitable comparison, but these facilities were constructed to a much higher standard to accommodate more intensive demand and heavier loadings.

### Recommendations

Heritage Victoria Register	<input type="text" value="No"/>
Register of the National Estate	<input type="text" value="Recommended"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="No"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="Yes"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="No"/>

### Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.

## Maribyrnong Heritage Review - Industrial Places

To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives, in particular in order to inform proposed redevelopment of the area.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

River wharves are a rare and diminishing cultural feature in Melbourne. The Footscray Wharves, as potentially among the most accessible, offer a distinctive landscape for public enjoyment.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The Footscray Wharves played a key role in the development of the colony of Port Phillip, Melbourne and the City of Maribyrnong district, as well as being a significant factor in the industrial development of the west.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Direct transshipment of goods from factory to ship has disappeared at all but the major bulk handling wharves, such as Yarraville, Point Henry, etc. The small scale commercial wharfage has all but disappeared.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

The Footscray wharves played an important role in the history of Footscray and help to demonstrate the connections between the natural environment, settlement, transport and industry in the district.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

As a demonstration of a particular land use and activity in the form of small scale commercial shipping, the Footscray wharves are a distinctive element in the character of the district.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

One of the few surviving remnants of late nineteenth century wharfage in Melbourne and of an unusual type of construction using cross braced bearers anchored into the riverbank as opposed being built above it.

### Documentation

#### References

Footscray's First Hundred Years :58  
Port of Melbourne Authority Archives  
P. Somerville pers.com.

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Footscray Railway Station**

**Other Name**

**Address**

McNab Avenue

Footscray

**Place Identifier**

61

**Heritage Significance**

state

**Creation date(s):**

1899-1900

**Map (Melway)**

42 D5

**Boundary description**

Comprising station buildings and approaches on the Williamstown and Sunshine Lines including the footbridge and McNab Avenue gardens approach and turn around.

**Local Government Area:**

City of Maribyrnong

**Ownership Type**

PTC

## Description

**Site Type:** railway station

### Physical Description

Station building and signal box of red brick with associated timber foot-bridges and platforms set in the V junction between two major lines. The arcaded porch entry is the prominent feature from the approach along McNab Avenue with its neglected Edwardian landscaping and the rebuilt footbridge. Pedimented parapet bays face each main line. Styling in red brick and cement render are carried through the station buildings in an Edwardian Baroque manner. Each station building has a cantilevered canopy with a scalloped ripple-iron valence. A small roof lantern lights the entry linked to the booking hall. Rooms are fitted with vertical boarded dados now repainted in overall green. Rail cuttings are an impressive engineering feature. Tree plantings along the perimeter of the precinct relate to both Victorian Railways and Council landscaping and link to the adjacent Railway Reserve landscape.

### Condition

Good

### Integrity

Generally original except the removal of iron roof cresting, balls from pediments at the entrance, replacement of slate with corrugated iron roofing and sheeting over of windows. The footbridge has been altered a number of times.

### Context

Adjacent to the Footscray commercial district with an important Edwardian park (Railway Reserve) as its original public approach. Historically positioned between the pre gold rush settlement and the later commercial hub which developed in the late 19th century.

## Threats

The adjacent Railway Reserve and gardens have been proposed for replacement with private commercial and residential development (Footscray Central Concept Plan, City of Maribyrnong).

## History

Built 1899 to replace the two earlier stations, one on the first rural line (Geelong 1857, Williamstown 1859) at Napier Street. and the other (Middle Footscray) on the first Government-built railway in the colony (Bendigo 1859) replacing a station which itself was reconstructed to accommodate the Bendigo Junction and line. The new station was an extensive brick complex straddling the branching of these two lines which was progressively expanded with the up-side buildings erected in 1900 and the down-side in 1908. R Vickers and local Frank Shillabeer were the contractors. The site of the earlier station became a landscaped public park and ornamental gardens which contained James Cuming's statue (removed) and a rotunda (survives).

The Station is a stylistic precursor to Jolimont and Richmond. Additional modification to the station's surrounds occurred when the Bunbury Street tunnel was constructed in 1928 to connect the Bendigo line and some large strategic government complexes, directly with the Melbourne docks.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

Footscray Station is of State historical and architectural significance as an important and elaborate Edwardian railway station with intact original landscape elements. The station and its landscaped surrounds present a rich cultural landscape and built environment. (Criterion A3) Architecturally, a design made more impressive by its unusual configuration. Its "V" plan is distinctive when seen in context of the impressive contemporary landscape and civil engineering works. Andrew Ward (1981) has allotted the highest level of importance to the station in his state-wide study and describes it as '...an architectural tour de force quite rare in stations of this size'. Both the station and gardens have been highly prized for their beauty and enhancement of the local area by past and present residents of Footscray. (Criterion E1) The associated landscaping provides a rare contemporary environmental context.

Historically it has served as a major public building for nearly 90 years and has been a focus of civic pride as demonstrated in the Council sponsored maintenance and development of the adjacent gardens, now sadly neglected. (Butler 1989) (Criterion A4) Both as a portal for commuting in and out of Footscray and as a symbol of civic pride the station reflects the community aspirations. (Criterion G1)

The design solution to a difficult junction site are clearly and successfully articulated, enhanced by the elaborate engineering and technical solution to the goods line bypass at the western end. (Criterion F1)



## Comparative Examples

Andrew Ward in his Victorian Railway Stations has noted Footscray as a precursor of a style also used at Jolimont and West Richmond (1901) and Williamstown Beach (1899-1900), all on a much smaller scale.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives, specifically to inform future conservation and development. This should also deal with the local environs including the railway cuttings, pedestrian bridge, McNab Road Parkland/Railway Reserve.
- To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

The station and its landscaped surrounds present a rich cultural landscape and built environment.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

Closely connected to the fortunes and development of Footscray as the major commercial and industrial hum of the Western Suburbs.

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

Both the station and gardens have been highly prized for their beauty and enhancement of the local area by past and present residents of Footscray. The involvement of the council in the landscaping of the area demonstrates this.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The buildings are of a unique design and elaboration not otherwise seen in buildings of this function and scale.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The design solution to a difficult junction site are clearly and successfully articulated, enhanced by the elaborate engineering and technical solution to the goods line bypass at the western end.

*G1 Importance as places highly valued by a community for reasons of religious, spiritual, cultural, educational or social associations.*

Both as a portal for commuting in and out of Footscray and as a symbol of civic pride the station reflects the community aspirations.

## Documentation

### References

Butler 1989:4:89,  
Ward *Victoria's Railway Stations, An Architectural Survey, V2* 1981p.11ff.

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Port Phillip Mills

**Other Name** ##

**Address** Moreland Street  
Footscray

**Place Identifier** 8798

**Heritage Significance** regional

**Creation date(s):** 1920 - 21

**Map (Melway)** 42 E5

**Boundary description** The extent of the current allotment, (nb. prior to proposed redevelopment)

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** manufacture

### Physical Description

Red brick and timber framed corrugated iron roofed factory building constructed over an old basalt quarry hole believed to be used for ballast extraction from c1855. The topmost of the three stories is lit by roof lights in the south facing saw-tooth roof supported by a simple timber truss system on 10 inch timber posts. The Moreland Street facade is of red face brick with segmental arched door and window openings and brick sills which continues part way down Wingfield Street, where the slope exposes the lower level wall, also with segmental openings. The brickwork has been sandblasted in recent years.

The roof to the Moreland Street wing is unusual (for such an industrial building, but not for the period generally) in its terracotta tile cladding. This is supported by a steeply pitched, gable ended king-post truss framing.

### Condition

In good condition apart from the sandblasting of the bricks which has removed the brick's glazed surface and scoured the mortar.

### Integrity

Generally intact although some openings have been modified.

### Context

Looking over the Maribyrnong River in a former mixed industrial/residential precinct. Adjacent to the contemporary Excelsior Foundry and within the Heritage Victoria registered Saltwater Crossing Industrial precinct.

### Threats

An unsympathetic upper story extension to the Moreland St. elevation and other alterations have been proposed as part of a redevelopment.

## History

The Port Phillip Combing & Spinning Mills were established in 1920 by Percy Townsend and Cecil Rhodes-Smith, who owned a wool scouring business just across the river in Kensington. The Moreland Street site had earlier been owned by local quarry men, William Mitchell and David Newell, and it has been suggested that it was a former quarry site. While research for the “Heritage Survey: Quay West Development Site” found no evidence of quarrying in the vicinity the basement level clearly shows how the building has been cut into the slope of the hillside. The three acre site, which sloped from Moreland Street down to the river at Maribyrnong Street, enabled a gravity fed mill to be constructed. It is believed that the first section was built on the higher land fronting Moreland Street and then extended to the three story section below.

In 1921 the owners provided for expansion by purchasing more land to the south of the property. Soon after this the mill was sold to Thomas Rowlands, founder of the Lincoln Mills in Coburg. In the early 1930s R.B. McComas of William Haughton Co., which had world wide links as an international wool buying and brokering firm, took a controlling interest (Quay West; *Footscray's First 100 Years*).

This factory was Australia’s first wool-top mill, producing wool scoured and combed ready for spinning, with lanolin as a by-product. The factory was extended twice in the 1930s, becoming about four times its original size. It then employed 250 workers. During World War 2 the mill operated non-stop, employing 340 people to meet the demands of military uniform production. At the height of production it processed 33,000 bales of wool annually. Further expansion in the post-war years added the processes of dyeing and recombining (Quay West).

Sands and McDougall still listed Port Phillip Mills at Moreland Street in 1974. After the mill closed the building was used as a factory for making coffins (Haffenden 1987:15).

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

### Cultural Significance

The Port Phillip Mills are of regional historical significance for their role in the development in specialist wool processing and the company’s association with prominent figures in the wool textile industry Percy Townsend and Cecil Rhodes-Smith, and later T.N. Rowlands. It is also of interest for the role it played in supplying cloth for military use during World War II. (Criterion H1)

The building is also of local architectural significance as one of the few surviving, early twentieth century, purpose-built, wool-processing works in the western suburbs, and is unusual for its multi-level design, and combination of materials (brick, terracotta tile, corrugated iron). It is representative example of the innovative industrial development in the region in the inter war period, made distinctive by the unusual building forms and function. (Criterion D2) Port Philip Mills played an important role in the development of specialised wool top manufacture in Victoria, and the general move to specialised component industries as opposed to integrated mills. (Criterion A4)

It is important for the association with specialised wool top manufacture, and the Port Philip Mill's role in technical developments in textile processing. (Criterion F1)

### Comparative Examples

A rare building form in the use of the land fall in the production process. The relatively unusual combination of terracotta roof and with brick and iron can be seen in the Lincoln Mills in Coburg.

## Recommendations

Heritage Victoria Register	<input type="text" value="No"/>
Register of the National Estate	<input type="text" value="Recommended"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="Yes"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	
Prohibited Uses may be Permitted?	

## Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

Port Philip Mills played an important role in the development of specialised wool top manufacture in Victoria, and the general move to specialised component industries as opposed to integrated mills.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

A representative example of the innovative industrial development in the region in the inter war period, made distinctive by the unusual building forms and function.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

Important for the association with specialised wool top manufacture, and the Port Philip Mill's role in technical developments in textile processing.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

Associated with several industrial entrepreneurs of note including Percy Townsend and Cecil Rhodes-Smith, and Thomas Rowlands, founder of the Lincoln Mills.

## Documentation

### References

“Heritage Survey: Quay West Development Site”, p.82;  
*Footscray's First 100 Years*, Footscray, 1959.  
Haffenden P. “Footscray Wharves”, Living Museum of the West, 1987, p.15.

### Data recording

Assessed By:

Assessed Date:

## Identification and location

**Name of Place:** Barnett Glass Rubber - Bradmill

**Other Name** McPhersons Jute Works, Bradford Cotton Mills, Bradmill

**Address** 91 Moreland Street  
Footscray

**Place Identifier** 62

**Heritage Significance** state

**Creation date(s):** 1875 1906 (Barnett)

**Map (Melway)** 42 D6

**Boundary description** Extent of the current allotment bounded by Moreland, Parker and Maribyrnong Streets.

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** manufacture

### Physical Description

The red brick complex is built around a courtyard and has developed in several stages. The Jute works was a single storey building facing the river on Maribyrnong St. which had a second story added by 1909. In 1926-7 the "Factory block No. 1" was extensively reconstructed according to a design of architect J. Plottel for a massive 53,399 pounds. The buildings today predominantly reflect this period of construction although the chimney with its ornate capping, may date from before 1906. The north-east three story block which occupies the site of the original jute works was constructed in 1934-5 in a style sympathetic with the site's Edwardian Character.

The c.1906 block on the corner of Parker and Moreland Streets presents a splayed corner entrance gateway at the street intersection with a pediment above (obscured by a bill board). The Moreland Street facade as two storey with brick pilasters between paired windows, a low parapet with a projecting cope, concrete lintels (or render over steel lintels and brick) and steel industrial windows, The Parker Street section, although similar is elaborated by a central segmental-arched raised entablature at the parapet, with pyramidal pinnacles topping piers at either end and punctuating the four pilaster bays as well as drawing attention to the main pedestrian entrance and office. The roof gable rises from behind the parapet and follows an angled alignment to the west at the cart entrance, where an earlier building may have stood. Timber framed windows are used in this wing, possibly in reference to the office rather than industrial function.

The brick chimney with its elaborate grown decorated with brick corbel-table and ribbing and its associated corrugated iron boiler house are probably also part of earliest additions.

At the east end the major 1934-5 three storey corner 'store' block also displays the Edwardian

stylistic traits such as the pilasters, parapet and central curved entablature, but with multi-paned steel hopper sash windows. Clearly the unity of the design took precedence over adopting the latest styles for this extension. The increase in glazed area identifies the building as advanced in store design using reinforced concrete lintels to span the considerable distance between piers. Internally the framing is of rolled steel joists and beams supported on box-section steel columns with concrete slab floors. To the south and east other one two and three storey blocks dating to the period 1928-40 complete the perimeter around a central courtyard and paved internal lanes.

### **Condition**

In good condition although some unsympathetic alterations have occurred.

### **Integrity**

The Moreland Street and Parker Street facades have been altered with some new aluminium windows and awnings and advertising hoardings have been affixed to one wing. A painted textured render finish over the earliest block is intrusive and a modern brick addition to the south east had been built, but as it follows the general red brick load bearing construction form of the rest of the complex, it serves to continue the visually cohesive external character.

### **Context**

In an industrial zone by the Maribyrnong River and adjacent to the site of the former gas works. An attractive, red brick Edwardian electricity substation in Parker Street relates to the earliest parts of the complex, having evidently been erected to serve this and the contemporary (but now demolished) Maize products opposite.

### **Threats**

Under-utilisation, and continuously planned redevelopment strategies for the Maribyrnong River frontage may threaten the site in the not to distant future.

### **History**

Thomas McPherson established a jute factory, which was valued at 400 pounds in 1875 making it one of the dozen largest industries in Footscray at the time. The business was probably supplying many of the local dry goods manufactures with bags for the likes of flour, sugar and fertiliser, and rope and twine for ships, machinery drives and agricultural implements. The works was relatively short lived, and was occupied by Lysaght Bros wire netting store from 1888.

In August 1906 the property was purchased by Barnett Glass Rubber for £3,000, previously in Kensington from 1892 and North Melbourne, where the firm was established in 1882 having claimed to have made the colony's first rubberised clothing in Lincoln Square, Carleton.. The construction of the Maribyrnong St. loop line was a factor in the choice of the site. Barnett Glass was the instigator of rubber and rubberised clothing manufacture in Australia. Glass's factory was of bluestone and brick on a smaller block east of the diagonal Langwell Street which is indicated today by the diagonal entrance land the the Parker & Moreland Street corner. Equipment was installed principally for manufacture of large motor car tyres, cycle tyres and the established rubberised clothing trade. By 1913 the Parker Street wing had been erected in timber and three years later extended to join a brick section running to the Moreland Street corner.



Considerable expansion of the site occurred in 1926 with the erection of new factory buildings to the design of Joseph Plottel for the massive tender prize of £53,399. By 1934-5 most of the site had been rebuilt in brick and the factory reached its present form.

Bradford Cotton Mills Ltd., a New South Wales firm, took over the site in 1939 using it for spinning, weaving, dyeing and waterproofing. The firm played a significant role in the war effort when new manager T.V. Ashton arrived from England, bringing with him new machinery, and by the end of the war it had become one of the larger employers in Footscray, and was described as 'one of Australia's biggest companies' by 1959. However, by this time Bradmill's had taken over the much larger site of Davies Coop & Co. in Francis Street Spotswood.

### Thematic context

**Australian Principal Theme** Manufacturing and Processing

**PAHT Subtheme:** Manufacturing and Processing

**Local Theme** Industry by the River: Early

### Cultural Significance

The Barnett Glass Rubber factory is of historical and architectural significance at the state level as an extensive and thoroughly executed industrial complex which demonstrates both the commercial status of Barnett Glass Rubber and the distinctive form of early twentieth century multi-storey manufacturing building, a type of building developed in British textile mills and reaching its peak by this time. Later textile mills were of single storey saw-tooth roof and clear-span form. While the types of products of the various occupants may still be found, the form of manufacture - labour intensive and in multi-storey complexes - has changed dramatically. (Criterion B2)

With its dramatic brick chimney and densely built red brick processing buildings, the works is architecturally notable for its particularly unified design on a massive scale representing the heights of industrial developments of the early 20th century. (Criterion D2) As such the factory is possibly the best example of the multi-storey mill design perfected in Britain in the late nineteenth century to make best use of congested urban sites, but only rarely transferred to Australia. The site therefore demonstrates the diversity of industrial forms which make up the history of manufacturing in Australia. (Criterion A3)

The site has an historically significant association with several major industries including an Australian first in rubber manufacture and one of the largest cotton mills in the country. (Criterion F1) The existing building predominantly reflect the operation of Barnett Glass Rubber under whom the major part of the present works was constructed, and to a lesser extent the activities of Bradford Mills. (Criterion A4) Barnett Glass was one of Australia's more successful entrepreneurs and responsible for the introduction of rubberised clothing and early manufacture of motor tyres. (Criterion H1) Elements of the 19th century industrial complex may also be represented in the chimney and boiler.

### Comparative Examples

The nearby Maize Products provided a close architectural comparison in period and multi-storey form, but with its demise, other comparison must be sought from the contemporary mills of Collingwood and Richmond such as Foy & Gibson, Yarra Falls, and AKM.

### Recommendations

## Maribyrnong Heritage Review - Industrial Places

Heritage Victoria Register	<input type="text" value="Recommended"/>
Register of the National Estate	<input type="text" value="Recommended"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="Footscray Conservation study"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="Yes - return to original scheme"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="No"/>

### Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives which would inform future development and assist to return some components to its original state, eg. by removal of external awnings and paint finishes.

### Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

Demonstrated the diversity of industrial forms which make up the history of manufacturing in Australia.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

Local manufacture of textiles, clothing and rubber goods was an important factor in the development and independence of Australian manufacture and commerce.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

While the types of products of the various occupants may still be found, the form of manufacture - labour intensive and in multi-storey complexes - has changed dramatically.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

The site offers an understanding of manufacturing industry in a specialised form which owes much to principles developed in earlier British industries.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The cohesive facade treatment and scale of the works, its Edwardian style and the land mark quality of the buildings and particularly the chimney create a dramatic and impressive composition.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

Barnett Glass was one of Australia's more successful entrepreneurs and responsible for the introduction of rubberised clothing and early manufacture of motor tyres.


## Documentation

### References

Footscray's First Fifty Years,  
Butler, G. Footscray Conservation Study, 1989,  
Footscray's First Hundred Years,  
Footscray Advertiser 27/10/06.  
Milner engineers

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Henderson's Piggery

**Other Name** Henderson's Bacon Curing Factory,

**Address** 43 -45 Moreland Street

Footscray

**Place Identifier** 8795

**Heritage Significance** state

**Creation date(s):** 1872 -3

**Map (Melway)** 42 E5

**Boundary description** The extent of the current allotment including modern landscaped grounds between Moreland and Wingfield Streets.

**Local Government Area:** City of Maribyrnong

**Ownership Type** Council

## Description

**Site Type:** factory and residence

### Physical Description

The curing works, 2 storey residence, stables and factory buildings were originally built around a courtyard but now only the bluestone east wing survives (residence and curing house). Featuring hipped iron roof over typical of the era coursed rubble bluestone with cream hand made brick quoins to window and door openings. Verandahs are modern approximations to the original cast iron concave roofed varieties.

The west and north wing, apparently of bluestone, brick and timber, were demolished 1969. Archaeological remains may survive particularly along the west and north side of the rear yard. The downstairs area is said to have had an intact barrel run and elevator in the south end and when renovations occurred, some of these fitting were covered over. An elaborate garden was maintained on the east side. The demolished wings contained the slaughter house on the north, the boiler house in the north west corner and stables on the south of the courtyard.

### Condition

In good condition with recent restoration work

### Integrity

Only a small part of the original complex survives and that has been altered but does retain much of its original appearance.

### Context

Located in the distinctive urban context of the former residential/industrial zone in the earliest settled part of Footscray.

### Threats

Management of the site has not always respected its historical significance. eg an assessment of archaeological potential would be desirable.

## History

William Smith established a bacon curing business at 100 Victoria St. and the Saltwater River in 1867 which was taken over by Henderson in 1870. The buildings at 45 Moreland St. date from at least 1872 (first rate book entry) In the 1880s and 90s Robert Binney was a manufacturer probably of margarine. The Norton family lived there and managed the margarine works for Swallow & Ariel Biscuits from the 1920s. In 1958 Lempriere & Co. took over the buildings and the contract with Swallow & Ariel demolishing the stables and boiler house c.1970

## Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**

**Local Theme**

## Cultural Significance

Of State historical and architectural significance. The site is not only a particularly early example of industrial development in Footscray and one of the first buildings to be constructed in this area, but also demonstrates a once common but now unusual association of industrial and residential functions. (Criterion A3) The buildings are among the oldest in the state where this association is preserved. In most other cases the residences have been replaced due to the owners prosperity of the expansion of the factory they served. Those that have survived have always been detached from the factory. The manufacture associated with the site was typical of the meat processing industries common on the Maribyrnong, evidence of which could still be seen in the salt encrusted basement just prior to renovations carried out in 1986-7. (Criterion A4)

The site demonstrates the process of bacon curing which is rarely seen in an urban context now, the live in industrial entrepreneur is also a vanished race.(Criterion B2) and is part of the industrial, and especially noxious industry heritage of Footscray. (Criterion C2). Because of its continuing association with community activity and relationship to the river it is now an important aesthetic contribution to the aesthetic character of the regenerated Maribyrnong riverscape. (Criterion E1) The site is also associated with Samuel Henderson and so gains local fame as much for the survival of this complex as for his own activities. (Criterion H1)

## Comparative Examples

While typical of construction or the period, few examples of house factory associated in this manner are known.

