

# Kensington Heritage Review

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2013



Figure 1 Option 1 project area (Base Plan: City of Melbourne)

## Appendix 5 Existing and proposed Heritage Overlay Area statements of significance, historical themes and thematic chronology

### Kensington Heritage Overlay Area Statements of Significance

The following proposed Statements of Significance derive from the *proposed Reference Document 'City of Melbourne Heritage Precincts Background History & Significance Assessment' 2007* prepared as a reference to Clause 22.06 of the *Melbourne Planning Scheme*. Clause 22.06 was proposed as a 'Heritage Precincts Policy of the Melbourne Planning Scheme'.

Although not yet included in the scheme the document was a valid reference to begin assessment of the project area. It is evident from the following statements that there was also a proposed revision of heritage overlay boundaries.

#### Proposed Statement of Significance Kensington Precinct 2007

Kensington has cultural heritage significance as a late nineteenth century residential area linked with industry in the City of Melbourne. The Flour Milling Precinct has cultural heritage significance as an intact and rare operational industrial area in the City of Melbourne. It demonstrates the topographical determinants and the related nineteenth century transport infrastructure which moulded land use in the city and inner suburbs. By the end of the nineteenth century a concentration of flour milling had developed between Kensington and West Melbourne, close to the city and clustered around the railway system to the hinterland. This is largely responsible for the built and land use character of the area. The mills unique built form produces a distinctive and significant urban industrial streetscape. Nearby is workers' housing in South Kensington providing domicile for the labour force at the mills and warehouses. Associated with the flour mills are large brick wool stores, which co-located to take advantage of the shared rail sidings. Kensington is significant for its illustration of nineteenth and early twentieth century workers housing. A small shopping precinct services the residential development to create a complete nineteenth century industrial living and working place.

The principal period of development contributing to cultural significance is the mid 1880s to 1914. Significance of the four mills continues beyond 1914 through the twentieth century to the present day.

#### ***Implications for this study area from the from the 2007 Kensington Statement of Significance***

Conservation and enhancement of elements in the area that express the above significant aspects:

- Late nineteenth century residential areas linked with industry in the City of Melbourne, with workers' housing in South Kensington providing domicile for the labour force at the mills and warehouses among other activities plus a small retail precinct that services the residential development and creates a complete nineteenth century industrial living and working place;
- Nineteenth century transport infrastructure's effect on land use in the area, with shared rail sidings and adjoining major railway yards serving suburban Melbourne;
- Flour milling precinct as an intact and rare operational industrial area in the City of Melbourne, with unique built form produces a distinctive and significant urban industrial streetscape, significant and contributory mills structures continue in date from the 1880s beyond 1914 through the twentieth century to the present day;
- Large brick wool stores, which co-located to take advantage of the shared rail sidings.

#### **Proposed Statement of Significance Kensington Precinct (HO9) from 2012**

The following Statement of Significance was proposed for Kensington heritage precinct overlay area by Graeme Butler & Associates in the *Arden Macaulay Heritage Review*. This Statement of Significance also applies to the project area.

### **What is significant?**

Contributory elements in the Heritage Overlay Area include (but not exclusively):

Mainly detached Victorian-era and Edwardian-era houses, having typically:

- Expressed pitched gabled or hipped roofs,
- One storey wall heights but with some isolated landmark 2 storey buildings,
- weatherboard with some face brick (red, dichrome and polychrome), bluestone or stucco walls;
- corrugated iron roof cladding, with some slate and unglazed Marseilles pattern terra-cotta tiles;
- Chimneys of either stucco finish (with moulded caps) or of face matching brickwork with corbelled capping courses;
- Post-supported verandah elements facing the street, with cast-iron (typically mid to late Victorian-era ) or timber detailing (typically Edwardian-era);
- Less than 40% of the street wall face comprised with openings such as windows and doors; and
- Front gardens, originally bordered by typically timber picket front fences of around 1m height;

Contributory elements also include:

- Corner shops and residences with display windows and zero boundary setbacks.
- Well preserved buildings from the pre Second War era;
- Discrete areas of industrial development of nineteenth and early twentieth century workshops and warehousing development with no setbacks from boundaries (see also Kensington Flour Mill and Wool Store Precinct).
- Mature street tree plantings (plane and elm, some pepper trees) and railway reserve planting;
- Staged subdivision patterns that draw from Government survey;
- Public infrastructure, expressive of the Victorian and Edwardian-eras such as bluestone pitched road paving, crossings, stone kerbs and channels with markings, street furniture and services, and asphalt paved footpaths;
- Some distinctive rear and side service lanes or rights-of-way, with

substantial boundary walls, stable and loft structures, night soil hatches and privies;

- Landmark mainly Victorian-era public building development; and individually significant places of all eras;

### **How is it significant?**

Kensington Residential Heritage Precinct is significant historically and aesthetically to the City of Melbourne and Metropolitan Melbourne.

### **Why is it significant?**

Kensington Residential Heritage Precinct is significant:

Historically, as an area of well-preserved but modest, mainly Victorian and Edwardian-era worker housing that is closely aligned with nearby industries and services such as the flour mills and railways, and largely built with timber-framed weatherboard and corrugated iron clad construction.

Historically and aesthetically, for the juxtapositioning of these housing groups against the ascalar backdrop of the large industrial developments in which house holders worked, best exemplified by the vista which takes in the Edwardian period house rows of Eastwood Street in their progress towards the huge Younghusband and Row stores which terminate the street;

As a major and distinctive cultural entity within Melbourne inner suburbs, with long and deep associations for its past and present community in the endeavours of sport, formation of community groups and local culture (Criteria A, G); and Aesthetically, for the largely timber housing, on narrow frontages and in alternating groups of hipped or gabled roof cottages providing a working class residential precinct which is made significant in a metropolitan sense by picturesque hillside siting, the visual confinement by major transport routes, stream valleys, and industrial landscape such as that surviving on the Newmarket saleyards and abattoirs sites and Flemington Racecourse, contain these areas making them easily perceivable as a cultural and physical entity. For the collection of mature plants in street plantings including plane tree avenues and individual specimens of *Ulmus procera*, now uncommon internationally (Criterion E).

***Implications for this study area from the  
from the 2012 Kensington precinct  
Statement of Significance***

Conservation and enhancement of elements in the area that express the above significant aspects:

- Late nineteenth century residential areas linked with industry in the City of Melbourne, with workers' housing in Kensington providing domicile for the labour force at the mills and warehouses among other activities plus a small retail precinct that services the residential development and creates a complete nineteenth century industrial living and working place;
- Nineteenth century transport infrastructure's effect on land use in the area, with shared rail sidings and adjoining major railway yards serving suburban Melbourne;
- Flour milling precinct as an intact and rare operational industrial area in the City of Melbourne, with unique built form produces a distinctive and significant urban industrial streetscape, significant and contributory mills structures continue in date from the 1880s beyond 1914 through the twentieth century to the present day;
- Large brick wool stores, which co-located to take advantage of the shared rail sidings.

## Historical Themes

The historical themes that formed the background to this assessment derive from Context 2011: *City of Melbourne Thematic Environmental History* (final)<sup>7</sup>. The themes can be loosely associated with the Australian Historic Themes matrix and the Victorian Framework of Historic Themes (VFHT).

The following table sets out the themes identified in the Thematic Environmental History and their identified links with the Victorian Framework of Historic Themes.

Thematic History 2011	Theme content	Sub theme	VFHT Themes
PROMOTING SETTLEMENT	beginnings, inter-racial conflict; Hoddle, La Trobe, pastoral industry	2.2 Founding stories	2.2 Exploring and mapping,
PROMOTING SETTLEMENT	beginnings, inter-racial conflict; Hoddle, La Trobe, pastoral industry	2.3 Promoting immigration	2.4 Arriving in a new land 2.5 Migrating and making a home 2.7 Promoting settlement 2.8 Fighting for identity 4.3 Grazing and raising livestock
SHAPING THE URBAN LANDSCAPE	architecture, planning, parks and gardens, the 'Garden City', street trees, public spaces, City Square	3.1 From town to city	6.2 Creating Melbourne, 6.3 Shaping the suburbs
SHAPING THE URBAN LANDSCAPE	architecture, planning, parks and gardens, the 'Garden City', street trees, public spaces, City Square	3.2 Expressing an architectural style	6.2 Creating Melbourne, 6.3 Shaping the suburbs, 9.3 Achieving distinction in the arts
SHAPING THE URBAN LANDSCAPE	architecture, planning, parks and gardens, the 'Garden City', street trees, public spaces, City Square	3.3 Naming places	6.2 Creating Melbourne
SHAPING THE URBAN LANDSCAPE	architecture, planning, parks and gardens, the 'Garden City', street trees, public spaces, City Square	3.4 Defining public space	4.7 Transforming the land and waterways
GOVERNING, ADMINISTERING AND POLICING THE CITY	Melbourne City Council; Melbourne as a state and federal capital city, other local municipalities, MMBW, the courts system, police, defence	4.2 Administering the City of Melbourne	6.1 Establishing Melbourne Town, 6.2 Creating Melbourne, 6.3 Shaping the suburbs
GOVERNING, ADMINISTERING AND POLICING THE CITY	Melbourne City Council; Melbourne as a state and federal capital city, other local municipalities, MMBW, the courts system, police, defence	4.3 Melbourne's role as Federal capital	7.1 Developing institutions of self-government and democracy
GOVERNING, ADMINISTERING AND POLICING THE CITY	Melbourne City Council; Melbourne as a state and federal capital city, other local municipalities, MMBW, the courts system, police, defence	4.5 Administering Aboriginal affairs	7.1 Developing institutions of self-government and democracy
GOVERNING, ADMINISTERING AND POLICING THE CITY	Melbourne City Council; Melbourne as a state and federal capital city,	4.6 Administering justice	7.3 Maintaining law and order, 7.1 Developing institutions of self-government and democracy

<sup>7</sup> Updated 2012, with little difference in thematic structure

Thematic History 2011	Theme content	Sub theme	VFHT Themes
	other local municipalities, MMBW, the courts system, police, defence		
GOVERNING, ADMINISTERING AND POLICING THE CITY	Melbourne City Council; Melbourne as a state and federal capital city, other local municipalities, MMBW, the courts system, police, defence	4.7 Policing the city	7.3 Maintaining law and order
GOVERNING, ADMINISTERING AND POLICING THE CITY	Melbourne City Council; Melbourne as a state and federal capital city, other local municipalities, MMBW, the courts system, police, defence	4.8 Defending the city	7.4 Defending Victoria and Australia city
BUILDING A COMMERCIAL CITY	pastoral industry, trading port, merchants, banking, manufacturing, exhibitions, retail development	5.2 Melbourne as a trading port	5.3 Marketing and retailing, 3.2 Travelling by water
BUILDING A COMMERCIAL CITY	pastoral industry, trading port, merchants, banking, manufacturing, exhibitions, retail development	5.3 Developing a large, city based economy	5.3 Marketing and retailing, 5.2 Developing a manufacturing capacity, 5.4 Exhibiting Victoria's innovation and products
BUILDING A COMMERCIAL CITY	pastoral industry, trading port, merchants, banking, manufacturing, exhibitions, retail development	5.4 Developing a retail centre	5.3 Marketing and retailing
BUILDING A COMMERCIAL CITY	pastoral industry, trading port, merchants, banking, manufacturing, exhibitions, retail development	5.5 Building a manufacturing industry	5.2 Developing a manufacturing capacity, 5.4 Exhibiting Victoria's innovation and products
BUILDING A COMMERCIAL CITY	pastoral industry, trading port, merchants, banking, manufacturing, exhibitions, retail development	5.6 Publishing newspapers and periodicals	3.7 Establishing and maintaining communications, 5.4 Exhibiting Victoria's innovation and products
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public services, public utilities, hospitals	6.2 Sewage	6.2 Creating Melbourne, 8.3 Providing health and welfare services
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public services, public utilities, hospitals	6.3 Providing essential services	8.3 Providing health and welfare services
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public services, public utilities, hospitals	6.4 Disposing of the dead	8.6 Marking the phases of life
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public	6.5 Public toilets	6.2 Creating Melbourne, 8.3 Providing health and welfare services

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Thematic History 2011	Theme content	Sub theme	VFHT Themes
	services, public utilities, hospitals		
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public services, public utilities, hospitals	6.6 Street making, drainage and river works	3.1 Establishing pathways, 3.2 Travelling by water, 4.6 Exploiting other mineral, forest and water resources, 4.7 Transforming the land and waterways
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public services, public utilities, hospitals	6.7 Transport	3.1 Establishing pathways, 3.2 Travelling by water, 3.3 Linking Victorians by rail, 3.4 Linking Victorians by road in the twentieth century, 3.5 Travelling by tram
APPRECIATING AND ADAPTING THE NATURAL ENVIRONMENT	appreciating the natural environment, Garden City movement	7.2 Cultivating the 'Garden City' aesthetic	6.2 Creating Melbourne, 4.7 Transforming the land and waterways
LIVING IN THE CITY	settling, education	8.2 Housing the population	6.7 Making homes for Victorians, 6.8 Living on the fringes
LIVING IN THE CITY	settling, education	8.3 Educating the people	8.2 Educating people
WORKING IN THE CITY	working life	9.2 Women's work	5.8 Working
WORKING IN THE CITY	working life	9.3 Working in the post-war city	5.8 Working
SHAPING CULTURAL LIFE	arts and culture, ethnicity, community groups, religion, cemeteries	10.2 Belonging to a religious denomination	8.1 Maintaining spiritual life, 8.4 Forming community organisations
SHAPING CULTURAL LIFE	arts and culture, ethnicity, community groups, religion, cemeteries	10.3 Belonging to an ethnic or cultural group	8.5 Preserving traditions and commemorating
CARING FOR THE SICK AND DESTITUTE	infant and maternal care, public health, hospitals and welfare	11.2 Providing welfare services	8.3 Providing health and welfare services
CARING FOR THE SICK AND DESTITUTE	infant and maternal care, public health, hospitals and welfare	11.3 Caring for the sick	8.3 Providing health and welfare services
CARING FOR THE SICK AND DESTITUTE	infant and maternal care, public health, hospitals and welfare	11.4 Caring for mothers and babies	8.3 Providing health and welfare services
EXPRESSING SOCIAL AND POLITICAL OPINION	Parliament, Eight-Hour Day monument, Federation, Yarra Bank speeches,	12.2 Staging protests	7.2 Struggling for political rights
EXPRESSING SOCIAL AND POLITICAL OPINION	Parliament, Eight-Hour Day monument, Federation, Yarra Bank speeches,	12.3 Upholding conservative values	7.1 Developing institutions of self-government and democracy, 7.2 Struggling for political rights
EXPRESSING SOCIAL AND POLITICAL OPINION	Parliament, Eight-Hour Day monument, Federation, Yarra Bank speeches,	12.4 Celebrating the larrikin spirit	7.2 Struggling for political rights
ENJOYING THE CITY	theatres, hotels and cafes, Bohemian Melbourne, recreation, entertainment, festivals, tourism,	13.2 Promoting tourism	5.7 Catering for tourists
ABORIGINAL COUNTRY	Aboriginal occupation	1.0 Aboriginal Country	1.4 Creation stories and defining country, 2.1 Living as Victoria's first inhabitants
PROMOTING	beginnings, inter-racial	2.2 Defending	2.8 Fighting for identity; 4.3 Grazing