## Recommendations

**Heritage Victoria Register**

**Register of the National Estate**

**National Trust Register**

**Other Heritage Listings**

**Planning Scheme Protection**

**External Paint Controls Apply?**

**Internal Alteration Controls Apply?**

**Tree Controls Apply?**

## Maribyrnong Heritage Review - Industrial Places

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives in order to inform future planning and development, including an archaeological investigation of the area of the former boiler house and scalding vats which should be undertaken prior to any future redevelopment or new construction work.

### Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

An unusual association of house factory which represents the characteristic of the area

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

Associated with development of meat industry and connections to gold rushes and shipping.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Bacon curing is rarely seen in an urban context now, the live in industrial entrepreneur is also a vanished race.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

part of the industrial, and especially noxious industry heritage of Footscray

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

Now an important aesthetic contribution to the Maribyrnong riverscape.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

Samuel Henderson gains local fame as much for the survival of this complex as for his own activities.

### Documentation

#### References

Butler 1989,  
National Trust File 1604  
Illustrated Aust. News 15.7.73  
John Lack, History of Footscray.

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Maribyrnong Rail Bridge**

**Other Name** Saltwater River Bridge

**Address**  Newell's Paddock

Footscray

**Place Identifier** **20228**

**Heritage Significance** *state*

**Creation date(s):** 1859 c.

**Map (Melway)** 42 G4

**Boundary description** The bridge, abutments and approach embankment

**Local Government Area:** Cities of Maribyrnong and Melbourne

**Ownership Type** State (PTC)

## Description

**Site Type:** transport

### Physical Description

Bluestone and steel bridge spanning the Maribyrnong River with a clear span of over 164 ft. As originally built the bridge had a lattice girder between piers of rusticated bluestone masonry with a string course. The 1911 modifications replaced the lattice with the current triangulated bow truss, extended and modified the abutments and added curved wing walls. Further modifications involved improvements to the abutments. A concrete and steel railway bridge was built immediately upstream to provide two additional tracks in the 1970s.

### Condition

In good condition and well maintained, although the upstream view has been compromised by the duplication.

### Integrity

Generally intact to its rebuilt condition but the adjacent modern bridge detracts

### Context

Set amidst the industrial remnants of the Footscray/Kensington area, with parkland now replacing noxious industry sites.

### Threats

none known

## History

The first bridge on this site, a double track bluestone and iron lattice girder, was constructed as part of the Melbourne and Mt. Alexander Railway in 1857, then the major railway route into inland Victoria. In 1856 the Victorian Railways Department was established to take over the failed Melbourne and Mount Alexander Railway Co, which had been formed to build a railway between Melbourne and the Murray River, including a branch line to Williamstown.

The first government line to be built was the Melbourne to Williamstown line, which crossed the Saltwater River, passing through Footscray on its way to Williamstown. The line also branched northwards from Footscray to constitute the first section of the Bendigo line. Tenders for the construction of the line were called in May 1856 (Harrigan 1962:13-16).

One of the major challenges of the work was the bridging for the Saltwater River and the swamps of the Yarra delta. The bluestone abutments were built on 600 piles driven to a depth of 60 feet. The superstructure consisted of three iron tubular girders, with a clear span of 200 feet, being the longest railway bridge span in Victoria at the time. The designer was G.C. Darbyshire, Chief Engineer of the Victorian Railways Department, with the eminent British engineer I.K. Brunel as Inspecting Engineer. The abutments are considered to be a good example of the Brunel design style. The local contractors were Pearce and Dalziel, with W. Fairbairn & Sons of Manchester providing the steel work. The bridge was completed in December 1858 and the Williamstown line was officially opened on 13 January 1859. This bridge carried all rail traffic from Melbourne to the northern and western parts of Victoria Harrigan; *Argus* 10/11/1857, National Trust file 4397.

The introduction of heavier locomotives in the twentieth century necessitated the strengthening of the bridge. In 1911 the girders were replaced with two riveted steel trusses made by Mephan Ferguson. This work was carried out without disrupting rail services. The original abutments have been modified. In 1974 the crossing was duplicated with a concrete and steel bridges immediately upstream to reduce traffic on the suburban lines and provide for an express bypass (Vines 1989).

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

### Cultural Significance

Of state significance for its historical association with the beginnings of rail travel and architectural and technical significance as the outstanding engineering work of its day. (Criterion A4) While substantially modified from the original Melbourne and Mt. Alexander Railway bridge, this structure exemplifies the engineering methods of the 19th century bridge builders. (Criterion F1) The bluestone abutments are both decorative and practical, reflecting their designed strength in solid forms and rusticated blocks of stone. While designed for steam trains, the bridge relates to a time when trains revolutionised travel. The more artistic forms of classic bridge design are rarely seen to day. (Criterion B2) The alterations over time are related to changes in use of the bridge and the requirement for heavier loads as engine and train weight increased. This is a phenomena which can also be seen in the extra iron piers added to the Tarradale viaduct and the strengthening of the Malmsbury and Sunbury viaducts on the same line.

### Comparative Examples

Abutments relate to similar engineered works along the Geelong and Bendigo lines, while the girder trusses compare with the slightly later bridge at Bunbury Street.



## Recommendations

Heritage Victoria Register	<input type="text" value="Yes"/>
Register of the National Estate	<input type="text" value="Recommended"/>
National Trust Register	<input type="text" value="Yes"/>
Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="Yes"/>
External Paint Controls Apply?	<input type="text" value="Yes"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="Yes"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="No"/>

## Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

As part of the first railways developed in Australia, the bridge contributes to the historical understanding of transport and development.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

While designed for steam trains, the bridge relates to a time when trains revolutionised travel. The more artistic forms of classic bridge design are rarely seen to day.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

When built this was one of the greatest engineering achievements in the colony

## Documentation

### References

Harrigan, L., *Victorian Railways to 1962*, Victorian Railways Commissioners, 1962, p.13-16.  
*Argus*, 10 November 1857; National Trust Classification Report Saltwater River Bridge, 1986, File 4397 .  
Vines, G., *Western Region Industrial Heritage Study*, Living Museum of the West, 1989; National Trust File.  
Elphinstone 1983.  
*Footscray's First Hundred Years*  
*Footscray's First Fifty Years*

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Railway Bridge (Black Arch)**

**Other Name** Nicholson St. Rail overpass

**Address**  Nicholson Street

Footscray

**Place Identifier** **22072**

**Heritage Significance** *city*

**Creation date(s):** 1859, 1900c

**Map (Melway)** 43 D5

**Boundary description** the extent of the bridge, its abutments and approach embankments for 50 metres either side.

**Local Government Area:** Maribyrnong

**Ownership Type** state (PTC)

## Description

**Site Type:** transport

### Physical Description

Double track railway bridge with rusticated bluestone abutments including smooth ashlar string course, curved wing walls and single low relief pilasters on each abutment. The bridge girders appear to be modern replacements, while the road has been lowered to provide greater clearance and concrete kerbing added in part. The approach roads are unusual in the sharp entry and exit angles

### Condition

In good condition

### Integrity

The abutments are original although the bridge girder and deck may be later replacements or modifications

### Context

On a minor road adjacent to Footscray Technical College which has resumed the original main approach, Nicholson Street, into its landscaped grounds.

### Threats

none evident

## History

The Melbourne - Geelong Railway was constructed in 1857 as a private venture, reaching only Newport initially, where passengers and goods were transferred to river boats at North Road for the final trip upstream to Melbourne. The Williamstown - Melbourne line was completed in 1859 as the first Government constructed railway. The Government had previously bought out the floundering Melbourne, Mount Alexander and Murray River Railway Company, in March 1856 and took over the building of the Williamstown line.

The first batch of contracts were awarded in June 1856 by the newly formed Victorian Railways Department. Contract details have not been found for the railway crossing at Nicholson Street Footscray, which also crossed a small creek (Billy Button Creek). It appears from later plans, (Borough of Footscray 1868, MMBW 1":160' Sewerage Plan) that this crossing was a minor culvert only about two metres wide. It still appears on the 1897 MMBW plan in this form, but by 1910, a more substantial bridge had been constructed to allow vehicles to cross under the railway. This work may have been carried out in conjunction with the reconstruction of Footscray Station, which required changes to grade on both the Williamstown and Bendigo Lines.

The bridge is known locally as the "Black Arch". A confusing nomenclature since it is not an arch, although the bluestone may provide the colour reference. Also another bridge has been referred to by locals as the "Black Arch". this is a more appropriate bluestone culvert at the south end of Duke Street over Stony Creek (q.v.), which is a substantial and sophisticated bluestone semicircular arched structure about three metres wide at the opening and more fitting of the name. One can only assume that the original crossing of Billy Button Creek, was a structure in this form and that the name has lived on well after the arch itself.

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

### Cultural Significance

The Nicholson Street bridge of historical and architectural significance to the City of Maribyrnong as a finely constructed bluestone bridge which represents the turn of the century improvements to road access beneath the railway lines and the importance of locally quarried bluestone. Even though not original to the construction of the line, the bluestone masonry demonstrates nineteenth century building and engineering techniques which are no longer practised. (Criteria B2&D2) The bridge is also of social value for the continuing public appreciation and tradition which appears to refer back to an earlier historical structure as evidenced by the popular but confusing name of the 'Black Arch'. (Criterion G1 & Criterion E1) )

As part of the first Government railway in Victoria, one of the first country railways in Australia and a line built to British engineering standards with IK Brunel as supervising engineer (from England) this demonstrates the beginnings and origins of railway construction in Victoria. Criterion A4)

### Comparative Examples

Similar in form to the Stony Creek bridge, Newport, but with a more simplified structural form. Characteristic of the several local bluestone railway structures.

### Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

## Maribyrnong Heritage Review - Industrial Places

Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="Yes"/>
Internal Alteration Controls Apply?	<input type="text" value="N/A"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="N/A"/>
Prohibited Uses may be Permitted?	<input type="text" value="N/A"/>

### Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

As part of the first Government railway in Victoria, one of the first country railways in Australia and a line built to British engineering standards with IK Brunel as supervising engineer (from England) this demonstrates the beginnings and origins of railway construction in Victoria.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Even though not original to the construction of the line, the bluestone masonry demonstrates nineteenth century building and engineering techniques which are no longer practised.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

Both the role of the railways and the role of bluestone quarry men and masons, is exemplified in this bridge.

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

The continuing local association of this structure by local people as the "Black Arch" demonstrates a long lived public esteem which has outlived the original cause.

*G1 Importance as places highly valued by a community for reasons of religious, spiritual, cultural, educational or social associations.*

Local identification of this bridge as the Black Arch continues an historical association which may recall a much earlier predecessor and continues an oral tradition.

### Documentation

#### References

Borough of Footscray 1868,  
MMBW 1":160' Sewerage Plan 1897, 1910.  
John Lack, *History of Footscray* and pers comm. on "Black Arch"

### Data recording

Assessed By   
Assessed Date:

## Identification and location

**Name of Place:** **Mechanics Institute**

**Other Name**

**Address** 209 Nicholson Street

Footscray

**Place Identifier** 8802

**Heritage Significance** city

**Creation date(s):** 1913 c.

**Map (Melway)** 42 C5

**Boundary description** The extent of the current allotment

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** mechanics institute

### Physical Description

This Queen Anne style building is comprised of two linked half-timbered and gabled wings with ridge lines parallel to Nicholson Street. The walls of the ground floor are exposed red brick and the upper walls are rough-cast stucco, while the roof, with its wide eaves and projecting line over the gables, is covered with Marseille pattern terra-cotta tiles. The facade is symmetrical around a gabled entrance porch (despite the asymmetrical domestic examples which are typical of the style) decorated with shaped timbers after Eastern motifs (brackets, shallow segment-arched bressumer and notched detail on the upper face of each post) as are the exposed roof rafters, here and elsewhere. Its floor is paved with red quarry tiles. Another typical attribute is the multi-pane obscured glazing in most window top-lights. A row of Cypress trees which provide a backdrop to the building are part of contemporaneous civic landscaping relating to the Town Hall precinct across the railway line.

### Condition

Although altered internally, the building is in good condition.

### Integrity

The main doors have been renewed, a new door and screen to the south of Nicholson Street have been inserted and the brick chimneys shafts open on the south have been painted. The roof and guttering of the adjoining building on the north is intrusive, and new walling has been built between the buildings.

### Context

Located within a commercial precinct with the Polain-designed corner shop row at Buckley Street (derelict?) and the contemporary Mitchell's Building opposite. A row of cypress trees provide a backdrop and the building is prominent on its island site.

## Threats

While not immediately effected, the Polain buildings are abandoned and present a rather sad looking streetscape and air of dereliction to the whole block.

## History

The first Footscray Mechanics Institute and Free Library was commenced around 1855 by James Young in Pilgrim Street on a small scale. It moved to Austin St. in 1861 thanks to a grant from the Footscray Council, and then to Nicholson St. opposite this site. A more permanent site was found on Railway land at the end of Napier Street (the present Post Office site) where a school of design under secretary R. Bennett, along with leased overflow accommodation for the Hyde Street government school.

The triangular block bounded by Napier, Nicholson and Buckley Streets was the institutes next acquisition, being permanently reserved for their use in 1886, but the 1890s financial recession prevented construction of a new building for 27 years. The old timber institute was transplanted there in the interim and local architect Charles Polain, leased for 21 years, part of the block on the Nicholson and Buckley Street corner for a commercial development (215-219 Nicholson St.), despite the obvious clash with the reserve's prescribed purpose. This group of two storey shops became the institute's property at the end of the lease and the improvements were used to finance the new building, aided by donations from Dr. C.L. McCarthy and James Cuming among others

In November 1913 the foundation stone for this new substantial building had been laid by Cr. Alex McDonald (Mayor) while C.W. Vanheems provided the design and the Stahl Brothers carried out the construction. Several members of the Johnstone family have served as librarians for extensive periods. the building has been renovated internally.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

The Mechanics Institute is of historical and local architectural significance to the City of Maribyrnong. Historically the building is important as the city's main library for many years and a physical reminder of the mechanics institutes which dominated male social life and adult learning in the 19th and early 20th centuries in Victoria.

The progress of Victoria in arts, education and industry owes much to the role of the mechanics institutes as venues for self education and learning, particularly among the working classes in industrial suburbs, of which the Footscray institute was a key example. (Criteria A4 & G1)

The mechanics institutes have been subsumed or replaced by municipal libraries and other educational institutes and so where they survive they represent the nineteenth and early twentieth century phenomena. (Criterion B2) Architecturally a simple and typical example of the Queen Anne style adapted to an unusual building type (for the style). (Criterion F1) The associated Cypress trees form an important landscape element.

## Comparative Examples

Few buildings present the same combination of use and style, but a number of large Queen Anne houses in Footscray (such as 8 Geelong Road, 49 Nicholson St.) show the domestic versions of the style.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives.
- To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The progress of Victoria in arts, education and industry owes much to the role of the mechanics institutes as venues for self education and learning, particularly among the working classes in industrial suburbs.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

The mechanics institutes have been subsumed or replaced by municipal libraries and other educational institutes and so where they survive they represent the nineteenth and early twentieth century phenomena.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The mechanics institute demonstrates both the application of the Queen Anne style to a non conventional building, and the role of the institute in fostering excellence in cultural activity.

*G1 Importance as places highly valued by a community for reasons of religious, spiritual, cultural, educational or social associations.*

As the main library in Footscray for many decades, the mechanics institute has an important association with the City's cultural and educational life.



## Documentation

### References

Butler Footscray Conservation Study, 1989.

*Footscray's First Hundred Years*

*Sands & McDougall Directories.*

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Barnett Gallant & Co. Warehouse**

**Other Name** Hooper's Clothing Factory, Cosmos Knitting Mills

**Address** 232 Nicholson Street  
Footscray

**Place Identifier** 8803

**Heritage Significance** regional

**Creation date(s):** 1888 **Map (Melway)** 42 C5

**Boundary description** The extent of the current allotment

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** commerce

### Physical Description

A substantial three story building of typical cement rendered brick austere detailed with a balustrade parapet, moulded window label moulds, and string course terminated by vermiculated blocks at each floor line. The originally warm coloured brick work in colonial bond (headers in every sixth course) is now mostly painted over. Right of way loading access on the southern side is overlooked by timber balconies with evidence of goods hoists and is closed off by iron gates at the street alignment.

### Condition

In good condition

### Integrity

The shop front and canopy are new, brickwork painted over and post verandah and parapet urns have been removed.

### Context

In an industrial/commercial area of generally later small factories and warehouses

### Threats

none apparent.

## History

Auctioneers and agents Barnett Gallant & Co. commissioned this large warehouse and showroom in 1888, built on the site of John Meagres brick and timber furniture shop. Local Architect, C.J. Polain accepted tenders for the 'Auction Rooms' at Footscray in 1888. The builder was G. Matthews. Both David T. Barnett and William Gallant were active in the Baptist Church and Barnett was Footscray Town Clerk from 1898 until his death in 1916.

By 1910, J.H. Hooper who had a large retail premises in Barkley St. Footscray (part surviving), occupied the building as a clothing factory. Hooper's firm employed nearly 50% of Footscray's female factory workers in 1901, providing the largest mail order drapery business in Victoria. *Footscray's First Fifty Years* refers to the "commodious three storied factory", which was operated in conjunction with another tailoring and dressmaking factory behind their Barkly Street stores which was subsequently demolished. In 1909 Hoopers also had stores in Williamstown and Sydney Rd. Brunswick, the latter building surviving.

This was followed by Cosmos Knitting Mills in the late 1920s and the Central Methodist Goodwill industries in the 1930s. O'Halloran's funeral parlour has been a tenant of the building from at least 1930 to 1955.

### Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**

**Local Theme**

### Cultural Significance

The Barnett Gallant & Co warehouse is of significance to the City of Maribyrnong; architecturally as typical of the austere ornamented suburban warehouses of the 1880s but also retaining an unusual functionally related enclosed loading right-of-way and balconies. A distinctive building related to a specialised function and process (shop based clothing manufacture) which characterised Suburban commercial centres in the decades either side of the turn of the century. (Criterion D2) Historically it is associated with two major local businesses one of which (Hoopers) (Criterion H1) achieved state-wide prominence for their retailing and implementation of standard working condition for their employees and in relation to the commercial development of Footscray as a regional manufacturing and retailing centre. (Criterion A4) The small shop-based clothing factories of the late nineteenth and early twentieth centuries are now an obsolete form of manufacture with very few related buildings surviving. (Criterion B2)

### Comparative Examples

Compares with the other warehouse in the street at 111 Nicholson Street.

### Recommendations

**Heritage Victoria Register**

**Register of the National Estate**

**National Trust Register**

**Other Heritage Listings**

**Planning Scheme Protection**

**External Paint Controls Apply?**

**Internal Alteration Controls Apply?**

**Tree Controls Apply?**

**Included on the Victorian Heritage Register under the Act**

**Are there Outbuildings or Fences not Exempt?**

**Prohibited Uses may be Permitted?**

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives.  
To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

In its association with Hoopers stores and factories, the building reflects the development of Footscray's major retail store and its entrepreneur. J.H. Hooper.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

The small shop-based clothing factories of the late nineteenth and early twentieth centuries are now an obsolete form of manufacture with very few related buildings surviving.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

A distinctive building related to a specialised function and process (shop based clothing manufacture) which characterised Suburban commercial centres in the decades either side of the turn of the century.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

The Building's association with a number of Footscray identities and business entrepreneurs, not the least of whom was J.H. Hooper, affords it particular significance.

## Documentation

### References

Butler 1989:4-115,  
*Footscray's First Fifty Years*

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:**

**Other Name**

**Address**

**Place Identifier**

**Heritage Significance**

**Creation date(s):**

**Map (Melway)**

**Boundary description**

**Local Government Area:**

**Ownership Type**

## Description

**Site Type:** commerce

### Physical Description

Three storey brick warehouse with prominent facade finished in brick stucco and bluestone built on a corner site. The main upper fenestration has segmented arches with rectangular shaped third level windows divided into six lights. Most of the facade ornament is at the parapet, which is articulated between the nine bays in the form of an ox-bow scallop. Piers protrude above with cement balls and dentilated caps in the frequently used manner of the well known Melbourne building firm of Tompkins Brothers. The first and second floors provide warehouse space with some office partitioning. The floors are supported on timber columns and beams in a grid matching the facade bays.

### Condition

### Integrity

### Context

### Threats

## History

Leased by Frederick Thomas Benjamine and Joseph Nathan, partners in Maples Furniture Warehouse in 1913 from J.N. Williams who was possibly a grocer. The Nathans were probably connected with Maurice Nathan of the larger Patersons Pty. Ltd. empire. Maples adopted a lower profile than Patersons with suburban branches here and in South Melbourne and in some rural towns.

## Thematic context

Australian Principal Theme

PAHT Subtheme:  Local Theme

## Cultural Significance

The Maples warehouse is of regional historical and architectural significance as one of the most dominant commercial buildings in what was at the time the commercial centre of the western suburbs.

Its architectural worth rests on its contribution to the streetscape in its bulk and period detail. In its scale and the elaborate facade Maples Warehouse demonstrates the status of the company in Footscray. (Criterion D2)

## Comparative Examples

Compares locally (at least in scale and function) with the earlier and more elaborate Hoopers Store.

## Recommendations

- Heritage Victoria Register
- Register of the National Estate
- National Trust Register
- Other Heritage Listings
- Planning Scheme Protection
- External Paint Controls Apply?
- Internal Alteration Controls Apply?
- Tree Controls Apply?
- Included on the Victorian Heritage Register under the Act
- Are there Outbuildings or Fences not Exempt?
- Prohibited Uses may be Permitted?

## Recommendations

Significance and the cited fabric or contributory elements.  
 To conserve and enhance the significant elements of the place.  
 To conserve and enhance the public view of these elements.  
 To conserve and enhance the visual relationships between the contributory elements.  
 To ensure that new or altered elements within the place are visually recessive and related to the contributory elements. To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

In its scale and elaborate facade Maples Warehouse demonstrates the status of Footscray as the major commercial centre in the western suburbs.

## Documentation

### References

Butler 1989:4-106,  
*Footscray's First Hundred Years.* :152,  
Sands & McDougall.

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Central Drawing Office, Inspection Branch**

**Other Name** Buildings 71 and 72, Ordnance Factory Maribyrnong.

**Address**  Ordnance Reserve  
 Maribyrnong

**Place Identifier** **8807**

**Heritage Significance** *metropolitan*

**Creation date(s):** 1940 c. **Map (Melway)** 27 J8

**Boundary description** Two buildings located at the end of Ordnance Reserve, now on a newly created street as part of the Waterford Green development.

**Local Government Area:** City of Maribyrnong

**Ownership Type** Commonwealth Department of Defence ?

## Description

**Site Type:** office

### Physical Description

Two multi storey office buildings of brick and reinforced concrete representing slightly different periods of construction and style. The Central Drawing Office (Ordnance Factory Maribyrnong Building 71) was constructed in 1938 and has been substantially altered and enlarged. It is a three storey brick building, with corrugated asbestos sheet roof. Built in an “H” floor plan which provides even lighting from large timber framed double hung sash windows, floors are of polished hardwood on oregon bearers, interior walls are plastered, some with timber panelled dados. Ceilings are plaster or pressed metal.

The adjacent Inspection Headquarters (Building 72) is of similar scale, but in a “U” plan with the style reflecting the smoother lines of the 1940s. It also has steel casement windows and the dark manganese brickwork defines the elevated front entrance. Some smaller single storey, related buildings to the south served as ancillary stores, but it is believed these have been demolished.

Some remnants of the original landscaping surrounding the buildings survives in the form of cypress trees and other exotic species. This was once a feature of much of the Defence Department establishments.

### Condition

Both buildings are in sound external condition although stripped of furniture and suffering from some vandalism.

### Integrity

Some alterations are evident but externally the buildings remain generally intact.



## Context

Left as isolated structures among mostly new residential areas, also adjacent to the earlier RAFA officers quarters.

## Threats

Future development of the area may threaten the buildings or diminish their integrity through conversion.

## History

Military activity in the Maribyrnong area dates back to the establishment of Jacks Magazine in 1878. The location of the magazine for storage of gunpowder was chosen because of its convenience to Melbourne and the docks, and protection in an isolated part of the Maribyrnong Valley.

The Colonial Ammunition Factory was built near the magazine as a private venture in the 1880s, but was supported by the Victorian colonial government, which was its major customer. With the creation of the Commonwealth Government at Federation of the colonies, responsibility for defence was transferred from the colonial militias to the Commonwealth armed forces and a Munitions Supply Board was set up to ensure the military could be self sufficient in armaments and other supplies.

The Explosives Factory Maribyrnong was established in 1910 as the first of the munitions factories, and about the same time, the Royal Australian Field Artillery training depot was located on the Maribyrnong Estate land purchased by the Defence Department. Substantial barracks, stables, messes and administrative buildings were erected on the West's Road Site in the period 1913-15.

The Inspection Branch under the Chief Inspector Lt. Col. H.B.L. Gibbs and the Central Drawing Office under the Chief Draftsman, Mr A Mealand, were transferred to the Ordnance Area in 24 September 1924, where they were initially accommodated in the RAFA barracks buildings. In the mid 1920s, the site was greatly expanded for manufacture of heavy ordnance. As a result, a large range of industrial buildings were erected west of West's Road, incorporating the existing RAFA buildings as offices and amenities.

Expansion in the pre World War 2 years saw a number of specialist buildings including a dedicated building for the Central Drawing Office (No 71) designed by Department of Works architect, Donald C. Ward who was also responsible for the large Administration Office (Building 101). (pers com, Andrew Ward)

This was followed a few years later by the Inspection Branch building (No 72) possibly also designed by Ward.

The Central Drawing Office provided a design service the the rest of the Munition Branch, from site plans for whole new complexes (such as Mulwala and Salisbury) to individual building designs and machinery and components. It was also involved in design and development of military equipment including shells and guns.

The Inspection Branch served the munitions industry at the other end of the process, providing quality checks of all manufactured items. Both buildings continued in their respective functions until the closure of the Ordnance Factory in the late 1980s. They may currently be intended for redevelopment as offices or residential conversion.

### Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**

**Local Theme**

### Cultural Significance

The Central Drawing Office and Inspection Branch are of architectural and historical significance at the Metropolitan level as an expression of the once extensive munitions industry which made Maribyrnong the 'Arsenal of Australia'. The CDO was involved in all major design and development of new military supply facilities from the 1920s and from 1938 in this building. The Inspection Office played a similar role in ensuring the standard of defence production. As all other production building relating to the Ordnance Factory have been demolished, these two buildings are an important reminder of the factory. (Criterion A4) As two of the few remaining buildings from the Ordnance Factory Maribyrnong, these represent a significant development in defence industry, and specifically the centralised design of munitions installations. (Criterion D2)

With the corporatisation/privatisation of many defence supply facilities, the centralised design, development and testing functions which were represented in these buildings has been dispersed. Likewise the creation of a distinctive public works architecture to house major national institutions is a thing of the past. (Criterion B2)

Architecturally the two buildings represent the competent International Modern style of Public Works Department Architect, D.C. Ward, (Criterion H1) and are expressive of their time in their clean lines and robust construction. (Criterion F1) The associated trees and landscaping are contributory.

### Comparative Examples

Comparable examples can be found on other defence sites, including the more elaborate Administration Building 101 at OFM, also by Ward. However, recent closure and demolition of many Second World War defence facilities including OFM, EFM, AFF, Albion Explosives Factory, Salisbury, Villawood, St. Mary's, Lithgow, and others, means that they are becoming increasingly rare at a national level.

### Recommendations

**Heritage Victoria Register**

**Register of the National Estate**

**National Trust Register**

**Other Heritage Listings**

**Planning Scheme Protection**

**External Paint Controls Apply?**

## Maribyrnong Heritage Review - Industrial Places

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The development of the Australian Defence forces and the munitions supply industry that served them was one of the most significant national events of the twentieth century. These structures are among the few representative of the 1930s expansion to survive.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

With the corporatisation/privatisation of many defence supply facilities, the centralised design, development and testing functions which were represented in these buildings has been dispersed. Likewise the creation of a distinctive public works architecture to house major national institutions is a thing of the past.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

As two of the few remaining buildings from the Ordnance Factory Maribyrnong, these represent a significant development in defence industry, and specifically the centralised design of munitions installations.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The distinctive International Moderne styling of the buildings is telling of the period and circumstances of their creation.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

These are fine examples of the noted Public Works Department architect D.C. Ward.

### Documentation

#### References

Allom Lovell & Associates, *ADI Maribyrnong Facility EES*, 1990

Andrew Ward, Pers. Comm.

Les McLean, *The history of the Ordnance Factory Maribyrnong*, unpublished manuscript, copy held.

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Pacific Carpets

**Other Name** British Australian Carpet Manufacturers

**Address** 35-65 Paramount Rd. cnr Indwe St.

Tottenham

**Place Identifier** 20250

**Heritage Significance** regional

**Creation date(s):** 1944

**Map (Melway)** 41 D5

**Boundary description** extent of the current allotment

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** Factory

### Physical Description

As envisaged in the original design, the factory was to have three blocks stepping down to a glazed entrance with round windows incorporated in a two storey office block with a tower attached. The scheme as built replaced much of the proposed brick facade and was completed in corrugated cement sheeting. The three storey office was reduced in scale but the tower (incorporating water tanks) was completed in one corner of a vast site otherwise covered in saw tooth roof. Galvanised corrugated iron and cement sheeting has been used to unusual effect with vertical and horizontal panels alternating in the bands between the continuous steel hopper sash window strips and vertical panels on the tower. Behind this facade are steel-framed gable truss roofs. The brick scheme was partly realised with the Paramount Street facade, and later less stylish buildings in the north east corner.

The horizontal steel framed window strips of the office block are followed through in a continuous band along the Paramount Road front. A side entrance features streamlined pilasters with horizontal rendered bands. The former island gatehouse was on Indwe Street, possibly adapted into a new structure.

### Condition

in good condition

### Integrity

The early components are generally intact, only partly obscured by later additions.

### Context

Adjacent to the small early subdivision at Tottenham, but otherwise among other large scale low profile factories.

## Threats

none known

## History

In 1937 Felt and Textiles of Australia Limited pioneered the carpet industry in Australia as the first company in Victoria to commence carpet manufacture with plain and stippled Wilton Body Carpet at the factory of Baldwin & Grant Pty Ltd. in Dynon Road. Shortly after the works added Patterned Wilton Carpet in Jacquard designs. The Dynon Road works (outside of the City of Maribyrnong) was operating from the 1930s, eventually operating under the Red Book Carpets banner. The buildings survive although converted to other uses.

In 1939 the company decided to introduce the manufacture of Spool Axminster Carpets into Australia but the intervention of the war caused a postponement of these plans. However, the British Australian Carpet Manufacturing Co Pty Ltd. came into being in 1941 as a result of a merger of the Wilton carpet manufacturing interests of Baldwin & Grant and the Axminster weaving of The Carpet Manufacturing Co. Ltd of England and negotiations were recommenced in 1944 with associates in England. .

The new BACM factory was built following World War II in Tottenham, taking advantage of the relatively cheap and well serviced industrial land on the western fringe. Manufacture of carpets commenced in 1947. Plain and Pattern Wilton carpets and colourful Axminsters were produced in widths up to 40' with new plant added by the 1950s to produce 108' widths. The plant is now operated by Pacific Carpets.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

Pacific Carpets is of regional historical and architectural significance for its important historical role in the development of the carpet textile industry in Melbourne and for its distinctive and unusual architectural form.

Felt & Textiles pioneered the Carpet industry in Australia by manufacturing plain and stippled Wilton Body Carpet in 1937 at Footscray. After an interruption caused by World War II the company was instrumental in developing the manufacture of Spool Axminster carpets in Australia. (Criterion D2) To accommodate this major undertaking a new factory was built in Tottenham in a modern and functional design. The factory design expresses the changed nature of an industry which not many years before had been a craft unknown to Australia and in the course of a few years had been introduced as a major manufacturing enterprise, completely bypassing the phase of craft workshop manufacture which had preceded industrialisation of carpet making in England.

The unique use of corrugated cladding in this up-to-date Modern composition gives the building a special position in the evolution of industrial architecture in the region and with the prominent tower, is a local landmark. (Criterion F1)

## Comparative Examples

Compares in the use of corrugated cladding with the former Hardie offices and factory and the contemporary Red Book Carpets in Dynon Road (City of Melbourne).

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives.
- To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

Representative of the post war industrial expansion in Melbourne's West and specifically with the specialisation and diversification of the textile industry

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

Architecturally distinguished for its innovative design using mass produced utilitarian elements adapted to a stylish Modern scheme.

## Documentation

### References

Sunshine Cavalcade,  
Forging Ahead.

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Dale Stables

**Other Name**

**Address**  Plantation St. & Chifley Drive

Maribyrnong

**Place Identifier** 8809

**Heritage Significance**  city

**Creation date(s):** 1920s c.

**Map (Melway)**  29 B7

**Boundary description**  The extent of current allotment

**Local Government Area:**  City of Maribyrnong

**Ownership Type**  City of Maribyrnong

## Description

**Site Type:** stables

### Physical Description

Complex of stables and yards associated with Flemington Racecourse and the prominent horse training industry in the district. The sheds are generally of timber-framed construction with corrugated iron cladding to walls and roofs. Part of the lower walls are of brick and cement render. Adjustable timber louvres are mounted high in the walls below the eaves to provide ventilation while ridge vents are also in the roofs. Internal inspection was not possible, but from external evidence, the stable floors are paved in a combination of brick and concrete, and the stall partitions constructed in timber.

Remnants of original exotic plantings include elm and peppercorn, evidently planted for shading the yards.

The former Dale house also survives in the Esplanade (qv.)

### Condition

In fair to poor condition but generally structurally sound.

### Integrity

While the stables appear to be an accumulation of structures of several periods, they appear intact.

### Context

Located close to the Maribyrnong River in the flood-prone part of Maribyrnong township - part of a residential area, but adjacent to undeveloped land below the escarpment.

### Threats

Horse stabling is diminishing in the inner suburbs and may be threatened by redevelopment pressure. The site is also subject to regular flooding.

## History

The Maribyrnong Township plan shows that W.H. Dale occupied a site in The Esplanade near the corner of Plantation Street (Lot 27 Allotment 2, Section 21) some time after 1910, and the Sands & McDougall Directory for 1937 show a Wm H. Dale, Cartage Contractor on the site. Lot 29 fronting the river on the Boulevards was purchased by a J.Pennington in 1909. The opposite corner of Plantation Road appears to be unoccupied Crown Land. The Boulevards were renamed Chifley Drive in the mid 1960s. The Directories indicate no occupation of that street to the west beyond Clyde Street up to 1971. From 1959 to 1971 W.Dale is listed on the corner of The Esplanade and Chifley Drive, that is four blocks to the east of Lot 27. The Directories do not list any stables.

Oral history has provided the following information. The stables, known as Dale Stables, have been on the site for at least 30 years. The stables were used for boarding race horses temporarily and long term. The horses were kept in rented boxes while on route from New Zealand to the trainer's stables. They also provide accommodation on a more permanent basis for horses whose owners or trainers do not have their own stables. The stables have accommodation for about 20 horses (pers. comm. Ron Hall 7/3/00).

Georgina Dale owned this site and other lots on Section 21, Portion F of the Maribyrnong area early this century. In 1909 William Henry Dale had a timber house built on lot 32, with vacant land adjoining on lot 27 {RB 1909-10, 1320}. Directories list the occupier as Harry Dale and the 1912 electoral rolls list him as a butcher. John and Mary Dale lived nearby in Park Road - John was also a butcher. An increased annual value around the World War One period indicates that renovations may have been made which might account for the projecting gabled wing and the verandah treatment of the house.

By 1938 the rate description of the property, still owned by Dale, included 'Buildings' (the adjoining stable block?) as well as the house and the annual valuation had risen slightly. It was about this time that the entry for William H Dale, cartage contractor, was placed in the 'Victorian Directory'. The valuation had almost doubled by the early 1950s but by then William was dead and Lily Ann (his wife?) had replaced him as the listed occupier. She was born Lily Chamberlain and died at Maribyrnong in 1973 aged 89 (Death reg). William Dale was the son of William & Mary (nee Kavanagh) and died in 1946 aged 63 (Death reg).

The Dale family had a prominent place in the Maribyrnong township with interests in pig farming and property on the Esplanade and in Park Road where John and Mary Ann Dale were resident in the 1930s (now Randall Road). John Dale travelled to the pig and cattle market by cart to sell his pigs early this century at one stage having 40 pigs at the Maribyrnong property. His wife Mary Ann acted as the local midwife (Ford & Lewis 1989: 27, 42-3).

The stables are now owned by the City of Maribyrnong and are used for storage by a local voluntary group.

### Thematic context

**Australian Principal Theme** Organising recreation

**PAHT Subtheme:** Recreating in the outdoors

**Local Theme** Racing and Coursing



## Cultural Significance

Dale Stables are of historical significance to the City of Maribyrnong as one of the few remaining examples of horse stable complexes related to the local racing industry, originating with the first races in the colony and developing through associations with other local race courses such as the Maribyrnong racecourse near Fishers property, Ascot racecourse, and of course, Flemington. (Criterion A3)

The surviving large trees including elm and pepper corns contribute to the landscape significance of the place. The Dale stables are the best surviving demonstration of the private horse stabling which once characterised the district. (Criterion D2) The small privately run racing stables once commonplace within a few kilometres of Flemington Racecourse, have drastically diminished in the last ten years. (Criterion B2)

The stables are also of interest for their association with the Dale family, who were among the first families to settle in the new Maribyrnong township estate and were active in a variety of undertakings including pig farming, road transport and horse rearing. (Criterion G1)

The contextual and historical association with the Dale House (q.v.) contributes to the significance of the place.

## Comparative Examples

A rare survival of a once common building type, compares with the stables of Epsom Road, Ascot Vale.

## Recommendations

Heritage Victoria Register	<input type="text" value="No"/>
Register of the National Estate	<input type="text" value="No"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="No"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="Yes"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	
Prohibited Uses may be Permitted?	

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives.
- To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

The role of horse racing and training has been a distinctive cultural feature of the Maribyrnong district for many decades.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

The small privately run racing stables once commonplace within a few kilometres of Flemington Racecourse, have drastically diminished in the last ten years.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

The Dale stables are the best surviving demonstration of the private horse stabling which once characterised the district.

*G1 Importance as places highly valued by a community for reasons of religious, spiritual, cultural, educational or social associations.*

With a small number of similar stables, the Dale stables are part of a culture and social activity which is highly valued by local people.

## Documentation

### References

Telephone interview with Mr Ron Hall, VRC Work Place Assessor and former horse trainer, 7 March 2000.

Ford & Lewis, *Maribyrnong Action In Tranquillity*, Living Museum of the West 1989 p.27, 39, 42-3

Rate Books, former City of Sunshine.

Township of Maribyrnong Allotment Plan, Central Plans Office.

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Fisher's Stables

**Other Name**

**Address** off Raleigh Road

Maribyrnong

**Place Identifier** 8810

**Heritage Significance** state

**Creation date(s):** 1870's

**Map (Melway)** 27 K8

**Boundary description** The extent of the existing stables and the surrounding land extending to the ruins of Raleigh's/Fisher's homestead to the east and a suitable curtilage.

**Local Government Area:** City of Maribyrnong

**Ownership Type** Commonwealth (a small part is now in a reserve in a new subdivision)

## Description

**Site Type:** stable and archaeological site

### Physical Description

This building contrasts with others on the Explosives Factory site in its nineteenth century architectural form, exemplified by the symmetrical plan, polychromatic brickwork resting on basalt footings and arched window and door openings. The plan features a central lantern roofed, gable ended bay with smaller flanking gabled pavilions on each side. Banded chimneys at the north and south walls mark the strappers and stable hands rooms. The facade features red face brickwork in Flemish bond and cream and red coloured brickwork to the quoins and openings, including a louvred oculus vent in the main gable, the central segmentally arched carriage entry, semicircular arched windows and smaller upper level arched vents, as well as a string course following the gable lines. The main (east) entrance is a two leaf timber door faced in metal sheet, a similar opening in the west end having been bricked up.

The roof structure was reconstructed, approximately to the same form as the original, but in fabricated wrought iron trusses in 1916, and clad in corrugated iron, replacing the original slate. Windows are double hung timber sashes on the east elevation and multi-pane pivot windows along the remainder of the elevations. Louvred arched openings ventilate the loft areas along the rear (west) wall.

Internally the building retains brick-paved floors with loose horse boxes in the flanking pavilions lined in beaded vertical boards, with evidence of feed bins that have been removed. The accommodation areas, presumable for groomsmen, strappers and/or managers at the front with suspended timber ceilings and timber tongue and groove floors. A small brick skillion-roofed structure and a small lean-to toilet block have been added to the south elevation during the Defence Department occupation. Large concrete blast walls are located to the west of the building for protection from accidents.

The substantial structure is notable for its enclosed courtyard and the subtle use of coloured brickwork. Fisher's stable block is the only structure remaining from an extensive complex of horse racing breeding and training structures built at Horseshoe Bend, Maribyrnong. The building of the neighbouring former Maribyrnong Racecourse, operated by the family of the well known racing figure W S Cox, and other stables including the timber stables built for World War 1 remounts have all been demolished. The interior and external walls of Fisher's stables are substantially original, but the whole of the roof structure was replaced and a roof lantern added in 1919.

### Condition

The interior and external walls of Fisher's stables are substantially original, but the whole of the roof structure was replaced and a roof lantern added in 1919.

### Integrity

The stables are intact although with the reconstructed roof form. Other parts of the former and remount depot are archaeological sites only.

### Context

Located within the former Explosives Factory and adjoining Army and CSIRO properties, the last recently subdivided for housing. The landscape associated with the Remount Depot paddocks is intact to the south and south east.

### Threats

The example of the adjacent housing subdivision poses a grave threat to the integrity of this site.

## History

Joseph Raleigh, successful English merchant and grazier, bought half of Maribyrnong, at the first land sale in 1847. Joseph Raleigh had been in Australia for only four years but already had several ships and a wharf in Melbourne, leased huge areas of land in remote parts of the colony of Port Phillip, and had a salting works, in Yarraville, set up in 1844 for the export of salted meat. Their house overlooked the Maribyrnong, with views down river to Melbourne and across his estate. An early description may refer to Mona Vale in Ascot Vale, since the "views to Brighton" are not possible to determine from the Maribyrnong site today.

In 1858 the Misses Raleigh sold part of the estate, including the major stone buildings and quarries, to William Daughlish for £8,000. The Raleigh sons all went to England, working in business there for some years. The two Raleigh sisters died in sad circumstances. Sarah became insane and died in 1861, aged seventy-three years. Rachel died in 1860, aged sixty-six years. The Raleigh sons returned to Australia and the rest of the Maribyrnong estate was sold. The Raleigh family's association with Maribyrnong lasted only sixteen years. Yet they had a great influence on the place. Their name is remembered in Raleigh Road. By 1862 the whole of the estate had passed out of the hands of the Raleigh family and the Raleigh brothers left Melbourne. The brothers, C.B. and Hurtle Fisher, purchased much of Raleigh's property in the 1860s and established one of the finest racehorse studs of the time, a huge stud with magnificent training facilities, including a tan track, not even found at Flemington. *Within half a dozen miles of Melbourne lies an estate the name of which will ever occupy a foremost place in connection with the history of the Australian turf. The Maribyrnong Estate, upon which were bred and reared many of the greatest horses that the Australian turf has ever known... stables in which equine kings and queens were once located.*

The horses at Maribyrnong at this time were among the world's best. Through breeding, they improved the quality of horses in Australia. The most important thoroughbred sale in nineteenth century Victoria was the sale of the Maribyrnong stud in 1866, for a total of almost £28,000. The-top price was for *Fishhook*, almost £4,000, paid by C.B.Fisher, who bought the pick of the horses and took up the running of the stud at Maribyrnong. On 1st January 1867, *Fishhook* disgraced himself at Flemington by bolting off the course, but he won many other key races that year. One of the best horses at the stud was *Maribyrnong*, son of *Fisherman* and father of many successful racehorses. C.B.Fisher owned the Maribyrnong estate and stud for two years, 1866-8. He disposed of the property to George Petty for £20,000 in a sale resembling a lottery. At that time the estate took up almost half the land in Maribyrnong - 609 acres, including some land rented from W.J.T.Clarke. The Fisherman is believed to be buried near the stables.