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Thematic History 2011	Theme content	Sub theme	VFHT Themes
SETTLEMENT	conflict; Hoddle, La Trobe, pastoral industry	traditional country	and raising livestock
GOVERNING, ADMINISTERING AND POLICING THE CITY	Melbourne City Council; Melbourne as a state and federal capital city, other local municipalities, MMBW, the courts system, police, defence	4.1 Governing the Colony and State of Victoria	7.1 Developing institutions of self-government and democracy
BUILDING A COMMERCIAL CITY	pastoral industry, trading port, merchants, banking, manufacturing, exhibitions, retail development	5.1 Establishing a pastoral industry	4.3 Grazing and raising livestock
CREATING A FUNCTIONING CITY	water supply, sewerage, port, transport, public services, public utilities, hospitals	6.1 Water supply	6.2 Creating Melbourne
APPRECIATING AND ADAPTING THE NATURAL ENVIRONMENT	appreciating the natural environment, Garden City movement	7.1 Appreciating the natural landscape	1.6 Appreciating and protecting Victoria's natural wonders
LIVING IN THE CITY	settling, education	8.1 Settling as immigrants	6.7 Making homes for Victorians, 6.8 Living on the fringes
WORKING IN THE CITY	working life	9.1 A working class	5.8 Working
SHAPING CULTURAL LIFE	arts and culture, ethnicity, community groups, religion, cemeteries	10.1 Arts and creative life in the city	9.3 Achieving distinction in the arts, 9.4 Creating popular culture, 2.6 Maintaining distinctive cultures, 8.6 Marking the phases of life
CARING FOR THE SICK AND DESTITUTE	infant and maternal care, public health, hospitals and welfare	11.1 Improving public health	8.3 Providing health and welfare services
EXPRESSING SOCIAL AND POLITICAL OPINION	Parliament, Eight-Hour Day monument, Federation, Yarra Bank speeches,	12.1 Introducing social and political reforms	7.1 Developing institutions of self-government and democracy, 7.2 Struggling for political rights
ENJOYING THE CITY	theatres, hotels and cafes, Bohemian Melbourne, recreation, entertainment, festivals, tourism,	13.1 Public recreation	5.6 Entertaining and socialising, 9.1 Participating in sports and recreation
ADVANCING SCIENTIFIC KNOWLEDGE	Observatory, origins of BOM, Mueller at the RBG, Royal Society	14.1 Keeping weather records	9.5 Advancing knowledge
PRESERVING AND CELEBRATING THE CITY'S HISTORY	civic monuments, centenary 1934-35, heritage movement, commemorations,	15.1 Remembering the past	7.5 Protecting Victoria's heritage, 8.5 Preserving traditions and commemorating
ENJOYING THE CITY	theatres, hotels and cafes, Bohemian Melbourne, recreation, entertainment, festivals, tourism,	13.3 Staging exhibitions	5.6 Entertaining and socialising, 5.7 Catering for tourists, 9.1 Participating in sports and recreation
ENJOYING THE CITY	theatres, hotels and cafes, Bohemian Melbourne, recreation, entertainment, festivals,	13.4 Processions and street events	5.6 Entertaining and socialising, 5.7 Catering for tourists, 9.1 Participating in sports and recreation



Thematic History 2011	Theme content	Sub theme	VFHT Themes
	tourism,		
ENJOYING THE CITY	theatres, hotels and cafes, Bohemian Melbourne, recreation, entertainment, festivals, tourism,	13.5 Building a city of fashion and style	5.6 Entertaining and socialising, 5.7 Catering for tourists
ENJOYING THE CITY	theatres, hotels and cafes, Bohemian Melbourne, recreation, entertainment, festivals, tourism,	13.6 Eating and drinking	5.6 Entertaining and socialising, 5.7 Catering for tourists
ADVANCING SCIENTIFIC KNOWLEDGE	Observatory, origins of BOM, Mueller at the RBG, Royal Society	14.2 Observing the heavens	9.5 Advancing knowledge
ADVANCING SCIENTIFIC KNOWLEDGE	Observatory, origins of BOM, Mueller at the RBG, Royal Society	14.3 Pioneering botanical research	9.5 Advancing knowledge
ADVANCING SCIENTIFIC KNOWLEDGE	Observatory, origins of BOM, Mueller at the RBG, Royal Society	14.4 Developing zoological gardens	9.5 Advancing knowledge
ADVANCING SCIENTIFIC KNOWLEDGE	Observatory, origins of BOM, Mueller at the RBG, Royal Society	14.5 Establishing scientific institutions	9.5 Advancing knowledge
PRESERVING AND CELEBRATING THE CITY'S HISTORY	civic monuments, centenary 1934-35, heritage movement, commemorations,	15.2 Raising monuments	7.5 Protecting Victoria's heritage, 8.5 Preserving traditions and commemorating
PRESERVING AND CELEBRATING THE CITY'S HISTORY	civic monuments, centenary 1934-35, heritage movement, commemorations,	15.3 Remembering the Aboriginal past	7.5 Protecting Victoria's heritage
PRESERVING AND CELEBRATING THE CITY'S HISTORY	civic monuments, centenary 1934-35, heritage movement, commemorations,	15.4 Preserving the fabric of the past	7.5 Protecting Victoria's heritage, 8.5 Preserving traditions and commemorating

## Thematic Chronology

The following Thematic Chronology (date order) sets out some key events and their contribution to identified historical themes in the project area.

The basic sources are as follows with acronyms used in the table:

- Graeme Butler 1983 *North and West Melbourne Conservation Study* (N&WMCS),
- Graeme Butler 1984. *Flemington and Kensington Conservation Study* (F&KCS)
- Meredith Gould Architects (MGA) 2010. Heritage Assessment, Arden Macaulay Structure Plan Area,;
- Context 2011: *City of Melbourne Thematic Environmental History* (final);
- *Royal Historical Society of Victoria Journal* (RHSVJ);
- *Victorian Government Gazette* (GG).

Date	event	Theme	source
1802-3	David Collins's party of marines and convicts sent an exploratory party to Port Phillip — and the future site of Melbourne	2.2 Founding stories	Context 2011: 4

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Date	event	Theme	source
1803	Surveyor General of N.S.W. Charles Grimes ascended the Saltwater River (now the Maribyrnong) in February 1803, he described the land where Flemington now stands as rich pasture suitable for grazing.	2.2 Founding stories	F&KCS:
1833	John Batman navigated the Maribyrnong River and claimed part of Flemington for his rural estate.	2.2 Founding stories	F&KCS: 5
1836	First sheep shorn in Melbourne occurred on the banks of the Saltwater River near the present day racecourse in November 1836.	5.1 Establishing a pastoral industry	F&KCS: 5
1836-	Port Phillip District declared open for settlement by the British, immigration encouraged so Melbourne would become a site of significant New World immigration, which saw Europe expand its markets and political power through the colonisation of new lands.	2.3 Promoting immigration	Context 2011: 5
1837	Hoddle, Map of the surveyed lands of Melbourne. Roll Plan 104,( S.L.V. ) showing the Town Reserve plan for Melbourne, with Victoria Street as the northern boundary, its western alignment later extended as Boundary Road - west of this was swamp.	2.2 Founding stories	MGA: 7
1837	Hoddle's Map of 1837 shows North and West Melbourne as lightly wooded, with rounded hills and fringed with She-oaks, since described as being 'park-like', with a main track beginning near Curzon Street and winding northwards, over the Moonee Ponds Creek and eventually to Geelong. A swamp formed the western barrier.	2.2 Founding stories	N&WMCS, V1:
1837	Hoddle, Map of the surveyed lands of Melbourne. Roll Plan 104,( S.L.V. ) shows the course of the Moonee Ponds Creek, as "Monee Chain of Ponds bad water" indicating its termination at a horseshoe water body, a central oval water body and a smaller southern water body (under the second 'Moonee') with the annotation 'termination of the Bed of Moonee Monee'. (Racecourse Road now runs east-west, south of the horseshoe lagoon or billabong). Northern crossing of Moonee Ponds Creek near the existing Flemington Bridge, connecting with Melbourne town along a track roughly aligned with Flemington Road.	2.2 Founding stories	MGA:8
1837	Governor Bourke visited Melbourne in March 1837 he proclaimed the town and confirmed the site of the town survey, first land sales took place	3.1 From town to city	Context 2011: 9
1837-1877, 1917	Larger site for a cemetery open in West Melbourne on the site of the current Victoria Market, after Melbourne's first burial ground of around eight acres was used on Burial Hill (later named Flagstaff Hill) in 1837-8.	6.4 Disposing of the dead	Context 201: 41
1840	The Melbourne Racing Club formed in 1838 and in 1840, moved the site of their races from Batman's Swamp to the more suitable river flats at Flemington, first known as the Saltwater Course or Flat and was formerly reserved in 1845.	13.1 Public recreation	F&KCS: 12
1840s	In those times, this sheet of water was termed indifferently " The Blue Lake " and " The Salt-water Lake " or " Lagoon " also I have later heard it styled as Batman's " or the " North Melbourne Swamp."	2.2 Founding stories	RHSVJ V2:117 Recollections of Melbourne in the forties.
1840s	Many Aboriginal people had been moved from the town centre to a reserve at Yarra Bend on the Merri Creek.	2.2 Founding stories	Context 2011: 4
1840s-	Melbourne had ironmongers, mills of all kinds, soap-making establishments, tanneries and breweries with the Yarra and Maribyrnong providing water for power and disposal of waste products. Sites were low-lying and undesirable for residential use; concentrated in West Melbourne, North Melbourne (Food-processing plants) and Kensington.	5.5 Building a manufacturing industry	TEH: 35
1840s-	Work of forming and draining roads rested with the Melbourne City Council. By the 1870s many of the streets were macadamised.	6.6 Street making, drainage and river works	Context 201: 42
1842	Hoddle Plan of North and South Melbourne shows West Melbourne swamp as 'Occasionally covered with water. Marshy land'.	2.2 Founding stories	MGA: 8

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Date	event	Theme	source
1842-	Hay, Horse and Pig Markets, in the triangular area between the Sydney and the Flemington Roads (renewed during 1873-4 and the Queen Victoria Market built)	5.3 Developing a large, city based economy	N&WMCS, V1: xiii; Context 2011: 33
1845	North Melbourne was included in the town reserve of the Melbourne Corporation in 1844-5, after Melbourne achieved municipal status in 1842	4.2 Administering the City of Melbourne	N&WMCS, V1:vii
1847	Town of Melbourne was officially raised to the status of City	3.1 From town to city	Context 2011: 9
1847	Charles Laing's government survey map of 1847 shows no development in North and West Melbourne,	3.1 From town to city	N&WMCS, V1:vii
1847-9	Original crown allotments in Flemington and Kensington consisted of large rectangular pastoral tracts. Owned by a landed gentry from their sale in the period 1847-9, used for grazing sheep and cattle.	3.1 From town to city	F&KCS: 5
1849	Kensington 'Village Lots'- survey of lots of 2 acres straddling the current North Melbourne & Kensington localities, later shown on maps of 1855 (Kearney), 1856 etc. as sold but now part of the Moonee Ponds creek. Lots taken from Crown Portion 16 Doutta Galla Parish, surrounded by existing pastoral Portions, formed residential areas of the late Victorian-era.	3.1 From town to city	MGA: 11, 21; F&KCS: 5
1849, 1851	The Argus of 6th September, 1849, stated that " the site for the proposed Benevolent Asylum on the summit of the hill overlooking the junction of the Moonee Ponds Creek with the saltwater swamp .. The site selected is about the most magnificent that could well be imagined, the view not only being extensive and beautiful in the extreme, but peculiarly eligible for a public building, from the fact of its commanding every entrance to the city—north, south, east, and west—as well as forming a most prominent object of observation from the bay." This was the only building standing on any part of North Melbourne in September, 1852...The Asylum was opened on Thursday, 27th-November, 1851	11.3 Caring for the sick	Mattingley: RHSV: 19-104 (1917)
1850	Melbourne Building Act (passed 1849, proclaimed 1850) to control building in an area south of Victoria Street and east of the Sydney Road in Hotham.	3.1 From town to city	N&WMCS, V1:viii
1850	Melbourne Building Act stipulated that all new buildings had to have a masonry party wall (which extended above the roofline in the case of terrace houses) and be constructed of fireproof materials as applied to the central city, East Melbourne and Jolimont, West Melbourne and part of North Melbourne (south of Victoria Parade).	3.1 From town to city	Context 2011: 13
1850s	...a large marsh, at first called Batman's, but which some years afterwards was called the West Melbourne swamp, formed a portion of the western boundary of North Melbourne. It also was the western boundary of West Melbourne, and extended southward nearly to the River Yarra. ..	2.2 Founding stories	Mattingley: RHSV: 18-82 (1916)
1850s	Stables: in the early fifties, .. stables presented a very busy appearance from the large number of carters' who kept their horses and drays there while they were securing fresh loads for the diggings. At night, many of them slept in their drays as a protection to the goods entrusted to their care.	6.7 Transport	Mattingley: RHSV: 18-87 (1916)
1850s	Superintendent C.J. La Trobe aided in the reservation by the early 1850s of large areas of parkland close to central township, including the sites of Yarra Park, Royal Park (grazed with stock) and Princes Park (Royal Park cited for – remnant indigenous vegetation)	7.1 Appreciating the natural landscape	Context 201: 44
1850s	Street tree planting and plantations in public reserves had been advocated from the 1850s. Von Mueller had planted trees in a public reserve in Flinders Street ... in the 1850s. The first elm (Ulmus sp.) was planted in Collins Street in 1875. Lines of elms and plane trees ...were used to form grand avenues, such as those along St Kilda Road and Royal Parade.	7.2 Cultivating the 'Garden City' aesthetic	Context 201: 44
1850s-	At first there was but little difficulty in obtaining firewood, all that was	6.3 Providing	Mattingley:

Date	event	Theme	source
	necessary being to cut down one of the trees growing either on your own land or on one of the streets and cut it up, but later on this source of supply failed, and then we had to depend on wood carters, who used to stand with their loads in that part of Elizabeth-street north immediately in front of the present Victoria market.	essential services	RHSV: 18-85 (1916)
1850s-1890s	Melbourne had the largest population in Australia, the gold rush, transforming Melbourne from provincial colonial outpost to a leading city of the British Empire.	3.1 From town to city	Context 2011: 10
1851	SUPPLY OF WATER TO THE CITY - REPORT OF THE CITY SURVEYOR (Melbourne City) To the Chairman and other Members of the Water Works Committee- Moonee Ponds Creek considered among other sources	6.1 Water supply	'The Argus': Saturday 11 January 1851
1851	Benevolent Asylum, at the western end of Victoria Street. opened November, 1851 after site requested in 1848, as bound by Abbotsford, Elm, Curzon and Miller Streets- today marked by Edwardian-era housing built after laying a new foundation stone at Cheltenham in April 1909.	11.2 Providing welfare services	N&WMCS, V1:viii; Context 2011: 64
1851-	Gold traffic route via Mt Alexander road along the northern verge of area	2.3 Promoting immigration	F&KS
1852	The site of the future town was an ideal one, consisting of undulating land richly carpeted with grass and studded with noble red gum trees, which gave it a beautiful park-like appearance. Such was the site as I saw it on a bright October morning in 1852. The town was bounded on the north by the Moonee Ponds channel and the Flemington-road, where they intersect each other at the Flemington-bridge; on the south by a straight line from the Moonee Ponds channel to the centre of Victoria-street, and thence to Elizabeth-street; on the east by a line along the centre of Elizabeth-street and the Flemington-road to the bridge, and on the west by portion of Batman's, or West Melbourne, Swamp and the Moonee Ponds Creek. The last-named boundary was altered on the 28th September, 1891, to the Moonee Ponds channel. Running down through its centre from the Royal Park was a large deep storm-water channel. This can still be traced between Park and Gatehouse streets, Parkville, which streets at that time formed a portion of the Royal Park, and passes under the Flemington road, under the playground of the Errol-street State school, and under Harris and Arden streets, finally discharging its waters into one of the canals which drain the swamp...	2.2 Founding stories	Mattingley: RHSV: 18-82 (1916)
1852	North Melbourne- land auctioned for the influx of gold-seekers outside Melbourne Building Act area, from a 588 lot subdivision south of Arden and Errol Streets, and east of Dryburgh Street: limited physically by a creek following what became Harris Street, and the swamp to the west. Grid layout, with street width of 30 metres.	3.1 From town to city	N&WMCS, V1:viii
1852	At this time it (North Melbourne) formed a portion of the Bourke Ward of the City of Melbourne, but on the 26th January, 1855, it was proclaimed the Hotham Ward of the City, being named after His Excellency Sir Charles Hotham, the then Governor of Victoria, and it adopted his coat of arms.	4.2 Administering the City of Melbourne	Mattingley: RHSV: 18-84 (1916)
1852	The Government lost no time in giving effect to the motion of the 7th July, 1852, and the land on which North Melbourne now stands, and which had formed a part of the Bourke Ward of Melbourne from the time the City was divided into wards in 1842, was surveyed and cut up into allotments, the first sale being held by Tennant and Co. In their auction room, Elizabeth-street, on Wednesday and Thursday, the 8th and 9th days of September, 1852,...The allotments consisted of quarter-acre blocks, and they realized from £200 to £700 each, the allotments situated at the corners of Victoria and Capel streets selling for the latter price.	8.2 Housing the population	Mattingley: RHSV: 18-82 (1916)
1853	Melbourne gasworks were commenced which provided gas for the city street lamps, three separate gas companies merged by the	6.3 Providing essential services	Context 201: 39

Kensington Heritage Review

Date	event	Theme	source
	1870s to create the Melbourne Gas Company.		
1853	Melbourne and Hobson's Bay Railway; the Geelong and Melbourne Railway and the Melbourne; Mount Alexander and Murray River Railway approved as proposed privately owned railways. Last two eventually built by Colonial Government in 1856-7. (cites Harrigan, Victorian Railways to '62)	6.7 Transport	MGA: 11
1853-	The construction of the Yan Yean water supply began but with the gold rush immigration precautionary measure, a large water tank, ; s erected on Eastern Hill in 1853. People still drew water from the Yarra and many relied on their own private wells. The Yan Yean water supply was operational in 1857	6.1 Water supply	Context 201: 37
1854	`Brick works, flour mill, tanneries, a couple of soap and candle factories, a pottery and a bone mill sprawled along its (MPC) banks'. Thought outcome of the 1854 `Act to Prevent Further Pollution of the Waters of the River Yarra above the City of Melbourne' which aimed to protect Melbourne's Yarra River water supply and forced noxious trades upstream or elsewhere to the Moonee Ponds Creek. Flour supply: the railways supplied the wheat from the Victorian hinterland directly to the mill door, the population of Melbourne provided a workforce and the proximity to the docks and the city enabled quick delivery by rail or road to meet local and export demand.	5.5 Building a manufacturing industry	MGA: 12; F&KCS: 9
1855	Government North Melbourne subdivision, by surveyor Clement Hodgkinson adopted an extension to the north of Arden Street	3.1 From town to city	N&WMCS, V1:viii
1855	Melbourne town was divided into four wards, Gipps, Lonsdale, La Trobe and Bourke, the last mentioned extending over North and West Melbourne until Hotham became a separate ward in 1855.	4.2 Administering the City of Melbourne	N&WMCS, V1:vii
1855	North Melbourne declared as a separate ward called Hotham, after the current Governor of the colony and in 1859 a separate municipality.	4.2 Administering the City of Melbourne	N&WMCS, V1
1856	Kensington Village shown on the Doutta Galla Parish Plan of 1856.	3.1 From town to city	MGA: 10
1856	Cattle Yards reserve for Melbourne Corporation north west from Kensington Village Allotments. Melbourne City Council moves its cattle yards from the corner o f Elizabeth and Victoria Streets (there since 1842) to a more distant location in the then semi-rural district of Flemington. The Newmarket saleyards , west o f the proposed railway line, were completed in 1858 and the first sales were held January 1859, as enhanced by the extension and refurbishing of the Essendon t o Melbourne Railway in the 1870s. Early establishment of cattle sales at Newmarket and meat sales at the Victoria Market site and, later at the Metropolitan Meat Market made North Melbourne a major meat nd allied trades centre.	5.3 Developing a large, city based economy	F&KCS: 5, 9; N&WMCS, V1: xiii
1857	North Melbourne streets and occupiers listed in Melbourne Directory: Chetwynd (15) Curzon (37) Errol (41) Howard (27), Leveson (56) Queensberry (51) and Victoria Street (35). North Melbourne: 6,016 persons in 1258 dwellings	3.1 From town to city	N&WMCS, V1: xii
1857	Melbourne Geelong railway opened 1857	6.7 Transport	N&WMCS, V1
1858	Hotham shown as idealised circles and squares with Moonee Ponds Creek as series of 3 lagoons linked by thin dotted stream on path to West Melbourne Swamp on south edge of Geelong railway	6.6 Streetmaking, drainage and river works	Melbourne Roll Plan 18
1858	tenders called to alter course of a gully at North Melbourne	6.6 Streetmaking, drainage and river works	GG 1858, 1313
1858	Site works contract by Wm Randle for North Melbourne railway station awarded and extended	6.7 Transport	GG 1858, 2365
1858	First cricket ground. This was situated in the Royal Park, a splendid site having been granted to the North Melbourne Cricket Club by the Government. The club fenced in the land, erected a pavilion on it, and laid down an excellent pitch early in 1858.	13.1 Public recreation	Mattingley: RHSV: 19-99 (1917)
1859	West Melbourne: more building allotments in random shaped blocks between King and Peel Street south of Victoria Street, around the	3.1 From town to city	N&WMCS, V1

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Date	event	Theme	source
	Roman Catholic Church reserve and west of the Melbourne cemetery, since removed, marrying the oblique axis of the existing North Melbourne subdivision with the north-south line of Melbourne town at their junction.		
1859	North Melbourne was created the Municipality of Hotham, under the provisions of Act 18 Victoria No. 15, by the proclamation of His Excellency Sir. Henry Barkly, Governor of the Colony of Victoria, on the 30th September, 1859.	4.2 Administering the City of Melbourne	Mattingley: RHSV: 19-97 (1917)
1859	Public meeting called by 14 petitioners to constitute Hotham municipality at Presbyterian School Hall, Curzon & Elms Streets- to discuss councillor numbers, elect councillors etc.	4.2 Administering the City of Melbourne	GG 1859, 2090
1859	The first government train ran from Spencer Street (to Geelong) in an arc around the east and north sides of the low lying West Melbourne swamp and crossed it at what is now known as the North Melbourne rail junction. 'The railway was of great importance to the young colony, providing a much faster and more reliable form a transport than shipping and road'.	6.7 Transport	MGA: 11
1859	An additional railway station at North Melbourne was opened for traffic on the 6th October, 1859.	6.7 Transport	'The Argus': Friday 1 June 1860
1859	Melbourne and Essendon railway Co. authorized to construct a branch line off the government line around North Melbourne Junction (known as 'Dirty Gully') through Kensington. 1860 single track was open; 1861 a branch line to Flemington racecourse opened. 1867 acquired by Government (cites Harrigan, Victorian Railways to '62)	6.7 Transport	MGA: 11
1859-	First public urinals for men built, later were dotted in various locations around the city and in North Melbourne	6.5 Public toilets	Context 201: 41
1859-1889	Gas was first laid on in North Melbourne by the Melbourne Gas Company in 1859, the large gas-holder, facing Macaulay road, which has a capacity of 3,000,000 cubic feet, being erected in 1889	6.3 Providing essential services	Mattingley: RHSV: 19-98 (1917)
1859-60	privately constructed Williamstown (1859) and the Essendon-Melbourne railway line of 1860 -promised greater access to and further, development of the district, hitherto hindered by the need for bridges and punts and their removal by flooding.	6.7 Transport	F&KCS: 13
1860	Hotham municipality added by-laws governing crossovers and bridges, access to roads and footpaths	4.2 Administering the City of Melbourne	GG 1860, 866
1860	Hotham municipality set aside Jika Jika CAs 1-6/92 as a gravel pit for road works, noting Shiel and Canning Streets as boundaries	4.2 Administering the City of Melbourne	GG 1860, 1342
1860s	Population of the metropolitan area expanded by 47.84%- expansion in North Melbourne was nearly twice that (91.3%).	3.1 From town to city	N&WMCS, V1
1860s	New abattoirs, cattle yards and the racecourse led to the growth of stables, furrier s and cattle dealers nearby. Feed merchants, butchers, bakers and hotels such as the Newmarket, the Pastoral and the Racecourse also sprang up in the 1860s.	5.3 Developing a large, city based economy	F&KCS: 12
1860s-	Trams in Melbourne were initially horse-drawn operating in the 1860s and 1870s; these were replaced in 1885 by the cable tram system...In the 1880s Melbourne had one of the largest cable tram networks in the world... until closing down in 1940	6.7 Transport	Context 201: 43
1861	Kensington and Flemington locality had 265 dwellings and a population of 1,291, the majority of their inhabitants being labourers, artisans, hoteliers or shopkeepers. precursing the later working class character of the area and concentrated on the gold route of Mt Alexander Road.	3.1 From town to city	F&KCS: 13
1861	Hotham municipality regulate cabs in the town via by-law 11	4.2 Administering the City of Melbourne	GG 1861, 1920
1861	Hotham municipality proclaimed a town.	4.2 Administering the City of	GG 1861, 842

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Date	event	Theme	source
		Melbourne	
1861	Only Prahran (in the immediate vicinity of the city centre) was not yet connected to the Yan Yean water supply	6.1 Water supply	Context 201: 37
1861	Deputation from North Melbourne waited yesterday upon the Commissioner of Railways, for the purpose of bringing under the notice of the Government the advisability of erecting a central railway station on the cattle-yard site, at the junction of Elizabeth-street and Victoria-street, and making that the Melbourne Terminus of the Victorian Railways.	6.7 Transport	'The Argus': 22 October 1861
1861	First zoo in Melbourne was founded in 1857 by the Zoological Society of Victoria on a site in what is now the southern end of Yarra Park. In 1861 the zoo was re-established at a larger site on higher ground at Royal Park.	14.4 Developing zoological gardens	Context 201: 79
1862	Hotham municipality proclaim Town Common for depasturing stock, being 320 acres of crown Land south of Flemington Rd near Doutta Galla CP17, CP73, cnrs of Haines, Dryburgh and Harker Streets. By-law 15 governed its managers.	4.2 Administering the City of Melbourne	GG 1862, 1030
1862	Flemington and Essendon proclaimed a borough.	4.2 Administering the City of Melbourne	F&KCS: 22;
1862	Hotham municipality regulate night men and their carts in the town via by-law 16	4.2 Administering the City of Melbourne	GG 1862, 2276
1862	The directors of the Hobson's Bay Railway Company—Messrs. T. T. A'Beckett (chairman), Germain Nicholson, Degraives, Sutherland, and Heape—accompanied by the secretary, Mr. T. Finlayson, had an interview with Mr. Mitchell, the Commissioner of Railways and Roads, yesterday, and submitted plans which had been prepared by Mr. Elsdon, the engineer of the company, for the construction of a branch line from their station in Flinders-street to the Government Railway Station, in Spencer-street, and for the erection of a central passenger station on the land contiguous to their present station	6.7 Transport	'The Argus': Saturday 27 September 1862
1863	The proximity of the swamp, these creeks and the Yarra, meant houses on the lower part of North & West Melbourne were flooded to a depth of four feet due to tidal action meaning that the western boundary of urban development would be Dryburgh St.	3.4 Defining public space	N&WMCS, V1: cites Mattingley: 11
1863	Hotham municipality proclaim Munster Terrace between Arden and Victoria Streets (as a road not to be built on etc.) at 99 feet wide, with 75 feet carriageway and 12 feet wide footpaths	4.2 Administering the City of Melbourne	GG 1863, 673
1863	Hotham municipality proclaim by-law 17 regulating water closets and cess pools	4.2 Administering the City of Melbourne	GG 1863, 1925
1863-	Major floods in 1863, c.1891, and 1934 each promoted more City Council abatement schemes and works	6.6 Streetmaking, drainage and river works	Context 201: 42
1863, 1870, 1891.	Floods: The 19th December, 1863, was noted for a disastrous flood, some of the houses in the lower parts of the town being inundated to a depth of 4 feet. There was another great flood on the 7th September, 1870, the waters of which came up Harris-street as far as Curzon-street.	6.6 Streetmaking, drainage and river works	Mattingley: RHSV: 19-99 (1917)
1863-1874	North Melbourne or Hotham constituted a Borough on the 14th October, 1863, and on the 30th June, 1870, was divided into wards, viz., the Eastern, Middle, and Western Wards. It was proclaimed the Town of Hotham on the 18th December, 1874.	4.2 Administering the City of Melbourne	Mattingley: RHSV: 19-97 (1917)
1864	Request by Hotham Council for a new siding at the Spencer St station- more goods yards at Spencer Street meant expansion of industries such as or uncut and processed timber, Princes Bridge and Spencer Street being the centres for the metropolitan wood trade. Wheat for the flour mills such as Brunton's (Laurens Street complex) and wool for the stores arrived by rail.	6.7 Transport	N&WMCS, V1: xiii
1865	That part of the town (North Melbourne) called Hotham Hill, lying to	8.2 Housing the	Mattingley:

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Date	event	Theme	source
	the north of the storm-water channel before mentioned, with the exception of a few odd allotments, was not sold until the 5th September, 1865, and at succeeding dates.	population	RHSV: 18-82 (1916)
1865	Kensington Common School 349 committee named	8.3 Educating the people	GG 1865, 1962
1865	Public Health Act 1865 extends to cover Hotham municipality	11.1 Improving public health	GG 1865, 1431
1866	Commander Cox plan (State Library of Victoria) shows the Geelong railway cutting off the northern portion of the salt marsh/lake or West Melbourne swamp, affecting drainage and flow of the Moonee Ponds Creek.	2.2 Founding stories	MGA: 12
1866	North Melbourne's wealthier citizens moved to Hotham Hill and continued to do so through the 1870s. Dryburgh, Canning, Chapman and especially Brougham Streets all showed higher rating values, than other parts of the municipality.	3.1 From town to city	N&WMCS, V1: xiii
1866	Hotham Borough municipality accepts tender to build a storm-water channel from Royal Park to lower Hotham - £2751 recommended - £1500 from Downie & Mattinson. (later shown on parish plans)	6.6 Streetmaking, drainage and river works	
1866	memorial given to Acting Governor- That the line of railway known as the Melbourne and Essendon Railway, extending from Melbourne to Essendon, with intermediate stations at North Melbourne, Kensington, Newmarket, Ascot Vale, and Moonee Ponds, was opened for traffic in the month of November, 1858, and subsequently a branch line was formed to the Melbourne Racecourse, making the aggregate length of the railway five miles, at a cost in the whole, .. Of about £97,000...proposed extension, ..expense, of the said railway from its present terminus at Essendon to the junction of the Keilor and Deep Creek roads-a distance of less than one mile-the passenger traffic would be largely increased.	6.7 Transport	'The Argus': Friday 6 July 1866
1867	Hotham Borough municipality proclaims extensive list of streets, most at 99', some at 33 and 20' widths.	4.2 Administering the City of Melbourne	GG 1867, 739
1868	...report of the surveyors is to the effect that the bridge over the Moonee Ponds Creek, on the Macaulay-road, is in an unsound condition, the Council of Hotham be asked what action they will take in the matter..	6.7 Transport	'The Argus': Friday 9 October 1868
1869	ESSENDON AND FLEMINGTON. The report of the Public Works Committee was adopted, recommending that tenders be called for lowering the hill and forming footpaths on the Macaulay-road, near the Moonee Ponds Creek.	6.7 Transport	'The Argus': Friday 5 November 1869
1870	Court House and Town Hall Reserve proclaimed in Hotham Borough at Errol & Queensberry st corner	4.1 Governing the Colony and State of Victoria	GG 1870, 1500
1870	Hotham Borough proclaims land for pound- Jika Jika part CA1&2/92 at Macaulay Rd and Shiel St; later enclosed and commenced at south-west corner of Municipal reserve off Munster Terrace (parish plan shows granted to Collingwood Gas Company in 1876?)	4.2 Administering the City of Melbourne	GG 1870, 1141; 1882, 1978
1870	Wards created in Hotham Borough: Eastern, Middle, Western	4.2 Administering the City of Melbourne	GG 1870, 928
1870	Hotham Borough add to Downie & Sturgess drainage contract	6.6 Streetmaking, drainage and river works	GG 1870, 1890
1870	BOROUGH COUNCILS. HOTHAM. Public Works Committee, recommending that the Macaulay-road, from the Boundary-road to the Moonee Ponds Creek, be formed at a cost not exceeding £75 : that the northern foot- path be formed for £20, and kerbed and channelled at a sum not exceeding £150 : total, £245.	6.7 Transport	'The Argus': Wednesday 2 February 1870
1870s	Industrial growth along the Moonee Ponds Creek with swamp reclamation	5.5 Building a manufacturing industry	F&KS



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Date	event	Theme	source
1870s	Moonee Ponds Creek on the north-west of the area drained into the swamp and had been encased in a bluestone barrel drain, flowing under Flemington Road, the Elm Street State School, Harris Street, and into the swamp behind the North Melbourne football ground.	6.6 Streetmaking, drainage and river works	N&WMCS, V1: cites Daley: 2
1870s-1880s	Building boom, both commercial and residential. Intensive development continued in Melbourne's inner suburbs, and also began in Kensington - with most new houses as freestanding weatherboard cottages, though the cladding of the front walls was often milled to resemble more prestigious ashlar.	8.2 Housing the population	Context 2011: 14
1871	Hotham Borough rephrase by-laws 2-5, 8, 12, 16 includes regulation of unyoked cattle and unbroken horses driven through streets	4.2 Administering the City of Melbourne	GG 1871, 760
1871	NORTH-EASTERN RAILWAY, This railway, commencing in Melbourne, will reach the Murray at Wodonga, and its total length will be about 180 miles. A portion has already been opened for traffic for a distance of five miles to the village of Essendon on the Moonee Ponds Creek. At this point begins the work in progress on what is termed the first section, terminating at the town of Seymour on the Goulburn river, fifty-six miles beyond Essendon...	6.7 Transport	'Illustrated Sydney News': Saturday 28 October 1871
1872	Area bounded by O'Shannassy, Dryburgh, Haines and Courtney Streets surveyed by John Lardner, with the creeks now paved with basalt pitches and 126 new building allotments, known as Parkside, a northern neighbour of North Melbourne and adjoining the Royal Park (Housing Commission of Victoria eliminated blocks 77A, 77B, in 1960 and 1971.)	3.1 From town to city	N&WMCS, V1
1872	Reticulated water supplies from Yan Yean to North Melbourne	6.1 Water supply	N&WMCS, V1
1872	the service from the Yan Yean was extended the water carts became less in number, until the year 1872, by which time the reticulation was completed in North Melbourne - before this a water cart built by Mr. Robert Aitkin, of Villiers-street, supplied North Melbourne with water at about 7s. per hogshead. Then 1859-60 parts of North Melbourne were reticulated, and a large amount of pipe laying took place in 1865.	6.3 Providing essential services	Mattingley: RHSV: 18-87 (1916)
1872	TRIAL TRIP ON THE NORTH EASTERN RAILWAY. The opening of the first section of the North-Eastern Railway-i.e. from Essendon to Schoolhouse-lane, two miles and a half from Seymour...some five years since the Government purchased from the Essendon Railway Company the line which, branching from the Victorian Railways at a point this side of Footscray, led on the one hand to the racecourse, and on the other via Kensington, Newmarket, Ascot Vale, and Moonee Ponds to Essendon, a village five miles from Melbourne...The racecourse line was at once repaired and put in working order, but it was not till within two or three years after that the Essendon line was completely laid out again by Mr. W. R. Martin, of the Railway department.	6.7 Transport	'The Argus': Friday 12 April 1872
1872-	Debney Brothers (Thomas. George and F.W. Debney) took over the Buntingford tannery in Boundary Road, North Melbourne, and with the swamp drainage schemes; the tannery enlarged and moved in 1876 to the west side of Mt. Alexander Road near Flemington Bridge. The tan yard and buildings covered more than an acre by 1900. Later to become a park and adjoining HCV estate.	5.5 Building a manufacturing industry	F&KCS: 18;
1872-	Education Act of 1872, and new 'state schools' were created. Within the City of Melbourne, new state schools were built at Yarra Park in 1872; King Street, West Melbourne (No. 1689) in 1876; Faraday Street, Carlton; and Queensberry Street, Carlton also in McCracken Street Kensington opened in 1881.	8.3 Educating the people	Context 201: 45
1873	Values of property in North Melbourne rise: 'Thus it will be seen that this advanced in value upwards of fifty per cent in the short space of fifteen months, and it will continue to advance to a still far greater value; indeed all properties in the immediate vicinity of the new markets, now in rapid course of erection, are advancing in value at such a rapid rate, the like of which is quite unprecedented in the	3.1 From town to city	North Melbourne Advertiser Wednesday 24 September 1873

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Date	event	Theme	source
	history of the colony.'		
1873	Hotham Borough proclaims more streets: Buncle St at 66' from Canning to Sutton; 33' from Sutton to Flemington Rd; mark St 66' from Melrose to Boundary Rd	4.2 Administering the City of Melbourne	GG 1873, 128
1873	Hotham Borough proclaims another street: extension of Munster terrace to corner of Arden & Macaulay Rd	4.2 Administering the City of Melbourne	GG 1873, 1454
1873	Hotham Borough orders removal of Henry Warne's tallow chandler from Flemington Rd (CAs 2, 3/80 Jika Jika, (near Haymarket on Flemington Rd) because of public nuisance- to CA 4/18 Footscray Cut Paw Paw parish- not less than 2 miles outside Hotham	4.2 Administering the City of Melbourne	GG 1873, 1071
1873	Kensington Starch Company Ltd registered under the Company's Act of 1864	5.3 Developing a large, citybased economy	GG 1873, 939
1873	THE WESTERN SWAMP. The meeting of the Hotham Committee for the reclamation of the Western Swamp was held on the evening of Wednesday last at the Hotham Town Hall. Present-His Worship the Mayor (in the chair,) Councillors Carroll, Barwise, Fogarty and White; and Messrs. Lloyd, Aitken, Weilburg, H Clarke, Leonard, C. Mackenzie, and D. Blair, Hon. Sec. The Committee, having endorsed the proceedings of a preliminary meeting held some weeks previously, a letter was read from the Town Clerk, enclosing a communication from the West Melbourne Improvement League, whereupon a long discussion arose. Finally the Hon. Sec. was instructed to acknowledge receipt and forward to the League a report of what had been done by the people of Hotham in public meeting assembled in reference to the reclamation of the swamp, to which object it was considered advisable to concentrate all their efforts for the present. It was then agreed that a deputation should wait upon the Chief Secretary, and a petition be presented to Parliament praying that immediate action be taken towards the abolition of the monster nuisance, and the committee adjourned until the following Tuesday, when the Hon. Sec. stated he would be prepared to lay before them the draft of the petition, and also state the time when the Hon. the Chief Secretary would receive a deputation.	6.6 Streetmaking, drainage and river works	North Melbourne Advertiser Wednesday 24 September 1873
1873	THE-LOWLANDS COMMISSION. 'A meeting of the Royal Commission on low lying land reclamation of West Melbourne or Batman's Swamp. Mr. Hodgkinson read the following memorandum relative to the design prepared: under his directions: ...rendering available for building purposes part of West Melbourne Swamp...the area of this ground is 120 acres, of which, after allowance for streets, 74 acres would be available for sale in building lots' (needing much fill)... The proposed channel for conveying the flood water of the Moonee Ponds Creek into the Yarra without spreading over the swamp would have a width of 200ft., and a depth of 10ft. Below the level of ordinary low water. The construction of such channel would involve the excavation of 500,000 cubic yards of earth, which would be used for forming raised banks on both sides of the channel, and rendering a portion of the surface on the east side of it available for sites for factories.' ...` a public park for West Melbourne, part of the existing lagoon would be deepened so as to create a small permanent lake, and the earth derived there from would be used for raising the adjacent swampy surface'..` obtained by making a smaller cut for connecting the Moonee Ponds Creek with the Yarra'	6.6 Streetmaking, drainage and river works	'The Argus': Saturday 22 February 1873
1873-	West Melbourne swamp drainage schemes of the late 1870s following the 1873 Royal Commission on better use of low lands west of the city and the economic expansion of the 1880s and 1890s meant larger manufacturing businesses chose Flemington-Kensington as well located to transport, supply and commerce centres.	6.6 Streetmaking, drainage and river works	F&KCS: 17; Vines & Lane
1874	Hotham Borough proclaimed a Town	4.2 Administering	GG 1874,