Tragedy occurred at the stables in 1872 when a fire broke out. Three splendid mares, *Lady Heron*, *Gildemire* and *Agitation*, died with their foals. The cause of the fire was thought to be accidental. The groom, who slept in the shed, had left a box of matches near the door of the box. One of the horses possibly trod on the matches and set off the blaze. The fire was a disaster. The horses were irreplaceable. *Lady Heron* was seen as the most successful brood mare in Australia. Once again, C. B. Fisher bought the Maribyrnong Stud, paying George Petty £35,000 for the estate and the horses in 1874. It was probably about this time that he had new stables built, splendid buildings which survive to this day. He entered his horses in many races in the 1870s and 80s. *Robinson Crusoe* won four big races in 1876-7. But the successes were not as spectacular as in the 1860s. In 1877, C.B.Fisher decided to retire but continued his links with Maribyrnong and kept up his interest in horse-racing. He was Chairman of the Victorian Racing Club 1883-95 and was once described as 'Father of the Australian Turf'.

The names of race-horses were later chosen for some of the first streets in Maribyrnong when the estate was subdivided. When Australia became a federation in 1901, its new leaders saw defence resources as an urgent priority. The development of armed forces was the first concern. This led to the creation of a Government explosives factory at Maribyrnong, a small arms factory at Lithgow, New South Wales and the development of permanent artillery barracks and new depots for the breaking in and training of army horses in a number of locations. Maribyrnong became a key area of military activity, since the Federal Government now owned a large portion of its land.' The opening of Australia's first cordite factory, in Maribyrnong, led to the arrival of new families and increasing pressure on the State Government to provide a school. The 1914-18 War meant there was great activity in Maribyrnong, with thousands of soldiers and horses in the area.

The stables were used as part of the purpose built facilities for the Light Horse Remount Depot which was constructed immediately to the east on the site of Raleigh's and Fisher's homestead. Paddocks adjoining the stables were used for breaking in and training horses prior to their use by the military. Tens of thousands of horses were shipped to Europe during the First War, of which only one returned. This was 'Sandy' The personal mount of General Bridges. Sandy is believed to be buried near by. Following World War II, the Remount Depot was disbanded and the stables reverted to use by The Explosives Factory, while the breaking yards became part of the grounds of the CSIRO and Army Engineering Establishments.

## Thematic context

Australian Principal Theme

PAHT Subtheme:  Local Theme

## Cultural Significance

Fisher's Stables and environs are of State historical and architectural significance for their association with several prominent historical figures, with the history of race houses, and with the Light Horse Brigade Remount Depot. (Criterion A3)

Built for the prominent pastoralist and racing identity Charles Brown Fisher probably about 1888, Fisher's stables is significant for its important association with the horse breeding and racing industry in Australia and also for its distinguished architecture. (Criterion A4) The substantial structure is notable for its enclosed courtyard and the subtle use of coloured brickwork.

Fisher's Stables is one of the more elaborate private stables buildings in Victoria, its polychrome brickwork and composition giving a special aesthetic in a Victorian Renaissance picturesque manner. (Criterion F1)

Fisher's stable block is the only structure remaining from an extensive complex of horse racing breeding and training structures built at Horseshoe Bend, Maribyrnong. The building of the neighbouring former Maribyrnong Racecourse, operated by the family of the well known racing figure W.S.Cox, and other stables including the timber stables built for World War I remounts have all been demolished. (Criterion D2)

The larger landscape of Remount hill, (incorporating the Fisher's Stable, archaeological evidence of the Remount stables and barracks, Raleigh's Homestead and outbuildings, and Aboriginal sites, the cultural landscape of exotic tree plantations) and natural landscape of remnant indigenous vegetation, is of state historical significance for its association with the settlement of the district by successive waves of occupants including the original Woiwurung Aboriginal inhabitants (of the Marin balluk clan), the first pastoral settler and industrialist Joseph Raleigh

## Comparative Examples

One of only a few such stables known in the region, but comparable with the 1888 Mersy Lodge stables and the Heatherton stables which also have associations with famous trainers and horses, although these are inferior architecturally and or later construction.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

## Maribyrnong Heritage Review - Industrial Places

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

The stables and adjacent landscape represent the rich diversity of cultural landscape focussed on horses but related to several aspects of settlement and land use.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The connection with the first settlement in the district, the establishment of a major racehorse stud and the Remount Depot and Light Horse regiment use of the site are important cultural phases.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Training of horses for military purposes is rarely seen in Australia, while racehorse stables of this period are also rare.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

The role of racing is a significant component of the site, just as the Remount Depot is for the later period.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

Fisher's Stables is one of the more elaborate private stables buildings in Victoria, its polychrome brickwork and composition giving a special aesthetic in a Victorian Renaissance picturesque manner.

*G1 Importance as places highly valued by a community for reasons of religious, spiritual, cultural, educational or social associations.*

The association of the place with racing has social importance, while the connection with the Light Horse is a even greater social significance, particularly as Sandy is buried nearby.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

The people such as Joseph Raleigh, and the Fisher brothers who are closely associated with the site, while the many famous horses have probably had as much significance to the nation as any humans.

### Documentation

#### References

*Maribyrnong Action in Tranquillity*

National Trust File

Department of Property and Services, *Maribyrnong Explosives Factory Heritage Study*

Allom Lovell & Associates, *North Maribyrnong Heritage and landscape survey.*

Mrs. C. Clancy, *A Lady's Visit to the Gold Diggings of Australia in 1852-53.*

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Smorgon's Meatworks

**Other Name**

**Address** 435 Somerville Road

Brooklyn

**Place Identifier** 8814

**Heritage Significance** city

**Creation date(s):** 1927

**Map (Melway)** 41 C7

**Boundary description** The range of buildings extending south of Somerville Road on the east side of the railway line.

**Local Government Area:** City of Maribyrnong

**Ownership Type** private

## Description

**Site Type:** factory, meatworks

### Physical Description

Large complex on eastern side of Newport-Sunshine Railway line, south of Somerville Road. Much of site has been converted to other uses - eg. paper and plastics recycling plants, but a group of derelict buildings survive on the railway frontage. These are multistory interconnected processing buildings of brick and concrete, some with structural steel framing. Corrugated iron and fibro cement sheeting serve as roof cladding. The structures are representative of the later period of slaughterhouse design which was based around the continuous moving chain. The upper levels of the buildings housed various stages of killing, gutting, trimming and cleaning, while the lower levels housed cool rooms, and specialist processing areas, such as gut cleaning.

### Condition

In poor condition with some buildings and the former livestock yards and holding sheds demolished and replaced with other plant as part of the paper products division. The surviving structures have been stripped of equipment and appear to have suffered from fire damage.

### Integrity

Poor, and remaining buildings have had their equipment removed and some walls demolished to facilitate this.

### Context

Located in a post WWII industrial area on the western fringe of the former Footscray Municipality. The site adjacent to the rail line was clearly chosen for its transport connection.

### Threats

Currently in an abandoned state the works will inevitably come up for redevelopment.



## History

The Smorgon family purchased 34 acres of land in West Footscray in 1944 as part of an expansion in the meat trade which they first entered as master butchers at the City Abattoirs in Flemington. The company expanded first its local wholesale and retail meat operations and soon entered the export trade. An initial request to build slaughtering, canning and freezing works in Somerville Road was refused permission to build the Slaughtering section by the Curtin Government's Minister for Post War Reconstruction. The firm proceeded with the canning and freezing plant, taking the risk that it would find slaughtering capacity elsewhere and find a more receptive response to the slaughterhouse later. Victor Smorgon made a direct approach to Canberra to win approval to spend another £750 on completing the abattoirs which could process 3000 sheep and 200 cattle each day. In 1946 the company branched out into rabbit exports, collecting from trappers as far afield as the Riverina and Nullabor Plain. They pioneered rabbit export to the United States in 1948 and rabbit became the companies major income earner.

They moved into fruit canning in 1950 and became Australia's fourth largest fruit canner, before a down-turn in the export market forced the factory's closure in 1966. In the 1950s the company diversified into paper manufacture using recycled paper, and then in the 80s moved into recycling metal with a steel mill in Laverton. The Somerville Road meatworks closed in April 1983, because of a downturn in the meat export trade and a lack of stock, due to the drought.

A short lived enterprise in recent years was the production of "Syntal" from recycled plastic waste.

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

### Cultural Significance

Smorgon's Meatworks is of significance to the City of Maribyrnong as physical evidence of one of the last major export meatworks in the Western Suburbs, representing an industry which was the mainstay of the district for nearly 100 years. The rise of the Smorgon group of companies is one of the great corporate and personal success stories of 20th century European migration to Australia. (Criterion A4) The frozen meat export trade was pioneered in the Western Suburbs and became one of its largest industries and employers to Almost all of these works have closed or been demolished. Smorgon is one of the last surviving remnants.(Criterion B2) While in a poor physical condition, the surviving structures can demonstrate the technological development of mechanised slaughtering by the continuous moving chain method, and the ultimate development of that process which began at Angliss Meatworks in the 1930s. (Criterion D2)

### Comparative Examples

Compares in function, form and building style with the earlier Ralph's Meatworks in Brooklyn (City of Brimbank) The elevated concrete and brick linear factory complex appears to have become the basic form of meat processing factory in the mid century.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.

To prepare a conservation management plan which embodies the above objectives. Conversion or reuse of the site for other industrial purposes should be encouraged with recording of the existing condition prior to this work.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The rise of the Smorgon group of companies is one of the great corporate and personal success stories of 20th century European migration to Australia

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

The frozen meat export trade was pioneered in the Western Suburbs and became one of its largest industries and employers to Almost all of these works have closed or been demolished. Smorgon is one of the last surviving remnants.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

Meatworks were once a defining industry in the region which developed a unique form or architecture, having built on an historical process dating back to the original white settlement and first boiling down and slaughtering works..

## Documentation

### References

Sunshine Cavalcade  
*City of Footscray 125th Anniversary Celebrations* 1984, 41-2.

## Data recording

Assessed By

Assessed Date:

## Identification and location

Name of Place: **Wembly Dairy**

Other Name

Address 2 Stone Street

Yarraville

Place Identifier 8817

Heritage Significance city

Creation date(s): 1930 c.

Map (Melway) 41 K10

Boundary description The extent of the current allotment

Local Government Area: City of Maribyrnong

Ownership Type Private

## Description

Site Type: dairy

### Physical Description

Single story local dairy with two-storey building at rear - possibly a stable. Constructed in yellow dry-pressed brick with curved walls in a miniature form of the Modern Style factories common along Geelong Road.

### Condition

In good condition apart from some flaking render and paint.

### Integrity

Generally intact

### Context

Located among residential properties

### Threats

None evident.

## History

The Wembley Park Estate and Wembley Estate were amongst a number of 1920s subdivisions of small residential allotments made by local developers for working people. The Wembley Park Estate, covering the area south of Somerville Road and west of Williamstown Road was subdivided by William Angliss. By 1925 "quite a number" of houses and a row of shops had been built, including an Angliss butcher's shop on the corner of Williamstown Road and Francis Street (Lack 1991:248-9; *Footscray Advertiser* 21.2.25).

It is not clear whether the pocket of Yarraville east of Williamstown Road and south of Francis Street was actually part of the Wembley Park Estate. Stone Street does not appear in the Sands & McDougall Directory until 1929. In that year the occupant of the property on the corner of Williamstown Road was listed as Frank Czempinski Dairy. From 1936 the property was listed as Wembley Dairy, with Czempinski as the proprietor into the 1940s (Sands & McDougall Directory). Obviously Wembley and Wembley Park Estates were included in Czempinski's milk round.

The daily delivery of fresh milk from small local dairies was part of suburban life into the 1970s (Preistly 1984:262). Wembley Dairy was one of several dairies distributing milk in Footscray and neighbouring suburbs from the 1920s, several dairies were advertised in the local Footscray press in the 1920s and 30s (*Footscray Advertiser*). In 1921 it was reported that 90% of the milk distributed in the district came from farms within a 5 mile radius of Footscray (*Yarraville Times*). This was typical of the suburban milk supply. Pasteurisation was then a thing of the future. Local dairies cooled the milk in ice chambers before distribution, and the milkmen ladled it into the waiting billy-cans of the customers on their rounds. Regulation of milk supply under the *Milk Board Act 1933* led to the setting up of pasteurising plants and the closure of many local dairies. Most of those remaining became distributors for the large pasteurising dairies. Wembley Dairy was still listed as a milk vendor at 2 Stone Street in 1974 (Sands & McDougall Melbourne Telephone Directories)

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

### Cultural Significance

Wembly Dairy is of historical and architectural significance to the City of Maribyrnong as a representative early twentieth century model dairy which reflects the growing aspirations for convenient, hygienic, consumer products in a suburban setting.

This was a development which spread across Melbourne and other towns with local dairies delivering to suburban areas by horse cart and lorry for over fifty years, until supermarket and milkbar supplies and the increase in private car ownership brought about their demise. (Criterion A4)

This building form is a unique type of structure reflecting a past way of life which is now extinct. (Criterion B2)

### Comparative Examples

While many such dairies survive in Melbourne, they are rarely documented. The Maidstone Dairy on Howard Street is one surviving local example, while another similarly elaborate dairy survives in Scotchmer Street North Fitzroy.

### Recommendations

Heritage Victoria Register

Register of the National Estate

## Maribyrnong Heritage Review - Industrial Places

National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="Yes - retain original colour scheme"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="No"/>

### Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The once ubiquitous local delivery dairies are now a thing of the past, with few of the buildings surviving in recognisable form.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

This building form is a unique type of structure reflecting a past way of life which is now extinct.

### Documentation

#### References

Lack, John, *A History of Footscray*, North Melbourne, 1991  
*Footscray Advertiser*, 21 February 1925.  
Sands & McDougall, *Melbourne & Suburban Directories* various dates.  
Priestley, Susan, *The Victorians: Making Their Mark*, McMahons Point, 1984  
*Yarraville Times*, 13 August 1921.

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Black Arch rail bridge**

**Other Name**

**Address** off **Sunshine Road**

**Sunshine**

**Place Identifier** **8821**

**Heritage Significance** *state*

**Creation date(s):** 1859 c. **Map (Melway)** 40 K3 map no. 24132

**Boundary description** The bridge itself and the bed of Stony Creek extending 20 metres in each direction.

**Local Government Area:** Cities of Brimbank and Maribyrnong

**Ownership Type** public

## Description

**Site Type:** bridge

### Physical Description

Rusticated rock faced bluestone single arch rail bridge with raised keystone and drafted string courses at the footings, the springing of the arch and the base of the parapet. Pilasters frame the semi-circular arch. Curved wing walls have recent concrete extensions and the original cobbled creek bed has been concreted in part. The bridge has been reinforced with sections of rail attached with tension bolts through the stonework. Additional tracks constructed in the 1960s are carried on a higher embankment with a concrete lined tunnel immediately to the north.

### Condition

Good, although rail lines used as bracing are intrusive. Some graffiti.

### Integrity

Intact

### Context

Elaborate bluestone masonry distinguishes this bridge and compares with other work on the line, including culverts at Sydenham and St. Albans. To the north is the Hill reserve which takes in the route of the former Duke Street extension which ran under this bridge.

### Threats

None known

## History

Built as part of the first major Government-built railway line in the colony of Victoria which was pushed out to Castlemaine in 1859 and later to Bendigo (then known as Sandhurst). The stone arch was built to carry the rail over Stony Creek and the Duke Street extension which appears to have run along the cobblestone-lined creek bed for a short distance.

The Geelong line was built two years earlier by a private company. The construction of the Melbourne, Mount Alexander and Murray River Railway, also known as the Melbourne to Sandhurst line, involved the employment of hundreds of workers. The contract was awarded to Cornish & Co. at a cost of £3,356,937. It was the greatest public work in Victoria up to that time. The firm paid a deposit of £40,000 and started work near Footscray on 7 June 1858. The first stretch of line, Footscray to Sunbury, going through the Brimbank area, was 21 miles. This included the construction of this substantial bluestone railway bridge over Stony Creek, at present-day Sunshine, and also bluestone railway culverts in the St.Albans/Sydenham area. The contractors, Cornish and Bruce, brought out stone masons from England to work on the I.K. Brunel, one of Britain's leading railway engineers, was the Inspecting Officer supervising the contracts in England, so many aspects of the line's design, operation and construction were influenced by British practice and Brunel's individual railway philosophy, for example, wide tracks, generous earthworks, solid masonry, gentle grades. It was also very costly. The firm made rapid progress and completed work on a single track by 13 January 1859. On this day of great celebration, the Governor of Victoria, Sir Henry Barklay, travelled on a special train going first to Williamstown, then through Footscray at 30 miles an hour and on to Sunbury. The Sunbury line was open for passenger traffic on 10 February 1859, with three trains from Melbourne to Sunbury a day and four trains from Sunbury to Melbourne. Workers completed a second line of rail to Sunbury and a goods service began on 11 July 1859. In October 1862 the line to Castlemaine and Bendigo was finished and officially opened.

### **Thematic context**

**Australian Principal Theme**

**PAHT Subtheme:**

**Local Theme**

### **Cultural Significance**

The Black Arch rail culvert is one of the most intact and least-modified early bluestone railway bridges in the region and part of the first major Government railway line. The distinctive stone work demonstrates the engineering and stonemasonry skills of the period while its setting allows the visual impact to be fully appreciated, but unfortunately, only from the south side. (Criteria B2 & D2) The scale and elaborate stonework, as well as its general form demonstrates the influence of imported British railway engineering and design standards at the onset of railway development in Australia. As part of the first Government railway in Victoria, one of the first country railways in Australia and a line built to British engineering standards with IK Brunel as supervising engineer (from England) this demonstrates the beginnings and origins of railway construction in Victoria.(Criterion A4)

### **Comparative Examples**

Compares with the similar and contemporary but smaller stone culvert at Sydenham on the same line, while other stonework on this and the Williamstown line at the Stony Creek crossing, Nicholson Street bridge (also referred to by locals as the Black Arch q.v.) and the Maribyrnong River Bridge all demonstrate similar stylistic elements.

### **Recommendations**

## Maribyrnong Heritage Review - Industrial Places

Heritage Victoria Register	<input type="text" value="Recommended"/>
Register of the National Estate	<input type="text" value="Recommended"/>
National Trust Register	<input type="text" value="Yes - part of classification of"/>
Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="Yes"/>
Internal Alteration Controls Apply?	<input type="text" value="N/A"/>
Tree Controls Apply?	<input type="text" value="N/A"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="N/A"/>
Prohibited Uses may be Permitted?	<input type="text" value="N/A"/>

### Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

As part of the first Government railway in Victoria, one of the first country railways in Australia and a line built to British engineering standards with IK Brunel as supervising engineer (from England) this demonstrates the beginnings and origins of railway construction in Victoria.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

The bluestone masonry demonstrates nineteenth century building and engineering techniques which are no longer practised.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

Both the role of the railways and the role of bluestone quarrymen and masons, is exemplified in this bridge.

### Documentation

#### References

St.Albans History Society, *Around and about St. Albans*, 1991.  
Leo J. Harrigan, *Victorian Railways to '62*, Melbourne, n.d.[c.1963].

### Data recording

Assessed By   
Assessed Date:



## Identification and location

**Name of Place:** Creamota

**Other Name**

**Address** 19 Sunshine Road  
Footscray West

**Place Identifier** 8818

**Heritage Significance** city

**Creation date(s):** 1940 **Map (Melway)** 41 J5

**Boundary description** The significant structures are confined to the main 4 story mill building and associated office and store.

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** factory - food processing

### Physical Description

The Creamota mill takes the common form of the standard grain mill with four machinery floors to a narrow rectangular plan set diagonally across the block, probably to align with the railway siding which runs off the Tottenham yards across Sunshine Road at a 45 degree angle. Constructed in red brick with reinforced concrete bands forming window lintels, the structure has internal reinforced concrete pillars and floors.

The roof is of corrugated iron on simple fabricated steel lattice trusses. There is a concrete tank on roof supported on the walls and internal concrete pillars. Beside the mill stands the 30 metre high concrete silos capable of storing 4000 tonnes of grain. Formerly, a tall concrete chimney vented the coal fired boilers, although these became redundant with conversion to mains electricity and individually powered, electrically driven milling and sifting machines. The Office on the north side is contemporary, while original storage buildings to the south have been modified and extended. Other buildings of more recent date have been built to the south and west of the mill. A railway siding connects directly into loading bays with below ground delivery hoppers.

Machinery in the mill includes Simon roller mills up to about 50 years old, and some grain cleaning and sorting equipment of similar age, although some of the plant is far more recent.

### Condition

In good condition and externally intact.

### Integrity

The adjacent flour mill is gone but otherwise the site is remarkably intact, including much of the early equipment.

## Context

Located among contemporary factories and warehouses, opposite the Tottenham rail yards, which were the prime locational factor for industry in this area, providing transport access via private sidings.

## Threats

none known

## History

Creamota was established in the early 1930s by Fleming & Co, (Aust) Pty Ltd, whose head office was in Collins Street Melbourne. The earliest record of their factory appears in the City of Footscray rate book for 1934-35, which identified the manager as Andrew Fleming. Fleming's was a small family owned business. It ran an oat mill then a flour mill, and had a considerable export market, until driven out of competition by European subsidised exports. The flour mill was sold and the firm concentrated on producing Creamota and Sergeant Dan breakfast foods, and also stock feed, for the domestic market. During World War 2 the factory produced "Sergeant Dan Creamed Wheat" for the US troops serving in the Pacific area (City of Footscray 1984:45). Other famous brands were "Quikota" porridge and "Mammy" brand flour. The majority of flour production was for export markets in Sri Lanka, Mauritius, Africa, Indonesia, Malaysia and the Far East.

In 1961 the business was sold to Quaker Oats Products Australia Ltd, a branch of the international Quaker Oats Co of Chicago. The factory continued to manufacture breakfast cereals, and added Luv pet food and Pampas pastry to its range, the plant for which replaced the former stock feed division (City of Footscray 1984:45). In 1965 the neighbouring site of the former Qualcast lawn mower factory (dating from the mid 1930s) was purchased for the company's expansion, and in 1984 a new plant for Pampas pastry was completed on that site. At this time the plant employed 350 people in total (City of Footscray 1984:45; Sands & McDougall)

The factory was taken over by Anchor Foods in 1987. This was the South Australian company that produced dried fruits and breakfast foods.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

Creamota is of historical and architectural significance to the City of Maribyrnong as the most substantial grain mill in the district reflecting the highpoint of industrial design of the period with its simple utilitarian lines and functional plan. (Criterion F1) The mill represents the importance of food processing in the western region and stands as one of a small number of surviving mills, where once dozens operated in the metropolis and hundreds in Victoria. (Criterion B2) The adjoining contemporary office section is contributory. The elaboration of grain milling and development of specialist food products is expressed by the Creamota mill, which produced brand-name cereals and cooking products in addition to stock flour and oat products. (Criterion C2)

## Comparative Examples

Compares closely with the Bunge mill in Ballarat, and the later parts of the Waterwheel complex in Bridgewater. The other surviving mill of slightly earlier date is Darling & Son in Albion, which also retains much original equipment.

## Recommendations

Heritage Victoria Register	<input type="text" value="No"/>
Register of the National Estate	<input type="text" value="No"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="Yes - retain unpainted"/>
Internal Alteration Controls Apply?	<input type="text" value="Yes - identify significant machinery"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="No"/>

## Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives. Identification of potentially significant machinery is required, for example in comparison with the Darling Flour Mill in Albion.  
To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Creamota is one of the last surviving grain mills in Melbourne or Victoria, where once there were over 100.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

The elaboration of grain milling and development of specialist food products is expressed by the Creamota mill, which produced brand-name cereals and cooking products in addition to stock flour and oat products.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The Creamota mill is a fine example of the functional industrial styling which eventuated in the period around World War Two.

## Documentation

### References

City of Footscray *125th Anniversary Celebrations*, 1984.  
Sands & McDougall *Melbourne and Suburban Directory*, 1934  
*Forging Ahead*, City of Footscray, n.d. c1947

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** Australian Estates wool store

**Other Name**

**Address** 47 Sunshine Road  
Footscray West

**Place Identifier** 20248

**Heritage Significance** regional

**Creation date(s):** 1941 c. **Map (Melway)** 41 G5

**Boundary description** The extent of the current allotment

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** warehouse

### Physical Description

A four story brick structure with sawtooth roof lighting the top sampling floor which has a mansard roof styled parapet as a distinguishing feature along with bold lettering proclaiming the company name and the function of the building now defaced by the new operators plastic sign.

Mock balconies with wrought iron railings and steel lattice over window openings add further touches of distinction. The very large building was located to take advantage of the adjacent Tottenham railway sidings, and a siding constructed to serve this and the adjacent Elders Smith wool store.

### Condition

In good condition

### Integrity

substantially Intact. The sign is the only apparent alteration

### Context

In an area of several large industrial complexes (including the adjacent Goldsbrough Mort wool store.

### Threats

none known, although demolition was proposed about a decade ago.

## History

Constructed in about 1940 for the major Wool brokers and stock and station agents, Australian Estates, the wool store was provided with a siding from the Tottenham rail yards, completed in 1941 to serve this and the neighbouring wool store. In 1947 these wool stores were described as the most modern in Australia and were taking wool from farmers throughout Victoria and the Riverina District of New South Wales. Recently the building has become the base for several smaller wool brokers including the Australian Wool Commission and Watswool Pty. Ltd.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

The Australian Estates wool store is of regional historical and architectural significance, as one of the largest single wool store buildings in Victoria built on a grand scale with considerable architectural refinement. It represents a peak of pastoral development when Australia rode on the sheep's back and the culmination of the architecturally elaborate wool store designs, subsequent stores becoming bland clear span and tilt-slab sheds. The location on the fringe of Melbourne and in proximity to the railway and the connecting siding demonstrates its dependence on transport connections. The wool industry has played a significant role in the development of Victoria and Australia, and wool stores have been one of the most prominent building types in Melbourne's West. (Criterion A4)

The building also relates to the Australian Estates Company, an influential agricultural finance and agency corporation. Architecturally this building represents the epitome of wool store design with the functional married seamlessly to the decorative. (Criterion F1)

## Comparative Examples

The Younghusband wool store provides the immediate precedent for this freestanding architecturally embellished type while the adjacent Goldsbrough Mort Store is a similar contemporary example. The brick and bluestone stores of the CBD represent a quite different design tradition.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The wool industry has played a significant role in the development of Victoria and Australia, and wool stores have been one of the most prominent building types in Melbourne's West

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

Architecturally this building represents the epitome of wool store design with the functional married seamlessly to the decorative.

## Documentation

### References

Forging Ahead  
V/Line sidings records.

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:**

**Other Name**

**Address**

**Place Identifier**

**Heritage Significance**

**Creation date(s):**  **Map (Melway)**

**Boundary description**

**Local Government Area:**

**Ownership Type**

## Description

**Site Type:** warehouse

### Physical Description

Monumental four-storey brick wool store with sawtooth roof lighting top sale floor. While this does not have the flamboyance of the adjacent Australian Estates store or the Architectural ornament of the Kensington Store of Goldsborough, it marks the transition in the development of the wool store design to the strictly utilitarian buildings of the latter half of the twentieth century.

In its original form, the Building demonstrated the advances in warehouse design of the period with its purpose built rail and truck loading, automated bale elevators and conveyors (now disused) and more open plan interior. Concrete and steel framing supported floors designed to take heavier loadings (for pallet trucks and forklifts?) while the saw-tooth top floor has steel framed trusses to the south facing roof lights designed to give an even lighting to the sale floor. However, recent alterations have involved the gutting of the internal structure of the building, although the external walls and facades have remained relatively intact. A railway siding formerly connected to the Tottenham rail yards with a level crossing over Sunshine Road. A later single storey sawtooth warehouse to the west is a later extension.

### Condition

### Integrity

### Context



## Threats

None known

## History

The wool store was constructed 1940-41 as a major wool handling facility by Goldsbrough Mort & Co. Goldsbrough Mort was one of Australia's earliest pastoral agents, formed from the combination of two companies of Thomas Goldsbrough and T.S. Mort respectively. Mort was a Sydney entrepreneur involved in shipping, engineering and ship building. Goldsbrough had a vast wool store on Circular Key for a hundred years. Goldsbrough also erected a wool store at Kensington.

A siding from the Tottenham rail yards was completed in 1941 serving this and the neighbouring wool store. In 1956 Goldsbrough Mort made extensions to the siding and storage facilities on the site and in 1967 Elder Smith Goldsbrough Mort Ltd. was formed in a merger of the two companies. However, by 1988 it had ceased to be involved with this site.

## Thematic context

**Australian Principal Theme** Marketing & Retailing

**PAHT Subtheme:** Marketing & retailing

**Local Theme** Warehousing exports

## Cultural Significance

Goldsbrough Mort wool store is of regional historical and architectural significance, this and the adjoining Australian Estates wool stores represent the height of the development of the wool and pastoral industries in Victoria. The wool industry has played a significant role in the development of Victoria and Australia, and wool stores have been one of the most prominent building types in Melbourne's West. (Criterion A4)

The scale of the architecture of these buildings reflect the prosperity of the firms and the great contribution of the wool industry to Australia's trade and growth in the post war period. The location of the stores on railway lines which provide access to the Melbourne ports and the pastoral land in the north and west of the state is indicative of the way in which the export wool industry has been controlled by intermediary agents.

Architecturally this building represents the epitome of wool store design with the functional married seamlessly to the decorative. (Criterion F1)

## Comparative Examples

The Younghusband wool store in Kensington provides the immediate precedent for this freestanding architecturally embellished type while the adjacent Australian Estates Store is a similar contemporary example. The brick and bluestone stores of the CBD represent a quite different design tradition.

## Recommendations

**Heritage Victoria Register** No

**Register of the National Estate** Recommended

**National Trust Register** Recommended

**Other Heritage Listings** WRIHS

## Maribyrnong Heritage Review - Industrial Places

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The wool industry has played a significant role in the development of Victoria and Australia, and wool stores have been one of the most prominent building types in Melbourne's West

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

Architecturally this building represents the epitome of wool store design with the functional married seamlessly to the decorative.

### Documentation

#### References

V/Line sidings records.  
Butler, G. Flemington Kensington Conservation Study, City of Melbourne 1985:44,

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Olex Cables**

**Other Name** Olympic Cables

**Address** 207 Sunshine Road

Tottenham

**Place Identifier** 8825

**Heritage Significance** city

**Creation date(s):** 1940 c.

**Map (Melway)** 41 C4

**Boundary description** The Quarry Rd frontage is the more architecturally significant, but the boundaries of the site should include the present allotment to ensure the appropriate context.

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** factory

### Physical Description

Large red brick and concrete complex exhibiting limited International style architectural features to the main elevations, but otherwise a utilitarian industrial structure of the period. Steel framed, bolted and welded saw-tooth roof and clear-span production buildings are uniformly clad in corrugated galvanised iron, some re clad recently in steel decking.

Reflecting the architectural style of the original Beaurepaire's Tyre factory in Cross Street the Olex complex presents its main facade to a minor roadway on the west side of the works. As envisaged the plant featured a large range of sawtooth roof shedding with a central office on Quarry Road styled in a Moderne, Egyptian inspired manner featuring a low masonry building with tall narrow steel framed windows creating a colonnade effect and a taller central "pylon" entrance feature.

The formal classically derived landscape surrounding the factory was designed with suitable exotic species including Italian cypress and other conifers which are now mature. Planter boxes include some original shrubbery.

### Condition

good although parts are not in use

### Integrity

Intact to its Post WW2 state with some additions

### Context

A generally isolated site at the time of building at the western extreme of the developed industrial area of West Footscray/Tottenham, adjacent to other complexes including Wiltshire Files and near the Tottenham wool stores.

### Threats

Vandalism is apparent and redevelopment is possible as the site is currently underutilised

## History

The Olympic Tyre & Rubber Co Pty Ltd was founded in 1933 by Australian Olympic swimmer Frank Beaurepaire. Having begun in the tyre business as a retreader in 1922, he opened a factory in Cross Street West Footscray in 1934 and commenced making tyres with the claim that they involved 90% Australian workmanship. In 1940 wartime shortages of electric power cables prompted Beaurepaire to commence cable manufacture using technology he learned from Europe. It is probably (but not yet confirmed) that the plant was erected under the Commonwealth defence production Wartime Annex Scheme where private industry built and operated plants for essential military supplies with finance and overall control directed from the Commonwealth Government. Cables were made for the first time in Australia at their existing West Footscray tyre factory with the vulcanized rubber insulation cables being an Australian first in 1940. Many years later the Co-axial cable was another Australian development (Olympic Consolidated 1965; Lack 1991:313).

Olympic Cables Pty Ltd was originally established as the electric cables division of the Olympic Tyre and Rubber Company in 1946. As a specialist cable manufacturer it benefited for the post War expansion of communications, particularly the national telephone network, so that the new Tottenham factory was opened in 1947 as part of the company's expansion program to produce telecommunication cables. Olympic Cables produced a range of cables for telecommunications and power transmission, and insulating materials. Another factory was opened in Queensland in 1959 (Olympic Consolidated 1965; Lack 1991:313).

In 1973 Olympic Cables and Nylex Cables combined to form Olex Cables Ltd. The company expanded during the 1980s and '90s, building factories in Western Australia and Asia, and adding fibre optics technology to its production. Changes in corporate ownership have involved Pacific Dunlop and AMP. The Tottenham Road site is now the head office of Olex Cables (web site).

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

### Cultural Significance

Olex Cables is of historical and architectural significance to the City of Maribyrnong for its distinctive Moderne design which reflects both the prominence and success of the Olympic Tyre and Rubber Company, and the importance of the growth of the telecommunication industry in the immediate Post War period. (Criterion D2)

The factory is historically important as one of the largest cable makers and as a major local initiative begun by the firm founded by Sir Frank Beaurepaire. (Criterion H1)

The works is architecturally important for the extensive application of Moderne architectural and design elements (albeit in a relatively late context) to an otherwise utilitarian and functional factory. (Criterion F1)

The remnant landscaped gardens and mature trees contribute to the factories aesthetics.

## Comparative Examples

One of a number of late Moderne factories in the municipality, this example demonstrating one of the last of the type. Compares directly with Olympic Tyre and Rubber which was its parent in terms of the corporate family and stylistic origins.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives.
- To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

Olex cables represents both the individual achievement of Frank Beaurepaire and the abilities of Australian nurtured scientific, technical and commercial skill.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The buildings are a large and refined expression of the Moderne style which became the choice for industrial buildings of the period, and was particularly prevalent in the West Footscray/Tottenham area.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

Like the Olympic Tyre Works, this factory is closely associated with Sir Frank Beaurepaire,

## Documentation

### References

Olympic Consolidated Industries Ltd brochure "Olympic Quality: Basis of Success", 1965.  
 Lack, J. *History of Footscray*, 1991, p.313.  
 Brief history given on Website of Olex Cables: [www.Olexcables.com](http://www.Olexcables.com); "Olympic Quality".  
 Graeme Butler, *Footscray Conservation Study* (4-39)

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Wiltshire Files**

**Other Name** McPhersons

**Address** 213 Sunshine Road

Tottenham

**Place Identifier** 8826

**Heritage Significance** city

**Creation date(s):** c1940

**Map (Melway)** 41 C4

**Boundary description** The extent of the current allotment

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private - subleased

## Description

**Site Type:** factory

### Physical Description

A large complex featuring a streamlined, Moderne facade, unusually orientated to the side rather than to the main road possibly originally to take in open views to the west. The red brick with concrete and rendered banding creates a strong horizontal theme to this sprawling steel timber and corrugated iron saw-tooth roof factory. A canopied entrance and tower provide some International elements, while a large glazed projecting wing suggests the amenities building.

Landscaped grounds include a number of mature specimens including cypress, *Pinus radiata*, and smaller trees.

### Condition

In good condition although parts are vacant and abandoned in appearance.

### Integrity

The factory appears to have been erected to a consistent plan, and survives intact to this state

### Context

Adjacent to the near contemporary Olex Cables.

### Threats

abandoned sections are liable to vandalism. Neglect and lack of maintenance detracts from the appearance, while in this state redevelopment may loom.

## History

The Wiltshire File Co was commenced just as Australia was crawling out of the Great Depression. The firm's founder, Fred Wiltshire, had travelled to Europe and the USA to research opportunities and technologies with a view to establishing a manufacturing business in Australia. He decided to manufacture tradesmen's files, taking advantage of tariff protection to compete with imports. With the financial backing of McPhersons, who then imported such tools, and BHP, Wiltshire set up his Tottenham factory in June 1939. He commenced production with a work force of 25 men (Carroll 1987:19-20).

The outbreak of war soon after brought a strong demand for his files, and he secured overseas markets in the post-war years (Carroll). In 1951 Wiltshire Files was noted as one of the City of Sunshine's 120 large factories (Sunshine Cavalcade 1951:62). In later years the company established a cutlery division, which patented and produced the Staysharp knife.

The Wiltshire File Co Pty Ltd was still listed at Tottenham in 1974 (Sands & McDougall). In 1984 their address was listed at Mulgrave (Dun & Bradstreet).

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

### Cultural Significance

Wiltshire Files is significant to the City of Maribyrnong for its distinctive architectural treatment as one of a number of accomplished large Moderne factory complexes, and is historically important as an innovative specialist tool maker which became one of the largest works of its type in the district. (Criterion A4)

The Moderne Styling of the factory is an accomplished treatment which gives the site some distinction. (Criterion F1)

The surviving landscape elements contribute to the aesthetic.

This works is the major monument to the local industrial entrepreneur Fred Wiltshire, who gave his name to a firm synonymous in Australia with files and cutlery for more than 50 years. (Criterion H1)

### Comparative Examples

Compares with the adjacent Olex Cables and BACM carpet factory in Tottenham.

### Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings



## Maribyrnong Heritage Review - Industrial Places

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

As one of several large industrial complexes of the 1930s Wiltshire Files is important in as part of the significant industrial development which occurred in the region, particularly in the post War period.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The Moderne Styling of the factory is an accomplished treatment which gives the site some distinction.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

This works is the major monument to the local industrial entrepreneur Fred Wiltshire, who gave his name to a firm synonymous in Australia with files and cutlery for more than 50 years.

### Documentation

#### References

Carroll, Brian, *Australian Made: success stories in Australian manufacturing since 1937*, Parkville, 1987.

“Sunshine Cavalcade”, City of Sunshine, 1951.

Sands & McDougall.

Dun & Bradstreet, *Key Business Directory*, 1984, Vol.1.

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Melbourne Meat Preserving Co - Hume Pipe Co**

**Other Name** Pipemakers Park, Australian Frozen Meat Export Company, Raleigh's Boiling Down Works

**Address**  Van Ness Avenue  
 Maribyrnong

**Place Identifier**  20245

**Heritage Significance**  national

**Creation date(s):**  1848, 1868, 1874,

**Map (Melway)**  28 B10

**Boundary description** The Northern end of Pipemakers Park between Van Ness Avenue and the Maribyrnong River.

**Local Government Area:**  City of Maribyrnong

**Ownership Type**  Crown (Parks Victoria)

## Description

**Site Type:** Factory

### Physical Description

Several large bluestone buildings of distinctive design on several levels survive from the period of occupation of the Melbourne Meat Preserving Company. From the north they include: the tallow store and tin shop - a single storey structure, formerly with an upper storey of timber. The northern part of the building retains a concrete vaulted ceiling carried on riveted wrought iron girders and cast iron columns which is believed to be an early example of fire proof construction. the roof is a later (1920s?) timber truss and corrugated iron hipped structure.

To the south is the former preserving department, generally an 1873 reconstruction (following a fire) of the 1868 MMPC extension of Raleigh's original 1848 meatworks. Stone work at the rear (west side) incorporates many weathered surface stones and a random, un-coursed masonry that suggests the early date. The range of buildings extending north of this includes several partitioned spaces which are believed to have served as workshop and stables during the Humes period and may have had similar functions in the 19th century. A brick feature believed to be the setting of a steam boiler is constructed against the outside of this wall. The main part of the building is a tall, gable roofed structure on two levels with a central arched brick colonnade between them and circular louvred vents in the twin gables at each end. The roof is made of cast and wrought iron trusses clad in corrugated iron again evidence of fire proof building design (this part of the structure was burnt down and rebuilt in 1872-3).

The roofing iron has been replaced several times. Windows in the west and south walls also include original cast iron frames. Tall window openings (with new timber frames and glazing) alternate with stone pillars on the east facade. Evidence of many other former openings which have been bricked up can be seen in the walls, including a large brick arch which once opened to the north connecting to the former tin shop of c1850, now only surviving as the walls of adjoining buildings and the rendered 2 metre high retaining wall on the west.

The third major bluestone building has been refurbished and is currently used as the Living Museum office and visitor centre. This, the former testing department of the MMPC, has bluestone walls on three sides with skillion and gabled roof of timber truss and corrugated iron (renewed). The gable section appears at least partly original. The skillion was added by Humes around the 1920s. Brick ovens in the west wall connect to stoke holes and flues on the outside. Between this and the preserving department is the base of the boiler house chimney and evidence of the boilerhouse and engine room in the form of remnants of walls and flues and

### **Condition**

The remaining buildings are in sound condition although rising damp effects some of the bluestone walls.

### **Integrity**

While only some of the many buildings which have been on the site survive, there are remains of all significant phases of the sites history.

### **Context**

Located on the banks of the Maribyrnong River in developed open space. The 1878 Jacks Magazine and remnants of the Footscray Ammunition Factory are the first major structures down-stream and offer opportunities for connections in an industrial heritage precinct.

### **Threats**

None at present, but public accessibility to some buildings could be improved.

### **History**

Originally a boiling down works established by Joseph Raleigh in c.1847. Raleigh was one of Port Phillip's first pastoral settlers, establishing a grazing property at Maribyrnong in the early 1840s. He was also prominent in shipping and constructed one of Melbourne's first wharves and warehouses on the Yarra River between Spencer and King Streets. He operated one of the colonies first boiling down and salting works near Yarraville from about 1842, an industry which helped rescue the colony from a severe rural recession by providing a market for sheep. He built a more substantial works at Maribyrnong in around 1847-8 which was at that time the most substantial industrial establishment in the colony.

Raleigh died in 1850 and the works lay vacant for a time, the gold rushes having caused a rise in fresh meat prices which effected the boiling down trade. The abandoned works were occupied by Robertson Martin & Smith in 1853-4 manufacturers of Australia's first steam Locomotive.

Following another period of disuse, the buildings were refurbished for the production of preserved, tinned meat by a vacuum cooking process by the Melbourne Meat Preserving Company in 1868. The MMPC were one of the pioneering companies in this field, achieving the first successful export of preserved tinned meat to England. It employed several hundred workers to operate the first large scale meat cannery in Australia. It provided the inspiration and model for many later meat canning companies as well as trained personnel.

The main buildings of the company are substantially intact, designed as an open-plan factory on several levels, an adaptation of English industrial design. In its day the factory was commended for its efficiency, cleanliness and automation.

The works was hygienic and modern and the largest of the early preserving works. It continued to operate until c.1888 when declining demand forced its closure.

For a brief period the site was also used by the Australian Frozen Meat Export Co (1880-2). This firm is credited with the first successful maritime export of frozen meat in the world. The company leased part of the MMPC premises, built a large freezing chamber and transported frozen carcasses at night to a refrigerated ship. The company moved to Newport in 1882 in order to have better access to the docks.

The Humes Pipe Co, established in 1911 pioneered in the production of centrifugally-spun concrete pipes, a process invented in South Australia by E J & W R Hume. The firm took over the once more abandoned Maribyrnong meat works and installed machinery of their own design for manufacture of pipes, as well as concrete mixers and wire reinforcement machines. Initially the bluestone buildings were adapted for the factory, but as the works expanded other rudimentary process sheds were erected to house more moulding machines and the workers who operated them.

In 1920 the process received a world-wide patent, and factories were constructed in New Zealand, South Africa, Malaysia, England, Singapore, and U.S.A. The Maribyrnong factory was the largest concrete pipe factory in the Southern Hemisphere and is the oldest remaining Humes factory in Australia. Humes pipes were used throughout Australia and many parts of the world for water supply, sewerage, irrigation and drainage works.