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Date	event	Theme	source
		the City of Melbourne	2204
1874	<b>Larrikinism in Hotham:</b> The larrikin nuisance is spreading in Hotham. On Sunday evenings, during church hours, the rowdy element is especially objectionable, and the most filthy and disgusting language is indulged in public thoroughfares. Then again property suffers from the depredations of these young blackguards. The English and Scottish Bank is the latest example of this. The larrikins object to banks, and whenever one is newly painted they are pretty sure to deface it by casting mud or filth against the building. This happened to the Scottish Bank, and entailed considerable trouble, loss, and annoyance to the painter, Mr. O'Shea. The police are not very numerous in Hotham, and cannot be expected to exercise a strict surveillance in every part of the borough, but their efforts to preserve peace would be much more efficient if the citizens informed them of the names of the offenders and the locality where our city arabs perpetrate their rascality'	4.7 Policing the city	North Melbourne Advertiser Thursday 29 January 1874
1874	Flour mill complex begins at Miller St, Anderson streets and Munster Terrace, built up by Smith & Sons, later Thomas Brunton (1888-), TB Guest (c1896-) and Brockhoff in the 1880s, 1890s. Adjoining railway sidings and yards.	5.5 Building a manufacturing industry	Butler, 1983: 388-
1874	ARDEN STREET EXTENSION. Hotham Council- representation from `a number of ratepayers, seeking an interview with the Council with regard to the extension of Arden street, which was described-as a main artery in the borough...'`.£700 was given by the Government to the Borough Council-..for making Arden- street decently passable, It is said that the Council has only received £500 of this money, but where is it gone? From Errol street down, to the swamp the roadway in wet-weather is a perfect crab hole and a Godsend to the shoe makers, for if an unfortunate ratepayer attempts to cross it, nine times out of, ten, he comes out of the mire minus a, boot or a shoe...'	6.6 Streetmaking, drainage and river works	North Melbourne Advertiser Thursday 29 January 1874, 12 February 1874
1874	LOW LYING SECTIONS. . From David Henry (see CA 1/92 corner Canning & Macaulay Rd), asking that the water which is at present on certain of his sections should be drained. Councillor Laurens thought that the request should be granted. As a matter of fact the water had been drained some time ago, but owing to a channel being cut by some burgess across a street in the vicinity the storm water had again flowed in.'	6.6 Streetmaking, drainage and river works	
1874	site for Kensington State School 1133 cleared and fenced by Thomas Prendable	8.3 Educating the people	GG 1874, 775
1874	Public baths temporary reserve of 5 Jan 1869, revoked October 1874	13.1 Public recreation	GG 1874, 1917
1874	Hotham Union and Imperial Cricket Club: MATCHES TO COME. The Hotham Union and Imperial Cricket Club play in tho Royal Park on Saturday next at three o'clock sharp.	13.1 Public recreation	North Melbourne Advertiser Thursday 29 January 1874
1876	North Melbourne streets and occupiers listed in Melbourne Directory: Harris, Murphy, Laurens, Kipling, Station, Henderson, Fogarty, Langford, Steel. Straker , Gracie. Bradby and Lloyd Streets, had no occupiers listed, out of the approximately 89 existing streets in 1983. Much of the area was developed by c1880.	3.1 From town to city	N&WMCS, V1: xii
1876	new weatherboard church of England building on the Crown grant near Manningham Road and Royal Park opened, previously Flemington and Kensington Anglicans went to St. Mary's Hotham.	10.2 Belonging to a religious denomination	F&KCS: 19;
1877	WEST MELBOURNE SWAMP. ITS RECLAMATION. The large area of low. lying land and stagnant water that lies between the Yarra and Saltwater rivers, and Melbourne, popularly known as the West Melbourne Swamp, is at length to be reclaimed and converted to purposes of usefulness... The canal will leave the Yarra just below Mr, Halliburton's wool-	6.6 Streetmaking, drainage and river works	'The Argus': Monday 4 June 1877

Date	event	Theme	source
	<p>washing establishment, 28 chains downstream from the Melbourne Gas Company's works thence it will proceed in a N.E. direction toward the Victorian Railway reserve, 38 chains; thence NW., parallel with the railway fence and two or three chains distant from it, to near the Footscray road (called the Swamp-road), 71 chains thence westerly towards the Saltwater River, 120 chains. At this point the canal will make a deviation to avoid 11 acres of purchased land, on which the Apollo Candle Company's works and some other manufactories are situated, and proceed south 16 chains; then into the Saltwater river, nearly opposite Bunbury-Street, in Footscray, nine chains. This done, the area will be protected by the canal bank to the extent of 3 miles 14 chains of its circumference... Mr. Nathaniel Munro, of the Lands-office, had prepared plans for it which were submitted to several Ministers.. Tenders for the execution of the works were called. Stewart and Cox, successful -amount of contract £16,177 .0s. 10d to be completed March 1878.</p> <p>`In the course of a few years the land, when reclaimed, will be of excellent quality, and just as desirable for residence as much of the land in the city and suburbs that is now occupied. And there is a great and growing demand for cheap house accommodation in that neighbourhood. The railway prevents the extension of the city in a westerly direction and there is a large number of men employed on the railways, the wharves and the river, who have, at much inconvenience to themselves to make their homes on Emerald Hill, at Hotham, or Collingwood Then the reclaimed area will suit admirably for workshops at which ships' work is done, for wool washing establishments, and for manufactories of various kinds. It ia highly desirable that no such establishments should be permitted to remain on the banks of the Upper Yarra -here then, is the very place for them '.</p>		
1877-	<p>Plans to drain and reclaim the West Melbourne swamp begin in 1877, with steam-powered pumps at Brown's Hill discharging water to a network of ditches that ultimately discharged to the Maribyrnong River along Swamp Road (now Dynon Road).</p>	6.6 Streetmaking, drainage and river works	Lack, eMelbourne
1878	<p>THE FLOODS: From the mouth of the Moonee Ponds Creek to the Saltwater River and the Yarra there was one vast sheet of water, broken only by two narrow strips of land-the Macaulay-road and the main line of railway and by the swamp embankment. The ring round the old swamp seemed perfect, and there was little expectation that any breaches would be effected save at the point already mentioned...</p> <p>three great floods in the Yarra-river, the flood of November, 1849, December, 1863, and March, 1878-are separated by periods of a little over 14 years .. On this occasion the highest point reached by the water was estimated at 4ft 6in below the flood mark of 1863...</p> <p>The implement yard of Mr. Hugh Lennon, near the North Melbourne railway station, was flooded, and a number of ploughs and harrows were to be seen yesterday and on Boundary st landed in about a foot of water. At the intersection of Boundary-street and the racecourse road two tanneries were submerged, and some damage done. The waters of the Moonee Ponds were here the direct cause of the mischief, and the flood was at its height between 5 and 6 a.m. on Saturday, or fully 12 hours before the breach in the swamp embankment occurred. By 4 o'clock on Saturday afternoon the water had fallen 2ft. or 3ft. at the tanneries, and left them both uncovered. Some parties were disposed to attribute the height reached by the flood north of the railway line to the erection of the swamp embankment...'</p>	6.6 Streetmaking, drainage and river works	'The Argus': Monday 18 March 1878
1878	<p>West Melbourne Swamp reclamation: elevated channel to receive the waters of the Moonee Ponds Creek and carry them into the channel skirting recently reclaimed swampland south of the Footscray road. It begins about half way between the level crossing at the North Melbourne Station and the projecting point on the Footscray road known as Browns Hill , then eastward to and on</p>	6.6 Streetmaking, drainage and river works	'The Argus': Monday 23 December 1878

## Kensington Heritage Review

Date	event	Theme	source
	Macaulay road, thence northward to Kensington hill, ... A wooden pile bridge carries Arden street over the main channel. At Macaulay road 'substantial pitched channels are being constructed' to carry the storm waters of the elevated portions of North Melbourne into the drains in the reclaimed area.		
1878	The drainage of the West Melbourne Swamp is now an accomplished fact, and the drainage of that portion of it north of the railway line, and into which the Moonee Ponds Creek flows, as well as the drainage of Hotham, which has been so long a disgrace to the town, will also soon be completed	6.6 Streetmaking, drainage and river works	'The Argus': Thursday 21 February 1878
1879	Auction of Kessock cottage, Chapman St, Hotham-hill as an indication of how property was viewed then: 'Very Comfortable RESIDENCE, with Flower and Kitchen Garden, Stabling, and Poultry Yard ..A very substantially built house, containing four rooms, passage, bathroom, etc. neatly fitted, with verandah in front, flower and kitchen garden, stabling cowhouse, and poultry yard, ... This property is situated in one of the most aristocratic streets of Hotham The flower garden is divided by trelliswork, intertwined with pretty creeping plants, kitchen garden, planted with the best fruit trees, altogether forming as pleasant a retreat as a man can wish for..'	3.1 From town to city	'The Argus': 1 November 1879
1879	Hotham Town proclaims regulation 3- control of buildings: distance between buildings, class and thickness of external walls, party walls, building over public ways, chimneys, roofs, drains, etc.	4.2 Administering the City of Melbourne	GG 1879, 2003
1879	Hotham Town proclaims regulation 1- control of assembly on public roads or footpaths (stated to halt larrikinism)	4.2 Administering the City of Melbourne	GG 1879, 1133
1879	The drainage of the whole of the West Melbourne Swamp is now a work of the past. An excellent channel has been made to carry of the water of the Moonee Ponds Creek also the drainage of Queensberry street.	6.6 Streetmaking, drainage and river works	'The Argus': Tuesday 18 February 1879
1879	West Melbourne swamp was considered insanitary in 1879, costing the Government £41,373 to have it drained and the land reclaimed, as urged by the West Melbourne and Hotham Improvement Leagues since 1873, the publication of the Low Lying Royal Commission's Report.	6.6 Streetmaking, drainage and river works	N&WMCS, V1:
1879	By 1879 a railway viaduct connected the Flinders Street station with the terminus at Spencer Street and the Melbourne Railway Yard expanded via land-fill west into Batman's Swamp, extended to the to the southern Boundary of the study area by 1890. Track installation meant the Moonee Ponds Creek outflow was placed in a bluestone lined canal south of Racecourse Road, removing three natural billabongs or lagoons which had terminated the Moonee Ponds Creek.	6.7 Transport	MGA: 15
1879	Land reserved from areas of Footscray and Hotham being some 750 acres extending the Harbor Trust and Railways reserves	6.7 Transport	GG 1879, 162
1879-	first major land sale in Kensington occurred 10th May. 1879. Sam' P. Davies purchased land on the corner of Racecourse and Rankins Road most already sold in Government sales during 1849-60 and re-subdivided for the encroaching boom of the early 1880s with allotments generally smaller than at adjoining Flemington and advertised as building sites suited to tradesmen, clerks, artisans and mechanics - the skilled industrious working class with a white collar element in small, detached and semi-detached weatherboard cottages.	3.1 From town to city	F&KCS: 15
1880s	New commercial enterprises establish themselves primarily along Racecourse Road, as well as Macaulay and Rankins Roads, Kensington, away from the old transport route along Mt. Alexander Road.	5.4 Developing a retail centre	F&KCS: 16
1880s	Sanitation was limited to backyard cesspits and larger dumping grounds for nightsoil, which were situated inappropriately close to human habitation. So great was the problem in the mid 1880s that the city famed as Marvellous Melbourne earned the less savoury title	6.2 Sewage	Context 201: 38

Kensington Heritage Review

Date	event	Theme	source
	of 'Smelbourne'...		
1880s	electric street lights were introduced	6.3 Providing essential services	Context 201: 39
1880s	Excavation of part of Kensington Hill to be used in fill for the Melbourne Freight Yard (cites VPRS 12800/P1 Item H 1125).	6.7 Transport	MGA: 12-14
1880s-	Melbourne had grown from being a small settlement serving pastoral interests to a major international port. Coode Canal, which was formed in 1886, altered the course of the Yarra to provide a shorter and more direct passage for shipping and so improve the harbour...Dry docks were built on the reclaimed site of the drained West Melbourne Swamp.	5.2 Melbourne as a trading port	Context 2011: 31
1880s boom	Cable Tramway Engine House built in Abbotsford Street, the North Melbourne Gas Works developed and the new court house and police station sites were also acquired in 1888.	6.3 Providing essential services	N&WMCS, V1: xiii
1880s, late	Drainage outlet through the Moonee Ponds Creek coal canal to the Yarra closed in the late 1880s, and the Maribyrnong River became even fouler.	6.6 Streetmaking, drainage and river works	Lack, eMelbourne
1881	North Melbourne rate of growth slowed to 32.3%, with the highest population density in the Metropolitan area. (78 persons per hectare)	3.1 From town to city	N&WMCS, V1: xi
1881	Reserve for Municipal Purposes west of Munster terrace, south of Arden St Town of Hotham- four acres, also as reserved 14 Jan 1879 (CA1/75B)	4.2 Administering the City of Melbourne	GG 1881, 1079
1881	Second railway track laid between North Melbourne and Essendon, the later extensions of the line to Victoria's border ensured its future and supply to the stock markets.	6.7 Transport	F&KCS: 13
1881	Kensington Primary School No. 2374 ...Costing 1,636 pounds, the first three-classroom Kensington State School in McCracken Street was opened in May 1881. Initially 228 children were enrolled and by 1898 this had dramatically increased to 1000.	8.3 Educating the people	F&KCS: 21;
1882	'North Melbourne Advertiser' commented on the departure of the respectable middle-class from North Melbourne to areas south of the river.	3.1 From town to city	N&WMCS, V1: xiii
1882	Ornamental Plantation site reserved at Hotham- 3 roods, west side of Dryburgh St, north of O'Shanassy, Macaulay Rd (later Gardiner Reserve); Essendon municipality was also preparing such a reserve in 1884	3.4 Defining public space	GG 1882, 1787; 'The Argus': 1 April 1884
1882	New Borough of Flemington and Kensington, with borough offices in Racecourse Road until the 1901 new town hall in Bellair Street.	4.2 Administering the City of Melbourne	F&KCS: 23;
1882	Land reclamation and railway works: levelling of Kensington hill, with the construction of the Coburg railway running through the swamp, and channel proposed ; a new passage for the waters of the Moonee Ponds Creek.	6.6 Streetmaking, drainage and river works	'The Argus': Saturday 4 November 1882
1882	Kensington Methodists built a small wooden church April 1882: having been originally granted a reserve facing Parsons Street 1856. Numbers were significant in the nineteenth century but by 1981 dwindled to approximately 200.	10.2 Belonging to a religious denomination	F&KCS: 19;
1882	<b>Hotham Recreation Reserve:</b> regulations for management, part of Public Purposes Reserve (West Melbourne Swamp) permissively occupied by Hotham Cricket Club, divided into `grandstand, pavilion, members and ladies reserves; the playing ground, the remainder of the reserve (free admittance daylight hours, rest need ticket). Regulations about damage of buildings, fences, trees, grazing stock, etc. Permanent reserve 1884.	13.1 Public recreation	GG 1882, 1742
1883	Arden street bridge contract for replacement with timber, old one removed	6.6 Streetmaking, drainage and river works	VGG1883 Gazette 105 Page 2450
1883	Kensington Hill Works: PWD contract drawings show removal of part of hill and use of fill to railways and reserved land (Hotham ) north of an extended Queensberry St west end, towards Arden St -	6.6 Streetmaking, drainage and river works	VPRO: PWD collection

## Kensington Heritage Review

Date	event	Theme	source
	forming part Railway Reserve		
1883	land filling for duplication of line from Essendon Junction to North Melbourne	6.7 Transport	'The Argus': Tuesday 13 February 1883
1883	<b>Railways Reserve</b> extended in Hotham, Flemington & Kensington by 5 acres in 3 parts; parts being in Hotham 32 p at intersection of Munster and Arden St, and Melbourne and Coburg Railway Reserve and Moonee Ponds Creek (new cut) and some 3 acres bounded by Melbourne & Coburg and Melbourne & Essendon Railway Reserves, Moonee Ponds Creek (new cut) and Arden St; plus 2 roods in Flemington & Kensington with similar boundaries to above	6.7 Transport	GG 1883, 1714
1883	First Presbyterian services held in the Flemington and Kensington Hall 323 Racecourse Road.	10.2 Belonging to a religious denomination	F&KCS: 19;
1883	Charles Hill added to Committee of management for Hotham Cricket Club's permissive occupancy of part of public purposes Reserve known as West Melbourne Swamp	13.1 Public recreation	VGG: 1883 Gazette 90 Page 2228
1883	Flemington & Kensington Hall Company Ltd registered	13.1 Public recreation	GG 1883, 1183
1883-1886	Boom years of unprecedented and metropolitan-wide industrial and residential growth, Flemington and Kensington population of 1,811 in 1883 and 4,825 in 1886 and by 1890 9,069. Kensington's streets did not appear in the Melbourne Directories until 1885.	3.1 From town to city	F&KCS: 15
1884	NEW MOONEE PONDS CREEK BRIDGE AT MACAULAY RD AND CANAL: 25' wide bridge with footbridges built of red gum with white box piles, canal commences at the Arden street bridge, is 42 chains in length and 15ft wide at the bottom, bordered by new Coburg line - tanners and manufacturers hope prevention of future storm damage.	6.6 Streetmaking, drainage and river works	'The Argus': Saturday 29 March 1884
1884	Moonee Ponds (Creek) Channel Extension Contract 1: PWD contract drawings show new channel east of natural course of street, south of Barwise St (Racecourse Rd)	6.6 Streetmaking, drainage and river works	VPRO: PWD collection R/R1 2092
1884	Removal of the Moonee Ponds Creek billabongs and the insertion of the coal canal and Upfield Railway line which follows the east side of the wide grassed floodway.	6.7 Transport	MGA: 26; Vines & Lane: 9
1884	In 1884 North Melbourne was the most thickly populated of all the municipalities, there being 31 persons to the acre.	8.2 Housing the population	Mattingley: RHSV: 19-97 (1917)
1884	Richard and Emily McKenna's home, horse training stables built in Ascot Vale Rd near major horse racing venues as indicative of many other stables built in the Victorian and Edwardian-eras.	13.1 Public recreation	F&KCS
1885	Railways Department receive £8841 to aid purchase of lands for Moonee Ponds Creek channel construction	6.6 Streetmaking, drainage and river works	GG 1885: 2485
1886	Reward (£50) offered for information on newly born child's body left in the Canal (at Moonee Ponds Creek) between Coburg line and Macaulay Rd	4.7 Policing the city	GG 1886, 3008
1886	Parsons Street culvert over Moonee Ponds Creek by D Walsh (existing structure north of this line on Moonee Ponds Creek)	6.6 Streetmaking, drainage and river works	GG 1886, 2178
1886	MOONEE PONDS CREEK. BY THE MAYOR of HOTHAM. Anyone who could take a bird-eye view of Melbourne with its magnificent buildings, parks and gardens, would be struck with wonder and astonishment when the eye rested on the western portion of this great city, to see there, within one mile of its splendid post office and law courts, a wretched swamp with a canal running round it filled with the most horrible seething black mud, caused by all the sewerage from the north and north western part of the city. The Moonee Ponds creek empties its deadly fever breeding poison into it, at the junction of Footscray road, and I do not think there is a country in the world that could produce 'such a shadow of death,' such a standing disgrace as this, is to the health of its population.	6.6 Streetmaking, drainage and river works	'The Argus': Friday 30 July 1886

## Kensington Heritage Review

Date	event	Theme	source
	<p>And yet year after year passes, millions of money are spent by the Government in palatial buildings and decorative works all over the colony but this dreadful menace to health is left untouched. That it has not commenced its deadly work long since is a mystery, or rather a matter for thankfulness, that hundreds of people are surprised at. The stench that arises from the canal and its tributaries is unbearable and is becoming more and more so every day...</p> <p>The Moonee Ponds creek although dry for months in the summer has a large catching area, and in case of heavy rains volumes of water, come down for a few hours, a regular banker. Now any one would naturally suppose that to carry off this water a straight canal would have been cut to allow the water a free passage but instead, a tortuous channel has been made, which impedes a free flow, add makes it so sluggish in its motion that the same dead animals can be seen floating up and down the Moonee Ponds creek for weeks, proving that it hardly ever empties itself...</p> <p>In the event of the West Melbourne swamp being taken up for docks and other works, the Moonee Ponds Creek, ought long since to - have been diverted from its present course and taken with a slight curve westward round into the Saltwater River, north of Brown's Hill, by this means cutting it off from all the valuable land that is wanted by the Harbour First for docks &amp;c. If this were done and the bed of the creek risen and pitched or concreted to the level of about 18 inches above low water mark the water of the creek would have a gradual flow towards the Saltwater River, and by this means empty itself constantly.</p>		
1886	Le Capelain scheme for Moonee Ponds Creek: 1 to use the existing channel between Footscray and Flemington roads as a storm water channel, subsidiary pitched channels 4-ft wide being constructed to carry the drainage to the river intercepting Miller and Dudley streets drains on their way. 2. To extend the Moonee Ponds channel in a straight line across the swamp, and pave the bed of channel 6ft wide. 3 Reclaim and fill up to proper gravitation level the swamp area contained within the canal and river embankments about 700 acres, to be raised by silt from the river in place of being deposited as at present in the bay- estimated cost £120 000	6.6 Streetmaking, drainage and river works	'The Argus': Saturday 3 July 1886
1886	Raising low lying land by Moonee Ponds Channel- contract	6.6 Streetmaking, drainage and river works	VGG: 1886 Gazette 134 Page 3666
1886	Construction of culvert over Moonee Ponds Creek in line with Parsons St	6.6 Streetmaking, drainage and river works	VGG: 1886 Gazette 82 Page 2178
1886	Act proclaimed to grant Land situated in the Town of Hotham to the Victorian Railways Commissioners and to permanently reserve certain other Land in the said Town of Hotham and for other purposes. Reserved land was to be exchanged between the Hotham municipality and the Commissioners.	6.7 Transport	Act of Parliament
1886	<b>Brick railway signal boxes</b> erected at Kensington and Kensington Hill by AT Taylor and WJ Brewer also bridge over Brown's Road by A Tozer. Tar paving of station platforms in 1887	6.7 Transport	GG 1886, 3738
1886	<b>Coal platform</b> erected near North Melbourne railway station by Mclarty & McKenzie for £11,418; added to in 1889 by RH Roberts for £4210	6.7 Transport	GG 1886, 2326; 1889, 1373
1886	Railways gatekeeper's cottages contract at Arden St and Macaulay Rd on Coburg line	6.7 Transport	VGG: 1886 Gazette 50 Page 1120
1886	Flemington (or Kensington) Hill excavation and embankment for railway sidings contract to R Roberts & Co	6.7 Transport	GG 1886, 1972
1886	<b>Railway Purposes Reserve</b> extended 32 acres bounded by Munster Tce, north side of Queensberry, Arden St, Municipal Reserve..	6.7 Transport	GG 1886, 1282
1886	Parsons St culvert over Moonee Ponds Creek by D Walsh	6.6 Streetmaking,	GG 1886:



## Kensington Heritage Review

Date	event	Theme	source
		drainage and river works	2178
1886-1887	Tenders called for locomotive sheds on West Melbourne Swamp reclaimed land, for protection of the locomotives while being cleaned and when not required- Moonee Ponds Creek is to be diverted westward by means of a canal, and the earth taken out of the cutting used in raising the site of the engine sheds above flood level- Garnsworthy and Smith canal builders.	6.7 Transport	'The Argus': Friday 9 April 1886, Friday 21 January 1887
1887	Hotham to North Melbourne on the 26th August, 1887.	4.2 Administering the City of Melbourne	Mattingley: RHSV: 19-97 (1917)
1887	Hotham Council seek name change to North Melbourne, proclaimed so August 1887	4.2 Administering the City of Melbourne	GG 1887, 2476; 1887, 2538
1887	Filling in of old canal near North Melbourne station	6.6 Streetmaking, drainage and river works	VGG: 1887 Gazette 76 Page 2391
1887	Municipal conference on Moonee Ponds Creek nuisance as a virtual open sewer and a risk to public health that must be fixed. 'presently a standing source of immediate danger to the health, not only of Melbourne and suburbs but the colony at large " It is considered desirable that a channel should be constructed along the bed of the creek, from Flemington bridge to the River Yarra, ... conference decided to ask the Minister of Public Works to direct that an officer of his department be instructed to devise the most effective means of improving the creek and canal.'	6.6 Street making, drainage and river works	'The Argus': Tuesday 20 December 1887
1887	Filling in of old canal near North Melbourne railway station by M Keating.	6.6 Streetmaking, drainage and river works	GG 1887, 2391
1887	<b>Macaulay Railway Station</b> passenger platform built by Jackson & Co for £689	6.7 Transport	GG 1887, 2391
1887	Macaulay Road Railway Station passenger platform and station buildings contract called	6.7 Transport	VGG: 1887 Gazette 76 Page 2391
1887	Holy Trinity. Kensington November 1887 opened its church, the present day Holy Trinity Centre.	10.2 Belonging to a religious denomination	F&KCS: 19;
1887	Hotham Council petition 'From the Western Ward -Vigilance Committee, asking the Council to take steps to have public baths erected on the vacant land near the recreation reserve on grounds of public health and utility. Cr. Green said-he thought this was a capital idea- People wanted a good wash in the hot weather, and the baths would meet a public want... Cr. Fogarty: 'I agree with what has been said about the advantages of public baths, but no one will care -to go near baths in proximity to the Moonee Ponds Creek unless that filthy watercourse is improved. It is an outanding disgrace to the Government the manner in which this question has been shelved..	13.1 Public recreation	North Melbourne Advertiser Saturday 8 October 1887
1887	additional works to raising land next Moonee Ponds Channel by P Keily 1886-7 contact 2335	6.6 Streetmaking, drainage and river works	GG 1887: 1125
1888	Plan for PLANTING OF THE WEST MELBOURNE SWAMP by GS Perrin		'The Argus': 3 August 1888
1888	<b>Elizabeth St</b> (Chelmsford to Arden) is in list of Kensington streets proclaimed also Chatham St from Eastwood St to Canal, Chelmsford St from Eastwood St to Canal, Eastwood St from Macaulay Rd to Chelmsford St, Bellair St from Arden St west to Macaulay Rd	6.6 Streetmaking, drainage and river works	GG 1888, 598
1888	<b>Kensington Station Master's Residence</b> erected by W Blackwood, also station buildings by Campbell & Gray	6.7 Transport	GG 1888, 1097
1888	Railway Hotel in Ireland Street built after expansion at North Melbourne: railway station, accommodation for those attached to the	6.7 Transport	N&WMCS, V1: xiii

Kensington Heritage Review

Date	event	Theme	source
	North Melbourne arrival and shunting yards over Dynon Road, or the businessmen arriving to negotiate on the horse or timber trades.		
1888	Railway workshops, built in distinctive multi-arched form south of North Melbourne Railway Station (demolished 1965)	6.7 Transport	N&WMCS, V1: xiii
1888	June 1888 the foundation stone for the Flemington and Kensington Presbyterian Church laid.	10.2 Belonging to a religious denomination	F&KCS: 19;
1888-1898	Royal Commission into the Sanitary Condition of Melbourne was held and the British sewerage expert James Mansergh also prepared an independent report- identified urgent need for an underground sewerage system. Melbourne and Metropolitan Board of Works carried out this work in the 1890s and Melbourne was connected in 1898.	6.2 Sewage	Context 201: 38
1889	West Melbourne (later Victoria) Dock commenced: situated on the east bank of the Yarra river, commences immediately below the West Melbourne gas works, and extends along the river to the railway canal. The total cost near £900,000, mammoth scale, and only one dock in the world — the Cavendish Dock, at Barrow-on-Furness-is larger than it.. Wharf accommodation provided- 16,617 feet, or 55 ships each 300 feet in length		'Illustrated Australian News' Friday 1 April 1892
1889	Flemington Court House erected in the former Flemington and Kensington Borough (now within the City of Melbourne).	4.6 Administering justice	Context 2011: 26
1889	New Zealand Loan and Mercantile Company moved its wool and grain stores to Kensington (3 Lloyd St) where the main Sydney and north-eastern railway lines joined those from the west and north with sidings connecting the stores with both railway systems and the shipping ports.	5.5 Building a manufacturing industry	F&KCS: 17;
1889	PUBLIC WORKS AND FINANCE. The public works committee recommended: -That the tender of Messrs. J, McCann and Co, amounting to £320 16s. 8d., for the extension of the Moonee Ponds canal, from Racecourse road to Flemington bridge (Flemington Rd crossing), be accepted. (Flemington & Kensington Borough)	6.6 Streetmaking, drainage and river works	'North Melbourne Advertiser' Saturday 19 January 1889
1889	<b>Arden and Laurens Street Wood Yard</b> - Victorian Railways, urge NORTH MELBOURNE COUNCIL..`the necessity of making Arden street and Burns road, (half cost of which to be borne by the Department) fit for traffic without delay, so as to enable the new wood yard, at Arden and Laurens street, being opened at an early date. The work required would be inexpensive, and would form part of the permanent construction of the street. .	6.7 Transport	North Melbourne Advertiser Saturday 13 July 1889
1889	<b>Flemington &amp; Kensington public park</b> reserved as 5 acres at corner site Epsom, Racecourse and Smithfield Roads.	7.2 Cultivating the 'Garden City' aesthetic	GG 1889, 2967
1889	Filling low lying land at Moonee Ponds Channel	6.6 Streetmaking, drainage and river works	GG 1889: 1138
1890	Kensington was described as a thriving Melbourne suburb, with several hotels, two churches. A bank, a State School and numerous buildings springing up daily. Known previously only as a railway station adjoining Flemington two miles north of Melbourne' (Municipal Directory 1880).	3.1 From town to city	F&KCS: 15
1890	Arden Street railway yards built, facilitating Brunton's second large flour mill (later Love, now Weston Foods) in Laurens Street. These two mills (with a third 'Minifies' at South Kensington) developed the process of roller milling in Australia, enabling the development of flour exports – a major component of Australia's economy.	5.5 Building a manufacturing industry	MGA: 12
1890	<b>Water supply</b> works at North Melbourne by H Hart for Railways £3086	6.3 Providing essential services	GG 1890, 1992
1890	Victorian Railways Commissioners granted 487 acres Jan 1 extending west from Laurens St, south from Arden St	6.7 Transport	Parish Plan Jika Jika 314/13