The firm pioneered a new technology and exported its innovations throughout the world. The Australian process of making concrete pipes became world famous; it is still the basic method used by a large part of the world's concrete pipe industry. From the 1950s the factory employed a large proportion of southern European migrant workers, some of whom planted fruit trees around the factory and created a distinct social culture around the factory.

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

### Cultural Significance

The place is of national historical, social and architectural significance as some of the oldest and most substantial early industrial structures associated with at least five different innovations in Manufacture. The boiling down works was one of the first of its type in Australia and the largest in Victoria, the Melbourne Meat Preserving Co. pioneered meat preserving by the vacuum process, as the Australian Frozen Meat Export Co. pioneered bulk freezing and is credited with the first successful frozen meat export in the world, Robertson Martin & Smith were the makers of the first locomotive for the first railway in Australia and utilised part of the site to fulfil this contract; and Hume Pipes were an innovator in the field of concrete pipe manufacture, being the first Australian company to export a manufacturing technology as opposed to a raw material or product. The site shows a range of cultural features relating to five separate innovative industries stretching over 140 years. (Criteria A3, A4 & D2) Several technological innovations took place here including boiling down, meat preserving, meat freezing, and concrete pipe manufacture. (Criterion F1)

Architecturally, the buildings represent early fire proof construction techniques. The boiling down and meat industries have disappeared from Melbourne and industrial buildings of any kind from the mid nineteenth century are exceptionally rare in Melbourne. (Criterion B2) The river location demonstrates the importance of maritime communication to early industry as well as the need for a water source and drain. This site encapsulates the history of industrial development in Melbourne and represents some of its major phases. Several significant historical figures are associated with the site including Joseph Raleigh, Samuel Sextus Ritchie (proprietor of the MMPC) and Walter Hume. (Criterion H1)

### Comparative Examples

A rare example of early nineteenth century industrial building in Victoria, it has few comparisons, some of the earlier flour mills demonstrating the scale and use of bluestone.

### Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

Significance and the cited fabric or contributory elements.  
 To conserve and enhance the significant elements of the place.  
 To conserve and enhance the public view of these elements.  
 To conserve and enhance the visual relationships between the contributory elements.  
 To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
 To manage and interpret the place as a historic site to the public.

### Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

The site shows a range of cultural features relating to five separate innovative industries stretching over 140 years

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The place is associated with several cultural phases including the 1840s pastoral boom, the 1860-80s development of local manufacturing industry and the early 20th century industrial expansion of Melbourne and Victoria.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

The boiling down and meat industries have disappeared from Melbourne and industrial buildings of any kind from the mid nineteenth century are exceptionally rare in Melbourne.

## Maribyrnong Heritage Review - Industrial Places

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

Without the boiling down works as represented by this place, the squatters and graziers may not have recovered from the rural recession of the 1840s.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

A wide range of activities have occurred on this site relating to several industrial processes.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The buildings represent design developments which were advanced for their time, particularly the techniques of fire proof construction. Several technological innovations took place here including boiling down, meat preserving, meat

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

Several significant historical figures are associated with the site including Joseph Raleigh, Samuel Sextus Ritchie (proprietor of the MMPC) and Walter Hume.

## Documentation

### References

Vines & Ford, *Pipemakers Park Conservation Plan*, Living Museum of the West 1997

W. Snoek, thesis, Hume Pipe Company, University of Melbourne.

G.J.R. Linge, *Industrial Awakening. MUP 1986.*

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Ordnance Factory Maribyrnong**

**Other Name** Royal Australian Field Artillery depot

**Address**  Wests Road  
Maribyrnong

**Place Identifier** 8832

**Heritage Significance**  state

**Creation date(s):**  1923 **Map (Melway)**  27 J9

**Boundary description** the extent of the surviving buildings on Wests Road, within the allotment created by the new Blair Street to the west.

**Local Government Area:**  City of Maribyrnong

**Ownership Type**  Private

## Description

**Site Type:** Military complex

### Physical Description

The surviving buildings comprise the former RAFA barracks, Ordnance Factory Administrative Office, guardhouse/gatehouse, depot buildings, stables, garage sheds and other manufacturing complex and formerly incorporating several large erection and machine shops, administration buildings, stores, and ancillary buildings. All but the head office building (no 101) of the Ordnance Factory period have been demolished. Most of the RAFA era buildings have survived. They are typically solid brick in Flemish bond, with rendered trim, slate roofs, and prominent timber joinery. The later Ordnance Factory buildings are of red brick and concrete.

The RAFA barracks (Buildings 28 and 35 ) comprises two substantial two-storey red brick buildings. These are in an eclectic style incorporating elements of the classical, mannerist and Arts & Crafts styles. They are T-shaped in plan and sited back to back and connected by covered walkways. They are typical of the monumental style favoured by Chief Commonwealth Architect J.S., Murdoch with their classical references such as rusticated brickwork, paired Doric columns, and stucco details such as prominent frieze mouldings, cornices and raised parapets. The wrought iron railings, wide eaves with prominent brackets and large panelled doors continue the theme.

The stables area included two separate stable wings built around a central courtyard and included feed troughs and dung pit, separate buildings were provided for the saddler, and wheelwright, forage store, hay shed, forge, shoeing shed, pharmacy and sick boxes for horses.

Of particular importance to the Ordnance Factory complex were the No 1 Forge, and gun and carriage section of the No 1 machine shop both vast classically treated brick industrial buildings.. These were, however demolished to make way for the new housing development.

### **Condition**

In fair condition, maintenance having been neglected for years, Some restoration and adaption is underway

### **Integrity**

Currently under redevelopment and alterations to many buildings. Some of this work is seriously effecting the building integrity.

### **Context**

The group set on Wests Road retain a visual context in the otherwise redeveloped mock-heritage styled housing of the Waterford Green estate. Another separate group of buildings from the former Ordnance complex survives to the north - the Central Drawing Office and Inspection Department. (qv.)

### **Threats**

The current redevelopment continues to impact on the significance of the buildings.

### **History**

Military activity in the Maribyrnong area dates back to the establishment of Jacks Magazine in 1878. The location of the magazine for storage of gunpowder was chosen because of its convenience to Melbourne and the docks, and protection in an isolated part of the Maribyrnong Valley. The Colonial Ammunition Factory was built near the magazine as a private venture in the 1880s, but was supported by the Victorian colonial government, which was its major customer. With the creation of the Commonwealth Government at Federation of the colonies, responsibility for defence was transferred from the colonial militias to the Commonwealth armed forces and a Munitions Supply Board was set up to ensure the military could be self sufficient in armaments and other supplies.

The Explosives Factory Maribyrnong was established in 1910 as the first of the munitions factories, and about the same time, the Royal Australian Field Artillery training depot was located on the Maribyrnong Estate land purchased by the Defence Department. Substantial barracks, stables, messes and administrative buildings were erected on the Wests Road Site in the period 1913-15.

The Ordnance Factory was established in 1923 in two converted buildings with the carriage shop built in 1925 and the tool room set up in a converted stable in the same year. The No. 1 Forge (Building 49) was erected in 1925 as the central core of the factory. Steady expansion occurred until 1939-45 when the floor area was increased to 80000 sq. m. and employment rose to 6500 people.

To administer the expanded factory a new 3 storey block was constructed in the then fashionable Dutch Modern or International Style after the influential work of Dutch Architect William Dudock. This has the hallmarks of the style with its projecting brickwork courses, contrasting bricks, continuous vertical mullions rising through the central block. It was designed by Department of Works architect, Donald C. Ward who was also responsible for the Central Drawing Office (No 71) and possibly the Inspection Branch building (No 72) . (pers com, Andrew Ward).



The manufacturing processes of the Ordnance Factory Maribyrnong were not as distinctive as for the Explosives Factory. Apart for the scale of operations and the nature of the particular products, the forging, machining and fitting tasks were typical of many heavy metalwork industries. However, the architectural solutions to providing manufacturing space, as seen in the No. 1 Forge, and the integration of production on the site gave it a special character.

The factory closed in the early 1990s and most has been demolished. Redevelopment is underway, and some of the surviving RAFA buildings are being converted for other uses.

### Thematic context

**Australian Principal Theme**   
**PAHT Subtheme:**  **Local Theme**

### Cultural Significance

The remaining RAFA and Ordnance Factory buildings are of State Historical, Architectural and Social significance as representative of the development of the Commonwealth defence forces and munitions industry in Maribyrnong at the beginning of last century.

The RAFA buildings are architecturally noteworthy for their eclectic style and monumental form which express the perceived importance of the original military establishment. (Criteria A3 A4) They demonstrate the beginnings of the Commonwealth Artillery forces and the significant place of Victoria and Maribyrnong in the development of a self sufficient defence force in Australia. (Criterion D2)

The loss of the No. 1 Forge and the Gun and Carriage shop, and to a lesser extent the many other buildings, is a severe loss to the heritage of munitions industry. However the PWD (D. C. Ward) designed Administration Office demonstrates the former scale of the factory in its commensurate grandeur. (Criteria F1 & H1)

Socially the factory is significant for its importance in wartime production, as a major employer in both war and peace time, and as a catalyst to other metalwork and manufacturing industries which were located in the area. The establishment of defence industries was a critical component of the Federation of the Australian Colonies and the creation of the nation, and the therefore the consequent activities of the armed forces. (Criterion C2)

### Comparative Examples

The RAFA buildings compare with the other contemporary groups of Commonwealth defence installations of the period, in particular the Seamen's Barracks at HMAS Cerberus of 1914, and the A 1 Block at Victoria Barracks.

### Recommendations

**Heritage Victoria Register**

**Register of the National Estate**

## Maribyrnong Heritage Review - Industrial Places

National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="N/A"/>
External Paint Controls Apply?	<input type="text" value="N/A"/>
Internal Alteration Controls Apply?	<input type="text" value="N/A"/>
Tree Controls Apply?	<input type="text" value="N/A"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="N/A"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="N/A"/>
Prohibited Uses may be Permitted?	<input type="text" value="N/A"/>

### Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To review the conservation management plan so that it embodies the above objectives and addresses the changes to the site since redevelopment.

### Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

The RAFA group of buildings in particular represent a rich group of architecturally elaborate and distinctive structures.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The RAFA buildings are associated with the beginnings of the Australian military forces and the training of artillerymen. The Admin Office represents the last fragment of the Ordnance factory which was critical to Australia's self sufficiency in defence supply.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Training and keeping of horses for military purposes is rarely seen in Australia, likewise, the Ordnance factory office represents the peak of Commonwealth Government defence supply industry, now greatly reduced and privatised.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

The establishment of defence industries was a critical component of the Federation of the Australian Colonies and the creation of the nation, and the therefore the consequent activities of the armed forces.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

The RAFA buildings in particular demonstrate a characteristic way of life related to the training of horse and man in artillery.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The architectural style is of note for the periods of construction, whether the inter war eclecticism or Second World War International Modern.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

The Admin Office demonstrates the work of Public Works Department Architect D.C. Ward.

### Documentation

#### References

Dept. of Defence Support  
Heritage Victoria File H1097 - No 1 Forge (demolished)

RHB No H1098 Royal Australian Field Artillery Barracks, Ordnance Factory, Maribyrnong  
See also National Trust File No 6681 No 1 Forge, Ordnance Factory. 5028  
Allom Lovell *ADI Maribyrnong Site Redevelopment EES*. 1992  
Les McLean, *The History of the Ordnance Factory Maribyrnong 1923-1993, published by the Author 1994.*

## Data recording

Assessed By   
Assessed Date:

## Identification and location

**Name of Place:** **D. Richardson**

**Other Name**

**Address**

**Place Identifier**

**Heritage Significance**

**Creation date(s):**

**Map (Melway)**

**Boundary description**

**Local Government Area:**

**Ownership Type**

## Description

**Site Type:** factory

### Physical Description

Extensive factory complex between Moreland St. and Whitehall St. comprising south facing saw tooth roofed timber and iron framed sheds behind a two storey brick office in Moreland St. The factory grew from a small timber shed in the backyard of a Whitehall St. house. Extensions involved additional sawtooth roof, and between 1929 and 1939 bold brick offices and facades along Bunbury and Whitehall Streets with dark recessed string courses at every 7th course and bright crimson steel framed window frames. The adjacent Richardsons Gears chose a two dimensional facade in lined buff toned render. Internally a range of timber and steel framing provides discontinuous factory space.

### Condition

in good condition although most facades are painted over

### Integrity

Generally Intact although the subdivision into several commercial tenants and the consequent proliferation of signage and paint treatments has broken the cohesiveness of the original factory.

### Context

Set between the residential/commercial core of Footscray and the former Riverside residential/industrial precinct.

### Threats

none evident.

## History

Original factory of D. Richardsons & Sons and Richardsons Gears. The former moved to Ballarat Road Braybrook in the 1950s where they still operate. David Richardson come from New Zealand in 1887 following a Glasgow apprenticeship. He purchased the house and workshop in Whitehall Street to expand a business manufacturing windmills and perforated metals. Pelton wheels and mining batteries were made for a time but after a company division in 1912 one side settled down to specialise in perforated metals while Richardson Gears continued gear cutting. David Richardson took up fan making in the 1920s.

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

The Footscray site of D. Richardson is of regional historical and architectural significance as an interesting example of the survival of a small backyard manufacturing enterprise and its growth into a large proprietary company with the commensurate scale of its principle facades reflecting the company's perceived image of itself and the prevalent Modern industrial styling of the period. (Criterion D2) The construction during several periods of additions and extensions to the factory involved purchase and demolition of many adjacent houses and the piecemeal rebuilding resulted in a rambling factory poorly suited to late modern manufacturing methods. (Criterion A4) As a result the company moved to a large vacant site in Braybrook in 1953 where a completely new clear span building could be erected. All these factors in Richardson's history can be seen in the Footscray factory giving it considerable scope for educational use particularly in explaining historical processes in industrial development. (Criterion B2)

Richardsons' in the guise of metal perforators, and engineers, specialising in gear cutting, made an important and innovative niche for itself in Victorian metal engineering. (Criterion F1) David Richardson was one of a number of prominent local industrial entrepreneurs who contributed to the prosperity of the city while establishing a personal business empire. (Criterion H1)

### Comparative Examples

The Modern styling is in its simplest form here with banded brickwork and curved features. As such it compares with the Allen Foundry, of the same period and industrial use.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

## Maribyrnong Heritage Review - Industrial Places

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

An important example of one of Footscray's identifying industries, the metal trades and contributing to the group of Modern factories which became the standard for factory design in the 1930s and 40s in the City.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Footscray's metal industries were once its mainstay, but have almost disappeared in the last decade. This prime example was also one of the cities most influential, in terms of the number of apprentices and off-shoot companies it generated.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

Demonstrative of the role of the metal industries in Footscray's and Maribyrnong's prosperity.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

Richardsons' in the guise of metal perforators, and engineers, specialising in gear cutting, made an important and innovative niche for itself in Victorian metal engineering.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

D. Richardson was one of a number of prominent local industrial entrepreneurs who contributed to the prosperity of the city while establishing a personal business empire.

### Documentation

#### References

Parsons 1989,  
*Footscray Advertiser* 15.3.39, 25,3,37

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Thomas Howie & Co.**

**Other Name** T. Henderson & Co.

**Address** 102 Whitehall Street

Footscray

**Place Identifier** 6109

**Heritage Significance** city

**Creation date(s):** 1882

**Map (Melway)** 42 D5

**Boundary description** The extent of the current allotment

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:**

### Physical Description

The factory has a central passage between two sections comprising timber framed corrugated iron clad sheds each with twin gables. Wooden louvres are fitted into openings in the gable ends. The building is set back from Whitehall St. and may have once had houses built in front. The rear faces onto a lane with door openings, rusted corrugated cladding, obsolete light, power and telephone fittings all create a remarkably cluttered and ancient impression.

### Condition

In fair condition, the corrugated iron not having been painted for many decades.

### Integrity

In particularly original condition externally.

### Context

Hidden behind houses and other small factories in an area of residential and some industrial use.

### Threats

Likely to be redeveloped in the near future.

## History

By 1898 the factory was operated by T. Howie, described as "late T. Henderson" and who was first listed at 102 Whitehall St. in 1882. The site is now a store of H.J. Langdon of 351 King St. Melb. Howie's Implements works followed on from one of the Australia's pioneering agricultural implement and machinery makers T. Henderson and Co. Thomas Henderson, a wheelwright, came to Victoria from Scotland in 1856 and commenced an engineering business at 91 Elizabeth Street Melbourne in 1860 (Sutherland 1888:606) A decade later Henderson was making a range of agricultural implements, including strippers, reapers, winnowers and ploughs.

At the Sydney Intercolonial Exhibition in 1870 Henderson was one of the Victorian manufacturers who dominated the prize list in agricultural implements (*Age* 15.8.1870). This early domination was a portent of a significant Victorian manufacturing industry pioneered by Henderson and others such as, T. Robinson & Co, Hugh Lennon and Joseph Nicholson. Henderson took out several patents for improvements to agricultural machinery between 1868 and 1891 (Linge 1979:318).

By 1882 Henderson's works had expanded to include a factory in O'Connell St Hotham (North Melbourne) presumably at the rear of the Elizabeth Street premises (Sands & McDougall). The 1880s was a period of expansion for implement manufacturers, as new agricultural lands opened up in the Wimmera brought increased demands for suitable cultivating and harvesting implements. A number of manufacturers moved out of Melbourne to larger premises in the western suburbs. T. Robinson & Co and Hugh Lennon both built large factories at Spotswood. George Gibbons moved to Footscray, as did Mitchell and Co some time later. In 1888 the *Footscray Advertiser* reported that T. Henderson & Co had let tenders for the construction of an implements factory in Whitehall Street Footscray (*Advertiser* 21.4.1888). However, T. Henderson & Co does not appear to have actually made the move to Whitehall Street.

The Sands & McDougall Directory, and advertising in the *Weekly Times*, indicate that Henderson remained at Elizabeth Street until 1891. In that year it was reported in the *Australasian Ironmonger* that Henderson had been taken over by John Mitchell and Co however Henderson was also mentioned in the *Footscray Independent* as having an engineering works in Raleigh Street Footscray in 1891, and that these were closed in October of that year. After that Henderson disappeared from the advertising pages and annual Melbourne Agricultural Show reports in *The Weekly Times*.

In Whitehall Street the occupier of a property near the corner of Parker Street was listed as Thomas Howie, engineer, from 1882. In 1898 T. Howie, implement maker, was listed at number 102 (Sands & McDougall). A photograph taken around 1900 of the T. Howie Implement Works indicates that the factory made harvesting and cultivating implements (Seelaf 1989:106). In 1906 a report on the implements displayed at the Melbourne Show published in the *Advertiser* noted Thomas Howie's collection of disc ploughs and cultivators which was the firm's specialty, and mentioned that Howie had acquired the "long established business of Messrs T. Henderson & Co" (*Advertiser* 8.9.1906).

Howie's business continued at 104-6 Whitehall Street into the 1940s, when the firm was listed as T. Howie and Sons, Albert W. Howie (presumably one of the sons) residing at no. 104. In the early 1950s no. 106 was shared with D. Lee, oxy welder, but by 1955 Howie's business had ceased, although Albert still resided at 104 until at least 1974. From the mid 1950s 106 Whitehall Street was occupied by a series of engineering firms and oxy welders (Sands & McDougall).

### Thematic context

**Australian Principal Theme** Manufacturing and Processing

**PAHT Subtheme:** Manufacturing and Processing

**Local Theme** Industry by the River: Early



## Cultural Significance

The Thomas Howie Implement Works is of historical and architectural significance to the City of Maribyrnong as one of very few original nineteenth century agricultural implement works to have survived from the dozens once operating in the Western Suburbs. (Criterion A4) See for example, George Gibbons, Mitchell & Co., Gaston Bros. T. Robinson, Hugh Lennon, International Harvester, H.V. McKay, Massey Harris, etc.

It is particularly rare in that it represents the small specialised manufacturer rather than the large general works like H.V. McKay or T. Robinson. Although the building itself is unspectacular, it demonstrates a typical form of late 19th century factories which are not often found without considerable later modification or additions. (Criterion C2) The site has a significant association with entrepreneurs Thomas Howie and Thomas Henderson, and the firm of Thomas Henderson & Co. which was one of the earliest agricultural implement makers in Victoria. (Criterion H1)

## Comparative Examples

A particularly rare 19th century timber framed corrugated iron clad factory building, once ubiquitous but now practically extinct.

## Recommendations

Heritage Victoria Register	<input type="text" value="No"/>
Register of the National Estate	<input type="text" value="No"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="Yes"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	
Prohibited Uses may be Permitted?	

## Recommendations

Significance and the cited fabric or contributory elements.  
 To conserve and enhance the significant elements of the place.  
 To conserve and enhance the public view of these elements.  
 To conserve and enhance the visual relationships between the contributory elements.  
 To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
 To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

One of the last surviving examples of a factory and building type which was once characteristic of the Western Suburbs.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

## Maribyrnong Heritage Review - Industrial Places

Important for understanding the role of the small metal manufacturing industries in general and the agricultural implement makers in particular in the industrial development of Melbourne's West.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

Both Henderson and Howie were prominent in both the industry and the district in their times, Henderson particularly making a mark as a minor but successful capitalist and industrialist.

## Documentation

### References

Sutherland, A., *Victoria and Its Metropolis, Past and Present*, Melbourne, 1888, Vol.IIB, p.606.

*Age*, 15 August 1870.

Linge, *Industrial Awakening*, Canberra, 1979, p.318.

Sands & McDougall Directory, 1882.

*Advertiser* 21 April 1888.

Seelaf, *Footscray: A Pictorial Record of the Municipality from 1859 to 1988*, Footscray, 1989, p.106.

*Advertiser*, 8 September 1906.

Victorian Patents 1133 2772 3022 6965 8905.

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Mowling's Soap & Candle**

**Other Name** former Cheetham Salt, Safcol

**Address** 107 Whitehall Street  
Footscray

**Place Identifier** 20232

**Heritage Significance** regional

**Creation date(s):** 1895 c. **Map (Melway)** 42 D7

**Boundary description** bounded by Whitehall, Lyons and Maribyrnong Streets.

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** factory

### Physical Description

Complex of red brick buildings constructed in rows parallel to Napier St. All buildings marked on 1895 MMBW Sewerage Plan survive with the addition of the two story structure on the west (probably by Cheetham Salt) and the modern space-age style building in the south east was built in 1987 by Safcol. The buildings feature red brick with regular pilasters and corbel-table forming recessed bays in which the nine pane timber framed windows were set. Many openings have been bricked up, sometimes behind the surviving window.