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Date	event	Theme	source
1890	Three engine turntables erected at North Melbourne engine shed by W McKenna.	6.7 Transport	GG 1890, 1101
1890	Kensington railway subway built by M Govan	6.7 Transport	GG 1890, 273
1890s	Land reserved for rubbish incinerators for Melbourne, Footscray and Flemington Councils in association with the rubbish tips on the swamp. Melbourne constructed their incinerator known as a desiccator located south of the North Melbourne Swamp or Dynon Road west of the Coal Canal. A jetty was constructed to allow loading of refuse for dumping in the bay and possibly for unloading coal and other combustible material for firing the desiccator. Slaughter house and market waste may also have been dried in the desiccator for making fertilizer. On the north side of Swamp Road the council had a substantial stables for its horses used in collecting rubbish from the city.	6.6 Streetmaking, drainage and river works	Vines & Lane: 9
1890s-1920s	Decline in the residential population of the central city as people moved out to the newly developed suburbs. Inner-city suburbs like North Melbourne, West Melbourne, Flemington and Carlton remained strongly residential, with a large working-class population.	3.1 From town to city	Context 2011: 11
1892	Holmes and Sons Foundry begun in Robertson Street, Kensington, and manufactured a range of stoves, fenders and bedsteads.	5.5 Building a manufacturing industry	F&KCS: 18;
1892	Early 1890s new canal connect to a river outlet to allow coal barges to reach the railway locomotives in the extensive Melbourne yards, terminating at Appleton Dock.	6.6 Streetmaking, drainage and river works	MGA: 17
1892	Weigh bridge installed for trucks at Arden St siding by E Clarkson.	6.7 Transport	GG 1892, 3104
1893	Newly formed Metropolitan Fire Brigade had local fire stations erected in the late nineteenth and early twentieth century, including the North Melbourne Fire Station.	6.3 Providing essential services	Context 2011: 40
1893	Bank moratorium: 1893, property values already slumped and the fevered building and development slowed to a trickle.	8.2 Housing the population	N&WMCS, V1: xiii
1893	Councillor James Henry Gardiner (see Gardiner Reserve) becomes one of trustees for <b>North Melbourne Recreation reserve</b> , along with Thomas Fogarty and others..(William Gardiner becomes trustee in 1896)	13.1 Public recreation	GG 1893, 152; 1896, 1851
1893-	Wesley Central Mission was established after hardships of the 1890s depression highlighted the need for improved welfare provisions. There was soon a high rate of unemployment in Melbourne and as a result families suffered, especially children.	11.2 Providing welfare services	Context 201: 64
1897	MMBW Detail Plan 867 shows Coburg railway embankment and the flood embankment near Bruce St (MGA observes the southern section of the bluestone lined canal, and the flood embankments remain largely intact from this time- not publicly visible now.)	6.6 Streetmaking, drainage and river works	MGA: 16
1898	Barnet Glass Rubber Co. built 'vast' new premises at Kensington (Macaulay Road) in 1898, extending Wittingham's Maizdra Mills and employing up to 300 workers to manufacture articles out of Indian rubber, sent to the large company-owned warehouse in Flinders Street.	5.5 Building a manufacturing industry	VHD: Glass; F&KCS: 18;
1900	Flemington-Kensington Borough had 2,500 dwellings and a population of 12,000, with sewerage connected to most houses c1904 electricity introduced.	6.3 Providing essential services	F&KCS: 23;
1900	Development in North Melbourne virtually static with 43 dwellings under construction compared with 192, the decade before - there was a general decline in population, of 13.7% over the same period. The encroachment of city-bred industries and warehouses and the replacement of the row houses, accumulated in the 19th century, by non-residential structures.	8.2 Housing the population	N&WMCS, V1: xiii
1900-	Wool stores followed flour mills including the 'impressive Goldsborough Younghusband complex' started in c1900 at Elizabeth St, served by own siding. 'The combined wool stores and milling site in Elizabeth Street Kensington complete with railway sidings, and	5.5 Building a manufacturing industry	MGA: 17-19

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Date	event	Theme	source
	the North Melbourne block defined by Munster Terrace, Laurens, Queensberry and Miller Streets, are landmarks in the Arden Macaulay Structure Plan area and are at least of regional heritage significance.'		
1900-1910 apprx.	Federation era - renewed economic activity in the housing, industry, commercial growth, after economic depression of c1892-1898	5.5 Building a manufacturing industry	F&KS
1901 apprx	Robert Mosley's Cordial Factory in Boundary Road North Melbourne was highly successful local enterprise, begun by Ann Mosely, ; th a booming trade enabling a takeover of a disused skin store in Boundary Road converted to accommodate mixing vats, fillers, a boiler house and stables.	5.5 Building a manufacturing industry	F&KCS: 19; 'The Argus': 20 April 1901
1902	Moonee Ponds Creek Channel extension and Improvements showing 9" pitched channel surface from Essendon line crossing of creek to south of Swamp Road (Dynon Road) past what was then the Railway Dock (since filled in) to Dudley St, with former creek flowing to the east of the new line at the north end. Estimated to cost £10,408. Also concrete lining along creek from Arden St to Macaulay Road	6.6 Streetmaking, drainage and river works	VPRO: PWD collection R/R1 2096, 2097, 2098 see also 2094 stone lined channel
1902	Holy Rosary Church. Kensington began in Derby Street in 1902 and soon moved to a brick church on the corner of Ormond Street.	10.2 Belonging to a religious denomination	F&KCS: 19;
1903	Kensington Bone Dust Manufacturing Works trade mark registered.	5.5 Building a manufacturing industry	GG 1903, 3626
1903	<b>Flemington &amp; Kensington as electricity suppliers</b> and subject to the Electric Light and Power act 1896, listing streets for electric lines also to construct electric tramway (with adjoining municipalities) under Tramways Act 1890	6.7 Transport	GG 1903, 2327; 2328
1904	Kimpton's Flour Mills burned down.	5.5 Building a manufacturing industry	Flemington/Kensington News Vol.1, No.2, 24 May 1985 (FKN, 1985)
1905	North Melbourne, Flemington & Kensington united with Melbourne to become the new Hopetoun Ward.	4.2 Administering the City of Melbourne	GG 1904, 4063; F&KCS: 23;
1905	Railways Commissioners given title to Crown land extending from Flinders street station on the south to beyond the North Melbourne station on the north. .. this area includes- a 'number of reservations made from time to time...', estimated value of the land is £1,500,000, .. The most valuable title ever been issued in Australia.	6.7 Transport	'The Argus': Monday 19 June 1905
1905	Tree Reserve in Canning Street created allowing Council to 'improve, plant, fence, cultivate and take charge of same.' (see Pleasance Gardens)	7.2 Cultivating the 'Garden City' aesthetic	GG 1905, 3499
1906	Electric lighting was introduced to North Melbourne	6.3 Providing essential services	Mattingley: RHSV: 19-98 (1917)
1906	Trams serve Flemington & Kensington area, Racecourse & Mt Alexander Rds. Nth Melbourne Electric Tramways & Lighting Co. tram sheds built 318-372 Mt Alexander Rd.	6.7 Transport	F&KCS: 23;
1910	North Melbourne public baths open	13.1 Public recreation	Context 2011: 72 cites 'Baths and bathing' in Brown-May and Swain, 2005, Parish Plan. 62-63.
1911	PROPOSED NEW RAILWAY WORKS: ESTIMATED COST, £1,201,000: Recommended extension of the gravitation goods yard at North	6.7 Transport	'The Argus': Saturday 8 April 1911

Kensington Heritage Review

Date	event	Theme	source
	Melbourne to relieve the congestion of traffic and business in the existing yard and sheds. Railways Commissioners to investigate a new yard constructed between Dynon Road and the stations at Kensington and South Kensington -Bridges and retaining walls, £40000...		
1913-	Calls for a planning scheme for Melbourne when the planning 'movement' officially began with Sir James Barrett, founding president of the Victorian Town Planning and Parks Association from 1914	3.1 From town to city	Context 2011: 11
1915	Albert Mattingley of Shiel Street described the bird life, fish etc of the West Melbourne swamp: 'On the waters of the large marsh or swamp lying between North Melbourne and the Saltwater (Maribyrnong) River graceful swans, pelicans, geese, black, brown, and grey ducks, teal,...' (cites Albert Mattingley 1915, Recollections of early Melbourne)	7.1 Appreciating the natural landscape	MGA: 10
1916	Testing for the Suburban Electrification done at Newmarket Railway Yards on the Flemington Racecourse Spur Line	6.7 Transport	F&KCS: 24;
1917	Melbourne Council declare the City's Public Pound at the corner of Arden and Munster terrace North Melbourne (CA 1/75B)	4.2 Administering the City of Melbourne	GG 1917, 3690
1917	Free Kindergarten Union of Victoria commenced a training course for kindergarten teachers- Many of the first free kindergartens were established in the municipality by philanthropic women, including one in Carlton. Model kindergartens were also established at Carlton and at North Melbourne. (Lady Huntingfield Free Kindergarten, North Melbourne cited as significant example - purpose-designed by Eric Beilby, City Council Architect as a "2-unit" kindergarten on a large block of land 87 - 93 Haines Street, built and equipped by Melbourne City Council in 1939-40)	8.3 Educating the people	Context 2011: 52; National Trust of Australia (Vic) file B7387
1920s	City of Melbourne centre of manufacturing in Australia, decline after-post-war many city factories and warehouses left empty or converted for other uses. Industrial area of Southbank virtually obliterated in the 1990s.	5.5 Building a manufacturing industry	Context 2011: 35
1921	Pilkington Street, North Melbourne changed to <b>Langford Street</b>	4.2 Administering the City of Melbourne	GG 1921, 2629
1924	Tramway to be built in Howard Street to link the North Melbourne Cable Tramway in Victoria Street to a proposed car depot and turn-out in Howard Street	6.7 Transport	GG 1924, 3103
1927	Barwise Street, North Melbourne changed to <b>Racecourse Road</b>	4.2 Administering the City of Melbourne	GG 1927, 1983
1928	Holy Rosary commenced a new brick church in Gower Street, Kensington.	10.2 Belonging to a religious denomination	F&KCS: 20;
1928-1929	Regulations exhibited for <b>Children's Playground</b> reserved at North Melbourne 11 September 1928 - detailed requirements (Buncle, Canning and Macaulay Rd)	11.4 Caring for mothers and babies	GG 1929,115; 1928, 2527
1928-1932...	World economic depression, c1928-32 development cessation, momentary recovery, c1932-39	5.3 Developing a large, citybased economy	F&KS
1929	First town planning scheme for Melbourne was prepared by the Metropolitan Town Planning Commission	3.1 From town to city	Context 2011: 12
1930s	Melbourne was promoted in tourist literature as the 'Garden City'. The Curator of City Parks for the City Council during this period, J.T. Smith, was a tireless and innovative..	7.2 Cultivating the 'Garden City' aesthetic	Context 201: 44
1936	Oswald Barnett, a campaigner against slums led the Victorian Government to establish the Housing Investigation and Slum Abolition Board (HISAB) in July 1936, to investigate housing conditions in identified slum areas.	8.2 Housing the population	Context 2011: 64

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1937	BEAUTIFIED MOONEE PONDS CREEK-Red, pink, and white flowering gums and poplar trees will beautify the black Bad banks of the Moonee Ponds Creek at Kensington when- the Metropolitan Board of Works completes its flood, prevention work there soon. As part of a project costing £22,000, the board has widened the creek, and the banks have also been planted with grasses. For many years the creek has been criticised as insanitary. It has caused many floods which have washed residents lo low-lying parts of Kensington and Macaulay from their homes. The flood prevention work Is being carried out by the board and the Melbourne City Council, which will begin Its part of the project once the board's work Is completed.	6.6 Streetmaking, drainage and river works	'The Argus': Tuesday 14 September 1937
1938	Housing Commission of Victoria established under the Housing Act 1937 in response to slum housing in Melbourne, and worked under the 'Slum Reclamation and Housing Act' 1938	8.2 Housing the population	Wikipedia, the free encyclopedia (WP), cites Renate Howe. 1988 . New houses for old : fifty years of public housing in Victoria, 1938-1988.
1939-1953	World War Two. development cessation except for key local industries in North & West Melbourne and Kensington who supplied the home front or war effort and expanded quickly	4.8 Defending the city	F&KS
1941	First <b>North Melbourne Slum Reclamation Area</b> declared - Molesworth, Curzon, Haines, and Abbotsford Streets North Melbourne where there are houses 'unfit for human habitation' and in the view of the Housing Commission insanitary or unhealthy because of their excessive number or bad arrangement of buildings, bad arrangement or narrowness of streets- that cannot be dealt with unless declared under the Slum Reclamation and Housing Act 1938 part III	8.2 Housing the population	GG 1941, 162
1942	<b>South Kensington to West Footscray railway</b> now completed and handed over the Commissioners by the Board of Land & Works and Chief Engineer for Railway Construction	6.7 Transport	GG 1942, 1890
1945-1970	During the post-war 'long boom' of 1945-1970, Melbourne's economy grew steadily as the financial capital of Australia, and associated industries (banking, stock-broking) and the workforce grew apace.	9.3 Working in the postwar city	Context 201: 56
1946	Burge Brothers open large and distinctive factory using a structural plywood in an innovative manner in Racecourse Rd.	5.5 Building a manufacturing industry	F&KCS
1947-	Organised post-war immigration of non-British persons had commenced, drawn largely from southern Europe, especially Greece and Italy, and also from the war-ravaged countries of Europe	2.3 Promoting immigration	F&KCS: 24; Context 2011: 8
1950s-	<b>Housing Commission of Victoria</b> developed 'modern' new housing estates in socially disadvantaged residential areas, including the Hotham Estate in North Melbourne and the Holland Estate in Kensington (the former cited as a significant example)	8.2 Housing the population	Context 2011: 51 cites history of the Hotham estate', prepared by Frances O'Neill and Sheryl Yelland on the Hotham Estate, North Melbourne, 1993.
1954	MMBW prepared Melbourne planning scheme, concerned with consolidating industrial areas, issues of transport, parkways - but not gazetted until 1968.	3.1 From town to city	Context 2011: 12

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1954	Second <b>North Melbourne Slum Reclamation Area</b> declared - Lothian, Arden, O'Shannassy, and Abbotsford Streets North Melbourne (or CAs 1-3/76B) where there are houses 'unfit for human habitation' and in the view of the Housing Commission insanitary or unhealthy because of their excessive number or bad arrangement of buildings, bad arrangement or narrowness of streets- that cannot be dealt with unless declared under the Slum Reclamation and Housing Act 1938 part III	8.2 Housing the population	GG 1954, 4762
1956	Olympic teams compete at the Arden Street Oval, North Melbourne, and at Princes Park in Carlton.	13.1 Public recreation	Context 2011: 72
1957	HCV proclaim desire to 'treat' or compulsorily acquire land from owners within the declared <b>Slum Reclamation Areas</b>	8.2 Housing the population	GG 1957, 245
1957	<b>North Melbourne Slum Reclamation Area declared:</b> CAs 1-10/77, 1/A Jika Jika: O'Shannassy, Abbotsford, Curzon, Arden Streets	8.2 Housing the population	GG 1957, 3222
1958	Housing Commission of Victoria (HCV) proposed multi-storey flats as a complement to the precast walk-up flats built.	8.2 Housing the population	Howe: 144
1958	<b>North Melbourne Slum Reclamation Area declared</b> - Curzon, Haines, O'Shannassy, and Abbotsford Streets North Melbourne (or Cas 1-52/77B) via Housing Act 1958	8.2 Housing the population	GG 1958, 3638
1959	<b>North Melbourne Slum Reclamation Area declared:</b> CAs 16 and 29-54/93, 1/A Jika Jika: O'Shannassy, Abbotsford, Curzon, Arden Streets	8.2 Housing the population	GG 1957, 3222
1959	<b>North Melbourne Slum Reclamation Area declared:</b> CAs 29-43/93, 1/A Jika Jika.	8.2 Housing the population	GG 1959, 3573
1960	The first Housing Commission of Victoria (HCV) tower designed by Bernard Evans was erected from 1960 in South Melbourne, followed by a 20 storey tower in Boundary Rd, steel framed with concrete block infill and 4 storey walk-up flats (on stilts) at its base.	8.2 Housing the population	Howe: 145
1960s	Numerous 'six-pack' flat blocks were erected in South Yarra, East Melbourne, North Melbourne and Carlton.	8.2 Housing the population	Context 2011: 51
1961	<b>Housing Reclamation Area declared at Kensington</b> under Housing Act 1958 as unfit for human habitation etc. part CA20/2 Doutta Galla etc., plus many others to follow to 1965	8.2 Housing the population	GG 1961, 2136
1961-1964	Kensington, Holland HCV estate begun 1961-2 as the first use of precast load-bearing wall panels from the Holmesglen factory for high rise (8 storeys), connected by aerial bridges.	8.2 Housing the population	Howe: 146-
1964	First prefabricated multi-storey Housing Commission flat block was completed at Flemington, creating new concepts in structural design, community housing and the scale of residential building, with occupation by recent immigrants, Italians, Greeks, Yugoslavs, and more recently. Vietnamese.	8.2 Housing the population	F&KCS: 24;
1964	<b>North Melbourne Slum Reclamation Area</b> declared: CAs 1-20/8, 1-11/9B (Leveson, Arden, Courtney, Howard, Queensberry Streets)	8.2 Housing the population	GG 1964, 3684
1968	Tullamarine Freeway construction begins, originally designated in the 1969 'Melbourne Transportation Plan' as the F14 Freeway corridor. Moonee Ponds Creek upstream of Racecourse Road was realigned, parts of the creek bed concreted, removing the 'chain of ponds', found by Hoddle in 1837. The freeway terminated at Flemington Road.	6.7 Transport	WP
1970	By 1970 nearly 4000 privately owned dwellings had been compulsory acquired and replaced by nearly 7000 high rise flats. Three housing towers (Y, T and S shape in plan, vary between 20-30 storeys in height) and one tower (I-Shaped) were built on a site in Boundary Rd, and Canning Street (Corner of Boundary Rd), North Melbourne	11.1 Improving public health	Wikipedia, the free encyclopedia (WP), cites Renate Howe. 1988 . New houses for old : fifty years of public housing in Victoria, 1938-1988.
1970s-	Large numbers of Vietnamese refugees settle in Melbourne	2.3 Promoting	Context 2011:

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		immigration	8
1971	Aerial view of North Melbourne shows Commonwealth Wool and Produce Co-op at 64 Sutton Street and Victorian Co-op. Producers Warehouse to its south (State Library of Victoria). Large scale development at North Melbourne side of the 'almost barren' man-made creek valley (1880s basalt pitcher lined), with major drains flowing to it through the embankments on either side.	5.5 Building a manufacturing industry	MGA: 22, 24
1985	Flemington Kensington Heritage Study published and adopted by MCC, carried out by Graeme Butler in 1983	15.4 Preserving the fabric of the past	MGA:
1991	Weaver's 1991 study of the archaeology of the Moonee Ponds Creek recorded thirty one Aboriginal archaeological sites, the majority of which were recorded within 200 metres of the creek (water and food source for the Aboriginal people of the Woiwurong language group of the Wurundjeri tribe). No post contact sites identified from the first settlement period.	1.0 Aboriginal Country	MGA: 8-9
1992	CityLink announced and received the State Government's formal approval in mid-1994. The western link was between the Tullamarine and Westgate Freeways. Contract awarded to Transurban (partnership of Australia's Transfield Services and Japan's Obayashi Corporation in 1995). Estimated in 1996 at about \$1.8 billion. First part opened 1999, all by end of 2000. Part of the narrow section of the 1880s bluestone lined creek bed was changed.	6.7 Transport	WP; MGA: 26
1996	Ian Hill 1996 records the Moonee Ponds Creek photographically before CityLink construction (State Library of Victoria)	7.1 Appreciating the natural landscape	MGA: 26
1997	Sale by State Government of old Hotham Council Municipal Purposes Reserve gazetted 1881 (CA3/75B) 1.4ha Laurens and Arden St corner, site of former public pound also CA 4/75B for a proposed electrical substation.	4.2 Administering the City of Melbourne	GG 1997, 745; 1997, 1242
1999	1999 most graded sites from the Butler studies included in a heritage overlay in the Melbourne Planning Scheme, some as individual sites and some as part of a precinct. (Some statements of significance by others, some with no Statement of Significance )	15.4 Preserving the fabric of the past	MGA: 5
1999	Allom Lovell. Review of E grade buildings (also reviewed by Meredith Gould Architects): 'E' graded places either upgraded to A, B, C or D, or amended to have no grading (Kensington was not part of the City of Melbourne at this time, the A to E grading definitions from the original 1985 Study apply rather than the A to D grade definitions currently referenced in Clause 22.05 as the Heritage Places Inventory, July 2008.	15.4 Preserving the fabric of the past	MGA: 5
2008	Heritage Places Inventory published listing graded places inside and outside of the Capital City Zone, Incorporated Document in the Melbourne Planning Scheme with places graded A-E and Levels 1-3 Streetscape, each defined differently to the 1985 policy document. MGA sees inconsistencies in Inventory and study listings.	15.4 Preserving the fabric of the past	MGA: 5-
2008	Heritage Precincts Project carried out 2005 (2006?) by Meredith Gould Architects prepared new statements of significance for all heritage precincts within the City of Melbourne, adopted by MCC 2008.	15.4 Preserving the fabric of the past	MGA: 5



## Further Historical Themes

### Historical Themes identified in the study area 2010

The following themes were identified in the MGA 2010 *Heritage Assessment Arden Macaulay Structure Plan Area* report. The first draft of this study issued in 2005 was adopted by Melbourne City Council on 2 September 2008.

#### ***Theme 1. 1830s 'a very pretty country having the appearance of an English Park',***

##### ***Elements:***

- Aboriginal life at contact,
- onset of sheep grazing before settlement,
- shaping of settlement by the natural environment (West Melbourne swamp and Moonee Ponds Creek)

##### ***Implications for interpretation of historic theme 1.***

- Accurately map the crossing of the Geelong Road and provide a pedestrian/bicycle crossing to the creek here with extended open space on either side. Anticipated around Robertson and Mark Streets. Interpret the pre-settlement landscape, grazing and the connection with Geelong.
- At points between the Bay and Racecourse Road, provide interpretation of the use of the creek by Aboriginal tribes and the route it provided between the mountains and the Bay.
- Accurately map the northern extent of Batman's Swamp and provide a visual connection through vegetation between it and the Geelong track crossing. Eventually connect pedestrian/bicycle access and the vegetation theme with the "E Gate" development to the south.
- Where there is new public open space provision in North Melbourne, incorporate a lagoon element as a focus to development in the vicinity of Street.

#### ***Theme 2. The Early Railways - Building Infrastructure for Exports***

##### ***Elements***

- Railway construction and influence on industry

##### ***Implications for interpretation of historic theme 2.***

- Interpret the importance of the railways to the development of Victoria and the pivotal role of the land centred on the Moonee Ponds Creek valley and Batman's Swamp in the development of large scale export and domestic industry within the Melbourne Metropolitan area. In particular, interpret wheat growing/flour milling and the sheep/wool industries.
- Interpret the marsh and the impact of the unstable ground on the construction of the railway.
- The proposed new underground railway station will be approximately at the northern reach of Batman's Swamp and within the vast wetlands which would have provided abundant seasonal food to the Aboriginal people. Consult the appropriate Aboriginal community in the determination of an appropriate Aboriginal name for the station

#### ***Theme 3. Filling the valley, Milling and Wool, Consolidation of the railways***

'The combined wool stores and milling site in Elizabeth Street Kensington complete with railway sidings, and the North Melbourne block defined by Munster Terrace, Laurens, Queensberry and Miller Streets, are landmarks in the Arden Macaulay Structure Plan area and are at least of regional heritage significance.'

##### ***Elements***

- Infrastructure such as Moonee Ponds Creek canal,
- Railways and yards and associated works;
- Industrial & warehouse complexes, flour milling, wool stores

**Recommendations for interpretation of historic theme number 3.**

- Retain the wide bluestone lined canal in the lower tidal reach of the Moonee Ponds Creek.
- Interpret the importance of the railways to the development of Victoria and the pivotal role of the area centred on the Moonee Ponds Creek valley and Batman's Swamp in the development of large industry within the Melbourne Metropolitan area.
- Include within a heritage overlay: the Kensington rail yard area, the brick embankment, the contributory buildings within the Allied Milling site, the Younghusband Complex, the pedestrian overpass and 329-353 Arden Street, south of the mill.
- Include within a heritage overlay the area bounded by Munster Terrace, Laurens, Miller and Queensberry Street.
- Where there is redevelopment of the Arden Street yards, interpret the integration of the railways with Victorian industry at the Arden Street yards by locating new roads in the configuration of the rail lines with building development located between.

**Theme 4. 20th Century Industrial Development, Civilising the Streets, Flooding.**

**Elements**

- wool and flour milling sites, with associated railway infrastructure
- Local parks,
- the bluestone street kerb and gutters,
- Kensington railway footbridge,
- mature street tree avenues around Gracie Street, specimen gums and pepper trees, and
- pumping station infrastructure associated with flood control

**Implications for interpretation of historic theme number 4.**

- Retain the civic infrastructure which contributes to heritage significance, including the parks, the bluestone street kerb and gutters throughout, the Kensington railway footbridge, the mature street tree avenues around Gracie Street, and the system of pumping station infrastructure associated with flood control.
- Where possible, retain the mature peppercorn trees<sup>8</sup> scattered throughout the industrial zone and use these to interpret previous industrial development.
- Retain the three *Eucalyptus camaldulensis* specimens south of Arden Street on the east side of the creek.
- Undertake further research and assessment of selected sites which illustrate the industrial development up to WW2<sup>9</sup>. Consider for inclusion within a heritage overlay e.g. 59 Robertson Street; the Commonwealth Wool and Produce Co-op. building.
- Interpret the integration of the railways at the Arden Street yards with major industrial development in Melbourne in the 20th century through further research and assessment of the John Holland yard within the Arden Street and the Barrett Bros & Burston Co. sidings within the Arden Street rail yards; and the Weston Milling site in Laurens Street.
- Interpret the major industries of wool and flour milling through conservation and interpretation of significant buildings.

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<sup>8</sup> Note: pepper trees were purposely planted by government along drainage lines and in school reserves in area during Victorian-era (MGA thinks scattered by cattle traffic)

<sup>9</sup> Lists in section 4.4

### **Theme 5. Post WW2 Housing**

#### **Elements**

- HCV housing estates;
- Slum clearance;
- Original street patterns

#### **Implications for interpretation of historic theme number 5.**

- If redevelopment of the towers is contemplated, reinstatement of the broad pre World War Two
- street layout would better integrate the site with the heritage area to the east.
- Retain a similar proportion of public housing in any redevelopment of the existing tower blocks.

Note: MGA has not discussed the original street patterns or planning development in previous themes; neither is there a case made for 'proportion of public housing' as a significant element to the public housing theme. The significant private medium density 1950s-1960s development by the Master Builders Redevelopment Association assisted by the RVIA outside of the study area but in Arden St, North Melbourne paralleled with that of the HCV, as indicative of support from professional and private groups for slum clearance. This was the first government sponsored but private slum clearance<sup>10</sup>.

### **Theme 6. Citylink**

#### **Elements**

- Moonee ponds Creek
- CityLink and Tullamarine Freeway construction

#### **Implications for historic theme number 6.**

- Following ten years of protracted drought, vegetation close to and under Citylink road network is largely dead or vegetation has failed to thrive. Replant in the creek valley consistent with the landscape recommendations elsewhere in this report (Assumed indigenous planting to demarcate the original fresh, swamp and salt water parts of the creek).

The MGA report mapped these recommended actions and urged further work on built sites.

#### **Historical phases identified in the Flemington & Kensington study 1984**

##### **Identifiable Eras:**

- fell-mongering on the Saltwater River 1840s
- horse racing, training and breeding 1840s
- pastoral areas 1847-
- village centres (government and private subdivision) 1849-
- gold traffic route 1851-
- additional village centres (post-gold population) 1860-, 1870-
- railways 1859-60.
- industrial growth along the Moonee Ponds Creek with swamp reclamation 1870s
- land speculation c1885- (housing, Industrial, commercial growth)
- economic depression c1892-1898
- Federation era renewed economic activity (housing, industry, commercial growth) c1900-10
- World War One, 1914-18 development cessation
- Post War residential c1918-1925 expansion, government financed, and private ie.Travancore Estate.
- World economic depression, c1928-1932 development cessation
- Momentary recovery, c1932-1939
- World War Two. development cessation c1939-1953
- Post-war expansion formulated natural population increases and new immigration policies, public housing emphasis, 1947-
- post-war housing and general c1953-building recovery begins
- Housing Commission Flat and private flat development 1960s

<sup>10</sup> Howe: 152