Remnants of the firm's lettering survive on the parapet, now trimmed to the roof line and through which an arched entrance leads to a lane between buildings. The works incorporates the remnants of the gunpowder magazine in the north east corner (0075)

### Condition

In fair condition although damage to the buildings by forklift impact and salting (from the former Cheetham period) is causing some problems.

### Integrity

Most of the buildings noted from the early MMBW plans can still be discerned in some form. The parapet wall to the front has recently been partly demolished.

### Context

In a developed industrial area close to the Maribyrnong River.

### Threats

Redevelopment, probably for another industrial use is likely as the building stock deteriorates.

## History

The Melbourne Stearine & Soft Soap Works was located on the Yarra Bank, Melbourne in 1875, G. Mowling was proprietor having founded the company in 1870, and was succeeded by his son around 1908. Many companies took advantage of the production of refined tallow and other meat by-products by numerous boiling down works in Melbourne that commenced in the 1840s, in order to produce soap and candles and a wide range of other industrial and domestic products, generally as import replacements.

Mowling relocated the works to the Footscray site in about 1895 when noxious trades were being discouraged from Melbourne and particularly from the Yarra River upstream of the docks, while Footscray was actively encouraging noxious trades. Mowling manufactured Gondolier brand candles and Empire soap as well as refining oil for oleo-margarine and glycerine distillation. The site was later used by Cheetham Salt for storage and processing and is currently owned by Safcol. Mowling & Sons is still in business as a bait supplier elsewhere.

### Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**

**Local Theme**

## Cultural Significance

G. Mowling & Sons is of regional historical and architectural significance as one of the very early manufacturers of soap and candles in Victoria and once one of the most up to date in Australia in the 1900s. (Criterion A4) The works was extensive and integrated producing a variety of by-products from the basic animal tallow. The layout and design of the buildings provides the best available physical key to the original form and function of soap and candle works at the turn of the century. This is the last relatively intact site where this process can be examined. (Criterion B2) The company's production was part of a chain of manufacture in the region beginning with the abattoirs and ending with consumer products. Tallow for soap and candles; glycerine for soap; explosive and chemical manufacture; oil for margarine and other foods; waxes and polishes all depended on the reprocessing provided by works such as this. All of the 1895 buildings survive although somewhat modified and the site is a particularly extensive and intact example of a turn of the century by-products works. It also incorporates the remnants of the 1850s Footscray gunpowder magazine. (qv)

### Comparative Examples

Few comparable complexes of the turn of the century are known, although remnants of the Apollo Candle Works can still be seen on the opposite side of the river at Kensington.

## Recommendations

**Heritage Victoria Register**

**Register of the National Estate**

**National Trust Register**

**Other Heritage Listings**

**Planning Scheme Protection**

**External Paint Controls Apply?**

**Internal Alteration Controls Apply?**

## Maribyrnong Heritage Review - Industrial Places

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The development of local domestic and industrial products from meat by-products was an important phase in the industrialisation of Melbourne and Australia. Mowling, with the Apollo and Kitchen Brother works, was one of the main suppliers.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

The layout and design of the buildings provides the best available physical key to the original form and function of soap and candle works at the turn of the century. This is the last relatively intact site where this process can be examined.

### Documentation

#### References

Sands & McDougall Melb. Directory 1875,  
Footscray's First Fifty Years  
Paynting and Grant Footscray Illustrated :396

### Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Dee Cottage**

**Other Name**

**Address** 122 Whitehall Street

Yarraville

**Place Identifier** 8834

**Heritage Significance** city

**Creation date(s):** 1880

**Map (Melway)** 42 C9

**Boundary description** The house and yard as delineated by the present fenced block.

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private

## Description

**Site Type:** house

### Physical Description

Double fronted Italianate cottage with arched windows either side of the central entrance doorway, Constructed in Flemish bond brickwork and rendered mouldings. The hipped roof is clad in slate with some remaining ogee p-pattern gutters. Originally with a veranda across the front, but now stripped of some detail.

### Condition

In fair condition, brickwork has been painted and some rear sections are lacking maintenance.

### Integrity

Generally intact although parts of the roof have been reclad and the verandah altered.

### Context

One of two residences remaining in the vicinity of the Yarraville industrial complexes.

### Threats

None presently known

## History

It is believed that Dee Cottage was built in 1880 by a bricklayer named David Goudie (ICIANZ 1970). Gaudie's address was given as the Commercial Hotel, just over the road, but it is not known whether he ever actually lived in the house (Sands & McDougall). Dee Cottage is situated next to the site of the former Cuming Smith & Co fertiliser works (later owned by ICIANZ). The company acquired the house some time in the 1880s or early '90s, and it became attached to the works as the works manager's house. One of the firm's owners, James Cuming Snr, involved all his five sons in the business.

In 1883 the occupant was listed as Robert Cuming, presumably the eldest son who established the Adelaide Chemical Works Co. James Cuming Snr lived there from 1887-89. Second son James Jnr, lived there in 1891-2, before moving to "Huntley", a large house in Willis Street Yarraville.

James Jnr became General Manager of the Company in 1897. Third son George lived at Dee Cottage in 1895-6, presumably while he had the responsibility of works manager (Rate Books; ADB James Cuming; Sands & McDougall).

Later occupants of Dee Cottage included company employees A.G. Garnsworthy, Horace Greig, a power engineer, and Jack Carter, a foreman lead burner, who lived there with his family from 1929 until his retirement in 1963. By then the firm was owned by ICIANZ. Carter was followed by senior maintenance engineer, Bruce Norton, who was still living there in 1970 (ICIANZ 1970).

Two large elm trees believed to have been planted at the time Dee Cottage was built were still standing beside the house in 1970 (ICIANZ 1970).

The next three or four houses after Dee Cottage were also owned by the company for housing their workers. One of these, 225 Whitehall Street, was the home of fifth son William while he was manager in the early 1900s (Rate Books; Sands & McDougall; ADB; Lack 1991).

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

### Cultural Significance

Dee cottage is of historical and architectural significance to the City of Maribyrnong as a relatively intact early residence, used as a company house by the nearby Cuming Smith & Co. works and built in association with major industrial development and closely related historically to the local industries which gave it its purpose. (Criteria B2 & D2) Distinctive architectural form of the period also relatively intact and well preserved. (Criterion F1)

The site has significant historical associations as a former residence of James Cuming, founder and principal of Cuming Smith fertiliser works and one of Footscray's most prominent citizens. (Criterion H1)

### Comparative Examples

One of a small number of 1880s residences in the immediate district comparable with 21 Bell Street Footscray.

### Recommendations

Heritage Victoria Register

Register of the National Estate

## Maribyrnong Heritage Review - Industrial Places

National Trust Register	<input type="text" value="file only B2815"/>
Other Heritage Listings	<input type="text" value="Footscray Conservation study"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="Yes"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="No"/>

### Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Unusual in its role as a residence associated with a major industrial complex.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

Representative to the period of the region's development when factory managers and staff lived by necessity on or adjacent to the workplace. It is also associated with several prominent local industrialists.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

Distinctive architectural form of the period also relatively intact and well preserved.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

As a former residence of James Cuming, founder and principal of Cuming Smith fertiliser works and one of Footscray's most prominent citizens.

### Documentation

#### References

Article on Dee Cottage, ICIANZ *Circle*, 7.August 1970.  
Sands & McDougall Directories  
City of Footscray Rate Books;  
Lack J, James Cuming entry in Serle, G., and Nairn, B., *Australian Dictionary of Biography*, Vol 8, Melbourne, 1981,  
Lack J. *History of Footscray 1991*.

### Data recording

Assessed By   
Assessed Date:



## Identification and location

**Name of Place:** **Cuming Smith**

**Other Name** Commonwealth Fertilisers, Pivot Fertilisers

**Address** 219 Whitehall Street

Yarraville

**Place Identifier** 20237

**Heritage Significance** regional

**Creation date(s):** 1871

**Map (Melway)** 42 C10

**Boundary description** The extent of the current allotment.

**Local Government Area:** City of Maribyrnong

**Ownership Type**

## Description

**Site Type:** factory

### Physical Description

The core of rendered brick administration buildings from c. 1900 although extensively modified, survive as an isolated group among more recent clear span storage sheds. Of the original group of 19th century buildings little remains, most being demolished in the 1960s. However, the substantial stores built of Mountain ash logs up to fifteen metres long date from the 1920s and are of interest for their large clear span and use of raw logs probably obtained from Cuming Smith's Warburton Timber operation. One of the largest of these has been recently demolished.

Bluestone and early brick foundations and walls can be seen in the western end of the site possibly once part of McMeikan's Bone Mill. The cleared area may have sub surface remains of the early buildings.

### Condition

Surviving Buildings are in good condition

### Integrity

Much of the site has been demolished including large timber framed fertiliser sheds near the river.

### Context

One of the group of large industrial complexes on the Yarraville waterfront.

### Threats

Redevelopment of the site, probably for further industrial use, is highly likely as recent demolition has occurred. Investigate bluestone foundations further to identify McMeikan's Bone Mill features. Consider archaeological work prior to future construction or demolition.

## History

Cuming Smith purchased the Yarraville Chemical Works of Robert Smith & Co in 1871 and McMeikin's Victoria Bone Mill in 1875. It then amalgamated with Felton Grimwade 1897. It was taken over by Commonwealth Fertilisers in 1929 which incorporated Mt.Lyell and Wischer. (see 0255 & 0362). ICI then took over the complex in 1936 and sold the Cuming Smith part to the Geelong company Pivot who had themselves bought CRESCO in Corio Bay. The works became the Phosphate Co-op of Australia following a further merger and now trades as Pivot fertilisers, with a second plant in Geelong.

Cuming Smith pioneered the manufacture of superphosphate in Victoria producing its own acid and other products. The company also undertook experiments with timber derived products such as wood tar, acetone and timber preservatives. James Cuming is commemorated in Footscray as their premier citizen, having been Mayor and councillor many times. His statue stands in the Yarraville Gardens having been relocated from the Footscray Railway Reserve.

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

Cuming Smith is of Regional historical and architectural significance as it was the largest and one of the first manufacturers of superphosphate fertiliser in Victoria. The works pioneered the manufacture of chemical fertiliser and introduced integrated processes in acid and chemical manufacture. (Criterion A4) The factory is one of the major industrial facilities in the Yarraville area with considerable surviving building stock from the turn of the century period. Its Sickle Brand agricultural products (sheep dip, rabbit poison, wheat pickling, etc) were famous among Australian and overseas farmers. (Criterion D2) Substantial parts of the works dating from the period of greatest expansion and of unusual construction survive, still in the context of chemical fertiliser production. A distinctive group of building forms and highly unusual industrial landscape with the fertiliser cranes on the wharf a local landmark. (Criterion A3) James Cuming made his fortune from this works and for its sake played an influential role in the civic and commercial affairs of Footscray. (Criterion H1)

### Comparative Examples

Compares with the near contemporary Mt.Lyell site nearby, but with less of the associated chemical plant.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.  
 To conserve and enhance the significant elements of the place.  
 To conserve and enhance the public view of these elements.  
 To conserve and enhance the visual relationships between the contributory elements.  
 To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
 To prepare a conservation management plan which embodies the above objectives. Detailed historical and archaeological investigation is required to fully identify the site's heritage fabric.  
 To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

A distinctive group of building forms and highly unusual industrial landscape with the fertiliser cranes on the wharf a local landmark

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

manufacture of superphosphate fertiliser using phosphate rock fro, Pacific islands and waste acid from other chemical works revolutionised Australian agriculture and industry.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

This works best demonstrates the complex interrelationship between branches of chemical industry with acid, fertiliser and meat-byproduct works having come together to create the modern chemical industry.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

James Cuming made his fortune from this works and for its sake played an influential role in the civic and commercial affairs of Footscray.

## Documentation

### References

ADB8 (James Cuming), CUMING a biography 1987,  
*Forging Ahead*,  
*Local Industries in Footscray and Williamstown* 1888,  
 Britannia Ck., VPRS933/1132  
 Footscray's First Fifty Years.  
 Footscray's First Hundred Years.  
 Sands & McDougall 1895,  
 VPRS932/3125,  
*City of Footscray 125th Anniversary 1984*.  
*MMBW 1" to 400' Sewerage Plan Footscray 1895 (SLV)*

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:**

**Other Name**

**Address**

**Place Identifier**

**Heritage Significance**

**Creation date(s):**

**Map (Melway)**

**Boundary description**

**Local Government Area:**

**Ownership Type**

## Description

**Site Type:** factory complex

### Physical Description

Viewed from across the river, the 1873-5 core is still visible, albeit since built over extensively. Much of the old machinery also survives including the bone char reprocessing equipment in the 'Char End' and early cisterns and melting pans. Until recent years the CSR-manufactured Golden Syrup packing machine was still in use. Part of the post-1870s building includes the Melt House, a distinctive three-towered structure clad with corrugated iron (reconstructed char house, c1900) which provides a picturesque skyline, and earlier boiler room housings.

Other 19th Century buildings are evident in the complex, some brick, others like the vast packing shed, corrugated iron-clad. A detailed conservation analysis was conducted by Allom Lovell & Associates in 1994.

Much of the works from the early 20th century period survives. The original 1874 refinery building has been stripped internally and the east wall has been replaced with a glass and steel wall during the 1950s when new refining equipment was installed but the basic structure is intact. Several buildings from 1900-10 survive relatively intact including the sack store and sewing building, the pan house and the boiling house, now converted to the engineering department. The char house is exceptional for its completeness, its possibly patented prefabricated iron construction system and the original charcoal plant. The Power-house survives intact with several generators and motors, and has been partly converted to a site museum.

### Condition

Most buildings are in good condition, although the char end, having been decommissioned has not been maintained in recent years.

## Integrity

The site has a high level of integrity, although representing the on-going process of change in equipment and process which is part of the industry. The bulk of buildings for the 1870s to 1920 period survive, although some, such as the melting house, have been converted to other uses, in this case the engineers offices.

## Context

One of the large bulk processing industrial complexes on the Yarraville Waterfront which form a vast and cohesive industrial precinct between Whitehall Street and the Maribyrnong River.

## Threats

The closure of the char end and proposals to demolish this is a serious threat to the integrity of the site. The medium and long term future of the site is also unclear as the sugar refining function may not continue on the site.

## History

Commencing as the Joshua Brothers Company, later the Victoria Sugar Company and finally the Colonial Sugar Refinery, the first stages of the complex commenced in 1873 (first directory entry 1874), reputedly by Yarraville contractors, Edward Murphy (q.v.) and Timothy Lane. Thomas Waits was the architect of the early stages of the complex calling the initial tenders in November 1872, and adding two brick stores in 1873-4 and 1875, and a timber and iron store in 1875, also for the Joshua Brothers. Either John Campbell or James Muir (there is conflict in sources) were brought out from Scotland to supervise construction and became manager on completion in February 1874. The Victorian Sugar Company, having built a refinery in Sandridge in c.1857 took over Joshua Brothers works when their own Sandridge refinery burnt down in 1875. The company merged in July 1887 with the New South Wales and Queensland based Colonial Sugar Refinery Co. which was itself set up in 1855 having taken over the Australian Sugar Co. (formed in England during 1839, to refine colonial sugar). It was absorbed by the Australasian Sugar Co., in 1842, which was in turn taken over by Colonial Sugar Refinery Co. in 1855. CSR had, by the late nineteenth century, established itself as a virtual monopoly growing and producing sugar cane in Queensland and northern N.S.W. and other pacific countries and refining and packing in Sydney, Melbourne, Brisbane and other cities, and was the second largest sugar refinery in Australia in the 1950s. In the 1960-70s, the Australian sugar growing industry consolidated on the coasts of Southern Queensland and Northern New South Wales and became by the 1970s the world's fourth largest sugar producer.

Louis Hope is said to have established the colony's first major sugar mill in 1864 (Ormiston, Queensland) and other mills followed at Maryborough, Mackay (1866), Bundaberg (1872) and Cairns (1882). New South Wales mills (many of them only primitive crushing mills) numbered nine by 1868. The Colonial Sugar Refining Company (C.S.R.) established in 1855 and was followed two years later by the Victorian subsidiary, the Victorian Sugar Company, which was half financed by C.S.R. Shareholders and Melbourne merchants.

Meanwhile the merchants, A. Joshua and E.F. Sichel (going under the name Joshua Brothers) had commenced their Yarraville sugar refinery on the present Whitehall Street site. Two years later, the Sandridge mill was burnt down and the Victorian Sugar Company bought out the

Joshuas to use their plant. The 1877 borough plan shows the plant, in outline, facing a long wharf on the Saltwater River. The closest housing was in River Street, to the south. Comparison of this plan with that of 1894 shows that these early factory structures had survived and were built of brick, in contrast to the larger added structures which are shown as timber-framed and corrugated iron-clad. Six brick cottage pairs lined the private road into the complex, lying immediately south of Millers Rope Works. The manager's villa residence, was at the eastern end of this cottage row. A description in 1882 of the then Victoria Sugar Co. works numbered the site acreage as twelve, built over one-third of the area. It noted the 'well-built brick houses' lining the entry road, housing the employees, and the 'large detached villa' at the end, occupied by the manager.

The main building was 10 storeys, 100 by 50 feet in plan, and was soon to be renovated. To fire-proof it, timber floors were replaced with iron and an 'immense' tank placed at its top, all to reduce the insurance premiums. From the 300 feet long wharf, baskets of sugar were loaded by donkey engines from the lighters and taken to the two stone and brick stores (one facing the wharf, another at the works' west end), together holding 9000 tons. From the stores the sugar (Java, Formosa, Mauritius, Philippines and in 1883 from their Queensland mills) was taken by steam lifts to the top of the main building (no. 1 floor) and loaded by steam cranes to begin the refining process.

Number 5 floor held the engines which powered the vacuum boiling pans on the next level down (pan floor, no.6) where the liquid commenced its return to a crystal form. Floors 7 and 8 held agitator tanks for this purpose, the first cooling and the second, drying. The next floor was at ground level where the sugar went into bins. Here it was graded and packed in Hessian bags (supplied by James Miller & Co., adjoining) for temporary warehouse storage, prior to shipping to the Melbourne wharves. A boiler house was at the south-east of the complex, fed by Yan Yean water, and next to it the retort and gas houses (animal bones charred for filters). The char mill' (grinding the char) was at the west end of the complex. Queensland molasses (and soon sugar) was refined at the works and placed in barrels for market. Other ancillary buildings included the cooperage, tradesmen's workshops (engineers, plumbers, carpenters), manager's and customs-house officer's rooms, inflammable items store (at entrance gates) and the fire fighting steam pump housing on the bank of the river. Around 200 were employed at the works.

An early photographic view from the river (1880) shows an extensive brick complex and an etching of 1881 shows even more. A multi-storey hipped roof tower was the dominant building with two-level gabled buildings adjoining to the south and north with lesser height but larger area storage buildings further to the north again. A tall chimney rises from a single storey at the south-east extremity of the complex. Much of the 1894 complex had been built up by the time of this view but later additions included a new bag factory (1913). Drawings held by the company show large-scale additions around 1900- 1, mostly prepared in Sydney and including the surviving multi-storey brick Melting House and smaller buildings such as the Bungalow style staff mess. Hyndman & Bates called tenders for the Colonial Sugar Refinery Co. in 1901 and it is probable that the picturesque, three-towered char station west of the old refinery building was their design. The original plant was built in Scotland, where some of the ironwork for the main refinery building probably also came.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

CSR Yarraville is of National historical and architectural significance as a unique example of the high point of late nineteenth century industrial design, and one of the largest factories of the second half of the nineteenth century left in Australia. It is the oldest surviving sugar refinery, and the last intact of a series of refineries built in the period 1870 to 1890.

The Yarraville Sugar Refinery was the largest industry in the Western region for much of the late 19th Century before the establishment of the Newport railway workshops. (Criterion A3) This is born out by the value of £4000 (NAV) applied for rating by Footscray. This was 8 times any other property in the municipality. The Colonial Sugar Company was instrumental in developing the cane growing and sugar refining industry in Australia and the South Pacific and prominent in the employment of cheap labour first from the Pacific Islands and in the 20th century, from Italy and Southern Europe. (Criterion A4)

The harsh working conditions experienced in the works, are still exemplified by the interior spaces of the pan house and char end, where years of charcoal dust and the effects of the heat of the processes are evident throughout. The company has operated as a virtual monopoly for much of its history and has long been one of the largest businesses in Australia. (Criterion D2) The Yarraville refinery retains (with modifications) the original refinery building of 1873 with a complex of processing, storage and office buildings dating from c.1900-10. All of these incorporate a cast iron prefabricated construction system similar to Foy & Gibson. The refinery demonstrates both the 19th century Collingwood. The complex is a key element of the industrial landscape of the Lower Yarra. (Criterion F1) The buildings are an important local land mark, in particular the huge Edwardian turrets which feature decorative finials on a giant scale. development of industrial design and sophisticated large scale sugar processing equipment, and the progressive adaptation and development of these technologies to modern conditions. (Criterion E1)

## Comparative Examples

The CSR Yarraville works is unique in Australia. A contemporary refinery at Pyrmont, Sydney has all but been demolished in recent decades, while the slightly later Brisbane refinery has been gutted. Other cane crushing works in McKay, Millaquin and elsewhere on the Queensland coast, demonstrate some of the design characteristics and may retain contemporary structures, but these works are generally corrugated iron clad and less complex in their organisation of specialist components. The former Port Melbourne sugar works/starch factory is of the same scale executed in red brick but this has been gutted entirely and converted to apartments.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

## Maribyrnong Heritage Review - Industrial Places

External Paint Controls Apply?	<input type="text" value="N/A"/>
Internal Alteration Controls Apply?	<input type="text" value="N/A"/>
Tree Controls Apply?	<input type="text" value="N/A"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="N/A"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="N/A"/>
Prohibited Uses may be Permitted?	<input type="text" value="N/A"/>

### Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To review and expand on the prior conservation management plan so that it embodies the above objectives and specifically addresses the conservation and future management of significant fabric through redevelopment and operation of the works.
- To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

The industrial development of Australia was initially based on the processing of the raw materials of mining and agriculture. CSR demonstrates one of the earliest surviving and largest of the 19th century agricultural products processors. It is also one of Australia's first large scale export industries devoted to processed goods.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

The role of CSR in developing north coast cane fields, its involvement in Kanaka labour, and later indentured Italian migrants, and the companies significant place in the South Pacific sugar trade are represented best at this site.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

While sugar refining continues, the remnants of the earlier processes, in particular the bone char section, represent a lost process. More generally the buildings demonstrate the high point in industrial design and operating characteristics of the nineteenth century.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

The development of an international export-based sugar industry played an important role in the settlement of both the north coast cane farming land, and the industrial suburbs of Melbourne's West.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

The harsh working conditions experienced in the works, are still exemplified by the interior spaces of the pan house and char end, where years of charcoal dust and the effects of the heat of the processes are evident throughout.

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

The buildings are an important local land mark, in particular the huge Edwardian turrets which feature decorative finials on a giant scale.

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

The refinery demonstrates both the 19th century development of industrial design and sophisticated large scale sugar processing equipment, and the progressive adaptation and development of these technologies to modern conditions.

### Documentation

#### References

ADB7 Edward Campbell,  
*Local Industries In Footscray and Williamstown* 1882.  
Shaw 1969:41 R.B.  
Nat.Handbook of Australian Industries 1929.



Ward 1988,  
Butler 1989 VPRS932/10  
H1311 Victorian Heritage Register  
Allom Lovell & Associates, *CSR Yarraville Conservation Analysis*.

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Mt. Lyell**

**Other Name** Orica, Pyrites & General Smelting Works ##

**Address** 295 Whitehall Street

Yarraville

**Place Identifier** 20239

**Heritage Significance** regional

**Creation date(s):** 1889

**Map (Melway)** 42 D10

**Boundary description** The primary area of concern is the group of buildings along Lyell Street, although other isolated structures are located

**Local Government Area:** City of Maribyrnong

**Ownership Type** Private (wharf area leased PTC)

## Description

**Site Type:** Factory

### Physical Description

The main feature of this extensive site are the very large phosphate storage sheds dating from around 1905-9, along the northern edge of the site on the south side of Lyell Street, stretching from Whitehall Street to the river. Of timber construction they incorporate a wide gable form with a continuous lantern which houses the conveyor system for distribution of bulk phosphate. The westernmost of the buildings has a similar form but has brick walls with large pilasters, twelve pane windows and a stepped gable giving it a somewhat Georgian appearance. This was historically the machine shop of the works, which accounts for the large windows. Other buildings on the site are generally smaller gabled sheds of timber and iron construction, some of which are contemporary with the fertiliser sheds and demonstrate similar type in use of materials and form.

### Condition

One of the major fertiliser sheds at the east end of Lyell Street was demolished about 10 years ago. Otherwise the machine shop and phosphate shed are in original condition.

### Integrity

One large fertiliser shed has been demolished, although a considerable range of buildings, including some pre WW I survive intact.

### Context

One of a group of large bulk processing factories located along the waterfront at Yarraville, including CSR, the former Cuming Smith fertiliser works and the Mobil oil terminal, each of which has been dependent on river wharves for delivery of bulk raw materials.

### Threats

Orica is currently considering its position at Yarraville and part of the works will most likely be sold or redeveloped.

## History

The Mt Lyell Mining and Railway Co. was formed to exploit the mineral resources of western Tasmania in 1896. They established their works in Yarraville in c. 1905 for the manufacture of sulphuric acid (from the lump pyrites ore from Tasmania) and super phosphate. This new venture took advantage of a pre-existing industry as it was established on the site of the 1889 works of Rocke Tomsitt and Parker & Co's. Victoria Smelting Works which may have already been smelting pyrites. The Pyrites and General Smelting Works is identified on the 1894 Sewerage Plans.

The Mt. Lyell works amalgamated with the nearby works of Cuming Smith and Wischer & Co. to form Commonwealth Fertilisers & Chemicals in 1929 and then in 1936 it was in turn taken over by ICI who still operate the plant in Yarraville. At this time the facilities included river wharves, power plant, offices, workshops, laboratory and a row of small chemical plants of which Chlorine was the core. Chlorine and caustic soda were among the original chemicals produced at the works, first being manufactured in the early 1920s.

Two years after the acquisition, plans were announced for a new phosphate plant, jointly owned by ICI and Albright and Wilson. This plant, constructed beside the chemical works, claimed the distinction of being the first phosphorous factory south of the equator. This opened in 1940 just as the Second World War was curbing imports from the UK and Europe. In the 1980s the major products were liquid chlorine and caustic soda, but it also produced hydrochloric acid, sodium hypochlorite, sodium silicate, sulphuric acid, fluoride concentrate and "Cereclor" for the plastic industry. The Yarraville works also operated a bulk distribution centre for soda ash produced in Osborne, SA. The Yarraville Orica factory covers about 11 hectares and employed over 160 people in the 1980s.

## Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

## Cultural Significance

The phosphate storage sheds are a very function oriented type of building which none the less gain a degree of architectural distinction from their functional form. Mt. Lyell is therefore of historical and architectural significance as a distinctive group of industrial building forms and a highly unusual industrial landscape with the fertiliser cranes on the wharf a local landmark. (Criterion A3) Mount Lyell was one of several companies to develop the chemical fertiliser industry in Yarraville, each of which followed a slightly different route. Wischer used guano and animal manures as a raw material, Cuming Smith imported phosphate rock from Pacific and Indian Ocean islands and Mt Lyell recycled the waste products from their Tasmanian mining ventures. The economic superiority of super phosphate fertilisers eventually lead to all these companies using a similar process which required a large amount of covered storage area for the raw rock and bagged fertiliser. (Criterion A4) The store sheds are therefore a consequence of the manufacturing process. The engineering shop continues the shape of the other buildings but presents a more sophisticated facade. The scale of the buildings reflects the significance of the fertiliser industry in Victoria to the agricultural sector and the general prosperity of the state. (Criterion D2)

## Comparative Examples

The other major superphosphate works in Victoria are Pivot (formerly Cuming Smith) also in Yarraville and Pivot Fertilisers in Geelong. The former compares in scale and age although it lacks the major fertiliser stores since a recent program of demolition. Geelong is a more recent and much larger scaled works.

## Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives.
- To encourage continuation of the original use of the place.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

A distinctive group of building forms and highly unusual industrial landscape with the fertiliser cranes on the wharf a local landmark

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

manufacture of superphosphate fertiliser using phosphate rock fro, Pacific islands and waste acid from other chemical works revolutionised Australian agriculture and industry.

*D2 Importance in demonstrating the principle characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique).*

This works best demonstrates the complex interrelationship between branches of chemical industry with acid, fertiliser and meat-byproduct works having come together to create the modern chemical industry.

## Documentation

### References

Footscray's First Fifty Years.  
 Footscray's First Hundred Years.  
 Sands & McDougall 1895,

VPRS932/3125,

*City of Footscray 125th Anniversary 1984.*

*MMBW 1" to 400' Sewerage Plan, Footscray, 1895. (SLV)*

*MMBW 1" to 40160 Sewerage Plan No 6, c1910*

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:**

**Other Name**

**Address**  ?

**Place Identifier**

**Heritage Significance**

**Creation date(s):**

**Map (Melway)**

**Boundary description**

**Local Government Area:**

**Ownership Type**

## Description

**Site Type:**

### Physical Description

The rope works as built comprised nine sheds incorporating a transverse monitor with stepped gables, some with an ornate "Dutch" style parapet. One of the latter survives with the once rendered brickwork decorated with cement mouldings and circular window above a dark brown brick front which feature light bands across the top and bottom of flat arched windows. Internal framing is of Oregon with queen-post trusses. The other buildings are of similar form but without the ornate parapet. A corrugated iron clad shed formed a ropewalk running west from these buildings to Whitehall Street, but only fragments of this survive. The boiler house, located at the eastern end of the range of buildings is evident from remaining brickwork and the chimney stump (last inspection 1994)

### Condition

### Integrity

### Context

### Threats

## History

James Miller established his first rope walk in South Melbourne not far from what was then the main area for ship supply in 1864. A combination of pressure to clean up industry in the area and his own plans for expansion led him to establish first the Yarraville works in 1888, and then another in Dawson St. Brunswick in 1909. The Yarraville works became the company's main factory for rope cordage and Hessian sacking, some of which was sold to neighbours Cuming Smith and CSR. Cuming Smith appear to have bought Millers land and buildings in the 1930s, using the works for sack making for a time, but with the shift to bulk handling of this and other dry goods industries, the buildings were converted to general stores.

### Thematic context

**Australian Principal Theme** Manufacturing and Processing

**PAHT Subtheme:** Manufacturing and Processing

**Local Theme** Industry by the River: Early

## Cultural Significance

Millers Rope works is of regional historical and architectural significance as the firm was amongst the largest of the early ropeworks and easily the oldest firm in the industry. (Compare with Kinnears, established 1874). Their move to Yarraville reflects the changes in local attitudes to industry. South Melbourne had become reluctant to allow industries to continue in their municipality, particularly when the Land Boom had greatly inflated the value of residential land but Footscray was actively encouraging industry. It also demonstrates Yarraville's important maritime connections which provided both the market for Miller's products and access to the Maribyrnong River for transport. (Criterion A4) Architecturally, the buildings are a variation on the basic truss roofed factory shed built in multiples to provide the required floor space and duplicated as expansion required. The more ornate of the buildings provided the company image, used also in the now much modified Brunswick factory. While the company was renowned for its production, winning many medals at exhibitions, its working conditions included some of the worst abuses in Melbourne industry with children as young as eight working 60 hours a week in unsanitary conditions. (Criterion C2) Ropemaking as a major local product has diminished in Victoria with man-made fibres and other products have replaced rope and sacking in packaging. The buildings represent this vanished industry. (Criterion B2) James Miller has been viewed as the founder of the Victorian ropemaking industry, having begun three factories of his own and his employees such as George Kinnears, moving out to start their own rope works. (Criterion H1)

### Comparative Examples

Millers Brunswick site retained identical building forms until the early 1980s but now only the large brick building facing the railway survives. In terms of function, Kinnears Footscray, Donaghy's Geelong and The Tinning Street Coburg ropeworks demonstrate components of the rope making processes.

## Recommendations

**Heritage Victoria Register** No

**Register of the National Estate** No

**National Trust Register** Recommended

**Other Heritage Listings** WRIHS

## Maribyrnong Heritage Review - Industrial Places

Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="Yes"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="No"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	
Prohibited Uses may be Permitted?	

### Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

Ropemaking was critical to shipping and industry in the nineteenth and early twentieth century. Millers, in its proximity to these activities demonstrates the association.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Ropemaking as a major local product has diminished in Victoria with man-made fibres and other products have replaced rope and sacking in packaging. The buildings represent this vanished industry.

*C2 Importance for information contributing to a wider understanding of the history of human occupation of Australia.*

The role of rope and sack making was critical to the development of Victoria and its industry as it formed the basis of shipping and dry goods transport before motorised ships and bulk handling.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

James Miller has been viewed as the founder of the Victorian ropemaking industry, having begun three factories of his own and his employees such as George Kinnear, moving out to start their own rope works.

### Documentation

#### References

Cannon 1975:271, Footscray's First Fifty Years, Aust.Shopkeepers Journal 27.2.1909:27.  
Factory and Shops Commission 1883

### Data recording

Assessed By

Assessed Date:



## Identification and location

**Name of Place:** **Murphy's Transport**

**Other Name**

**Address** 230-352 Whitehall Street

Yarraville

**Place Identifier** 8785

**Heritage Significance** regional

**Creation date(s):** 1933c.

**Map (Melway)** 42 C9

**Boundary description** The extent of the current allotment

**Local Government Area:** City of Maribyrnong

**Ownership Type**

## Description

**Site Type:** transport depot

### Physical Description

Array of predominantly red brick office, store and garage buildings arranged around a large open yard and reflecting the original horse era layout of the transport yard. The principal facade to Hyde Street features a tall curved pediment/parapet with raised lettering declaring the company name "E. Murphy & Sons". The office block behind has steel hopper sash windows and steel lintels over. Some cobbled crossovers mark the original driveways, now superseded by a wide concrete entry.

### Condition

In good condition - most buildings relating to 1930s - 50s period survive in original state.

### Integrity

Intact substantially to its post motor transport redevelopment of the 1930s.

### Context

Located opposite major industrial area including the Sugar Refinery and fertiliser works which gave them much of their business.

### Threats

None at present

## History

The Murphy family have been associated with quarrying and carting in Footscray since 1858. Thomas Murphy, a cabinet maker by trade, arrived in Melbourne from Ireland with his family, first living in tents in Collins Street, then moving to Adelaide Street West Footscray. One of his children, Edward or Ned, opened several quarries, including one at the corner of Anderson St, and Williamstown Road. He operated one of the first stone crushers in Footscray, in Princess Street, Seddon.

Murphy won several road-making contracts on the strength of supplying crushed stone. In 1871, Ned Murphy and another contractor, Timothy Lenaire were employed on construction of Joshua Brothers sugar mill at Yarraville, later to become CSR.

Known as “ready-Money-Ned”, Murphy several times left his work for gold prospecting, following rushes when and where they occurred, including leaving the construction of Albert Street for a Western Australian gold rush at one stage. His prominence in the local community is marked by organising sporting events at Kelly’s Hotel, as Trustee and Treasurer of the Yarraville Oval, founding member and first president of the Yarraville Citizen’s Club, founding member and first president of the Hope of Yarraville Masonic Lodge. He died in 1909 and was followed by his son Bill in the contracting business, as well as social affairs such as the Yarraville Football Club, as president to the VFA. As an inducement to players, jobs were provided at the firm where it was said “half the Yarra team worked.

The Murphy’s were renowned for their fine horses and this interest combined with the business as heavy horses were crucial to the delivery of stone and road making. Bill Murphy was renowned for his judgment and selection of horses, and included sick pens and breeding pens among the animal amenities in his yards and in the 1920s the firm held 886 horses. Horse carriages from drays to four-horse lorries could be made at the spot.

Located in the centre of the Yarraville industrial area, Murphy's won cartage contracts with many of the local firms such as Millers Ropes and Vacuum Oil, and began a continuing association with CSR in 1917. Bill’s eldest son Lindsay Jr. took the firm into the motor truck era during WWII, but not retiring the last horse team until 1957. Bulk transport was developed in the 1950s, and the old stables, blacksmiths and coach builders shed were demolished and new offices and vehicle maintenance workshops constructed. Most of the present buildings date from this transition period with the facades and office buildings being from about 1935 to 1950. In the 1970s the firm moved into heavy articulated trucks and construction of large warehouses for transshipment at the Yarraville Yard.

While the firm became a propriety company in 1929, it continued to be run as a wholly family-owned business at least into the 1980s.

### Thematic context

Australian Principal Theme

PAHT Subtheme:

Local Theme

### Cultural Significance

E. Murphy & Sons transport depot is of regional historical significance as it is representative of the importance of road transport to the industrial development of the inner west. The buildings are of local architectural significance as an elaborated design solution to the particular function demonstrating their horse and wagon era inheritance. The site has a high degree of integrity, and in its local context, demonstrates the strong historical link between the company, and the bulk processing industries located opposite along the Yarraville wharves. Unusual as a family operated transport company which attained sufficient prominence to justify such a purpose-built facility, most other such depots being unremarkable paved yards and workshops. Criterion B2)

As the most distinctive place associated with goods transport in connection with the industries of the region, Murphy's Transport demonstrates the important industrial development of the region in the 20th century. (Criterion A4) The Murphy family have had an important association with transport and industry in the area for more than 140 years. Criterion H1)

### Comparative Examples

A rare example of pre-war road transport depot which stands alone in the region. Displaying some of the characteristics of the smaller motor garages of the period eg. The Big Garage, Bairnsdale.

### Recommendations

Heritage Victoria Register

Register of the National Estate

National Trust Register

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?

Internal Alteration Controls Apply?

Tree Controls Apply?

Included on the Victorian Heritage Register under the Act

Are there Outbuildings or Fences not Exempt?

Prohibited Uses may be Permitted?

### Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To prepare a conservation management plan which embodies the above objectives.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

As the most distinctive place associated with goods transport in connection with the industries of the region, Murphy's demonstrates the important industrial development of the region in the 20th century.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Unusual as a family operated transport company which attained sufficient prominence to justify such a purpose-built facility, most other such depots being unremarkable paved yards and workshops.

*H1 Importance for their close associations with individuals whose activities have been significant within the history of the nation, state or region.*

The Murphy family have had an important association with transport and industry in the area for more than 140 years.

## Documentation

### References

*City of Footscray 125th anniversary Celebration*, 1984.pp.38-9.  
Sand & McDougall Directories.

## Data recording

Assessed By

Assessed Date:

## Identification and location

**Name of Place:** **Pyrotechnic Division OFM**

**Other Name** Midway Migrant Hostel/Student Village

**Address** Williamson Road  
Maribyrnong

**Place Identifier** 8835

**Heritage Significance** city

**Creation date(s):** 1942/78

**Map (Melway)** 27 H9

**Boundary description** Group of second world war buildings located near Williamson Road within the Student Village, possibly also some structures in adjoining Commonwealth land (see plan)

**Local Government Area:** City of Maribyrnong

**Ownership Type** State (Education)

## Description

**Site Type:** factory/hostel

### Physical Description

A small group of buildings survive as part of the VUT student village located near Gorenkos Drive and Williamson Road. These represent the last remnants of the former Pyrotechnics Section. The buildings include timber and corrugated iron structures with timber framed windows and are of a type similar to the standard "P" huts erected by the Australian Army for barracks and general stores throughout Australia. Also at least one "Quonset" or "Nissen" hut survives, of a great number once located here and used following the Second World War. At least one some small red brick building with steel framed windows from the 1940s period also survives.

Of the later redevelopment of the site as part of first the Maribyrnong Migrant Hostel, and later the Student Village includes two main sections. One large section comprises six groups of interconnected blocks of flats, four to a group in a cruciform pattern with other service buildings adjacent. These are brick with tiled roofs. The other main group is to the west and comprises a circular building divided into 16 bays with passageways between and a circular courtyard. Again, this is of brick with tiled roof.

Some possibly contemporary landscape is also evident including Cypress trees lining the main driveway. Other native trees are probably of more recent origin.

### Condition

in good condition

### Integrity

Only some of the original building survive, and those remaining have been altered.

## Context

Within the student accommodation precinct of the VUT student village

## Threats

possible redevelopment of this area is likely.

## History

Land South of Williamson Road was originally sold late in the area's development with lots facing the road going to F. Kosh and C.B. Fisher in 1881. This was generally part of Fisher's Maribyrnong Estate.

Military activity in the Maribyrnong area dates back to the establishment of Jacks Magazine in 1878. The location of the magazine for storage of gunpowder was chosen because of its convenience to Melbourne and the docks, and protection in an isolated part of the Maribyrnong Valley. The Colonial Ammunition Factory was built near the magazine as a private venture in the 1880s, but was supported by the Victorian colonial government, which was its major customer.

With the creation of the Commonwealth Government at Federation of the colonies, responsibility for defence was transferred from the colonial militias to the Commonwealth armed forces and a Munitions Supply Board was set up to ensure the military could be self sufficient in armaments and other supplies.

The Explosives Factory Maribyrnong was established in 1910 as the first of the munitions factories, and about the same time, the Royal Australian Field Artillery training depot was located on the Maribyrnong Estate land purchased in 1906 by the Defence Department. Substantial barracks, stables, messes and administrative buildings were erected on the Wests Road Site in the period 1913-15.

The Ordnance Factory was established in 1923 in two converted buildings with the carriage shop built in 1925 and the tool room set up in a converted stable in the same year. The No. 1 Forge (Building 49) was erected in 1925 as the central core of the factory. Steady expansion occurred until 1939-45 when the floor area was increased to 80000 sq. m. and employment rose to 6500 people.

The Pyrotechnic section of the Maribyrnong munitions complex, was established south of Williamsons Road late in the Second World War. The New Pyrotechnics Section was officially inaugurated in January 1942 for the manufacture of fuses, flares, tracers, and the like. A private residence was on the site prior to this, but does not appear to have been retained. This site was functionally related to the Ordnance Factory to the north of Williamson Road. Pyrotechnics involved the production of flairs, tracer rounds smoke grenades an other forms of explosive compounds.

## Thematic context

**Australian Principal Theme** Manufacturing and Processing

**PAHT Subtheme:** Manufacturing and Processing

**Local Theme** Maribyrnong Ordnance Factory

## Cultural Significance

The Pyrotechnic division is of local historical significance to the City as an integral part of the defence industries in Maribyrnong. As some of the only production buildings related to manufacture of ammunition and ordnance it is of considerable importance as a reflection of the once extensive complex. (Criterion B2)

All other factory buildings at the Ordnance and Ammunition Factories have been demolished.

## Comparative Examples

Unusual survivors of the production building types associated with munition manufacture, these simple corrugated iron sheds represent the utilitarian forms once common at other defence sites but now only surviving at the Explosives Factory.

## Recommendations

- Heritage Victoria Register
- Register of the National Estate
- National Trust Register
- Other Heritage Listings
- Planning Scheme Protection
- External Paint Controls Apply?
- Internal Alteration Controls Apply?
- Tree Controls Apply?
- Included on the Victorian Heritage Register under the Act
- Are there Outbuildings or Fences not Exempt?
- Prohibited Uses may be Permitted?

## Recommendations

The following objectives relate to the Statement of Significance and the cited fabric or contributory elements.

- To conserve and enhance the significant elements of the place.
- To conserve and enhance the public view of these elements.
- To conserve and enhance the visual relationships between the contributory elements.
- To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.
- To prepare a conservation management plan which embodies the above objectives.

## Australian Heritage Commission Criteria

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

As part of the production site of the Ordnance Factory, the remaining buildings of the Pyrotechnic sector are important reminders of the once extensive factory.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Munitions manufacture was once the greatest industry in the Maribyrnong region and the western suburbs, now disappeared as the factories have closed and been demolished.

## Documentation

### References

Allom Lovell *ADI Maribyrnong Site Redevelopment EES*. 1992

Les McLean, *The History of the Ordnance Factory Maribyrnong 1923-1993, published by the Author 1994.*

### Data recording

Assessed By

Assessed Date: