

MEMORANDUM OF HERITAGE ADVICE

Project Bunbury Streetscape Concept
Date 17 May 2021
Version Final – second revision
For Chelsea Scanes, Maribyrnong City Council

1 Purpose

This memorandum has been prepared to provide comment regarding the heritage related opportunities and constraints of the Bunbury Streetscape Concept Project. This project relates to the proposed introduction of updated infrastructure to an area centred on Bunbury Street between Hyde Street and the Maribyrnong River that incorporates parts of Cowper, Whitehall, Moreland and Maribyrnong streets where they intersect with Bunbury Street (study area).

2 Location

The study area is located between the eastern entrance to Footscray Railway Station and the Maribyrnong River.



The study area is outlined in red
(Source: Nearmaps, 11 March 2021)

3 Heritage Status

The study area contains or part overlaps with two places on the Victorian Heritage Register (appendix A). Two sites are also included on the Victorian Heritage Inventory for their archaeological potential (Appendix B). Five places are included in the Schedule to the Heritage Overlay in the *Maribyrnong Planning Scheme* (Appendix C).

3.1 Victorian Heritage Register (VHR)

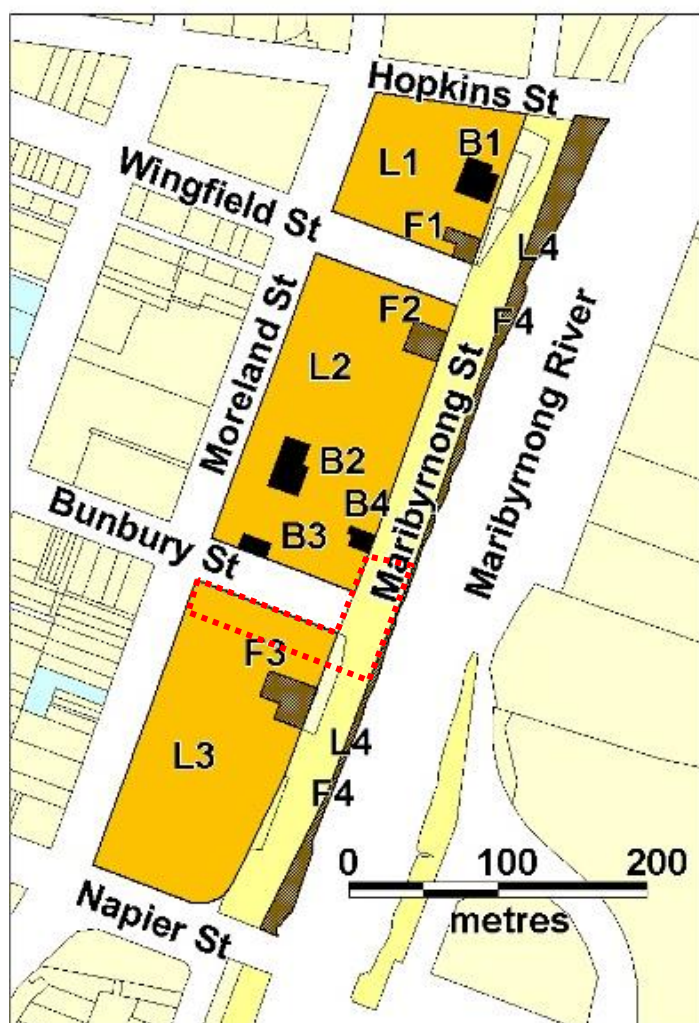
The study area overlaps with two sites included on the Victorian Heritage Register (VHR):

- Saltwater River Crossing Site and Footscray Wharves Precinct (H1397),
- Footscray Railway Station Complex (H1563).

Saltwater River Crossing Site and Footscray Wharves Precinct (H1397)

The following diagram shows the extent of the VHR registration for the site (H1397) and where it overlaps with the study area. On the diagram, L refers to (parcel of) Land, B to buildings, and F to Archaeological Features. The details of the latter two are:

- Buildings - B1 (tannery), B2 (Hendersons house & factory), B3 (Stone Row Houses) and B4 (brick building).
- Archaeological Features - F1 (Bridge Hotel Site), F2 (Pickett Cottage Site), F3 (Stanley Arms Hotel Site) and F4 (Footscray Wharves).

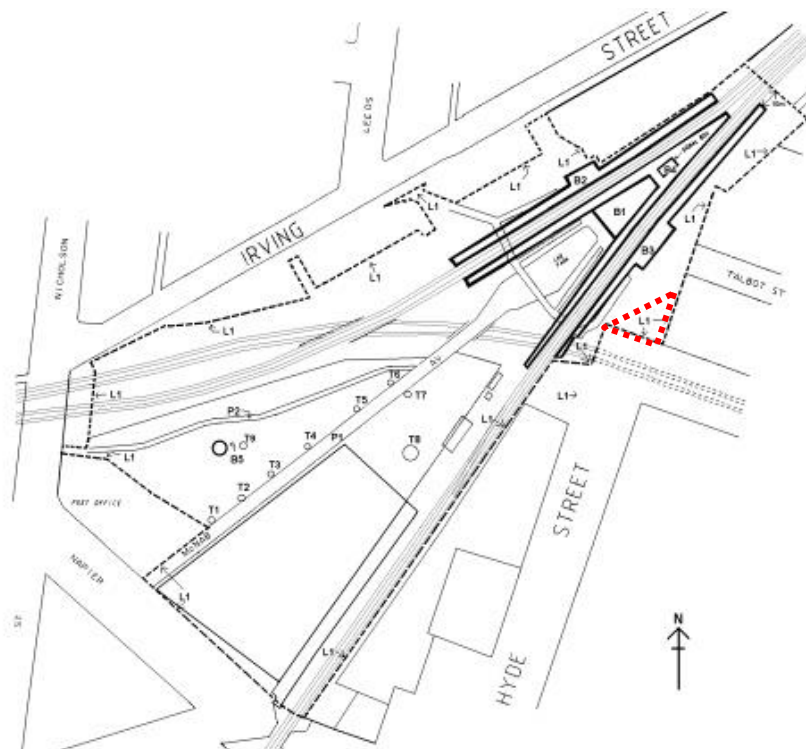


Extent of Registration Diagram for H1397. The part of the study area that overlaps with the extent of registration is outlined.
(Source: Victorian Heritage Database [VHD])

The Statement of Significance for *Saltwater River Crossing Site and Footscray Wharves Precinct* (H1397) is attached as Appendix A1.

Footscray Railway Station Complex (H1563)

A small part of the study area encroaches on the extent of registration of the Footscray Railway Station Complex (H1563), as shown below:



Footscray Railway Station Complex Plan. The slight overlap with the study area is highlighted.
(Source: VHD)

The statement of Significance for the Footscray Railway Station Complex is included as Appendix A2.

3.2 Victorian Heritage Inventory

Two sites in the study area are also included on the Victorian Heritage Inventory for their archaeological potential, as follows:

- Saltwater Crossing Site (H7822-0002), Appendix B1
- Junction Hotel (H7822-0708), Appendix B2

3.3 Maribyrnong Planning Scheme

The study area is affected by five places on the Schedule to the Heritage Overlay in the Maribyrnong Planning Scheme, which are as follows:

- HO7 Old Footscray Township Residential Heritage Area, Appendix C1,
- HO50 Footscray Wharves, Appendix C2,
- HO107 Rail Bridge over Maribyrnong River & Tunnel, Appendix C3,
- HO108 Elm and Ash Street Tree Avenue, Appendix C4,
- HO173 Junction Hotel, Appendix C5.

These places are included on the below map and noted in Appendix D – Site Plan.



(Source: Maribyrnong Planning Scheme)

The statements of significance are included in the identified appendices. The citations from which these statements of significance are taken mostly derive from the Maribyrnong Heritage Review, (Jill Barnard, Graeme Butler, Francine Gilfedder & Gary Vines, 2000). This is except for that relating to the Junction hotel, which derives from the earlier *City of Footscray Urban Conservation Study*, (Graeme Butler, 1989).

3.4 Area of Aboriginal Cultural Heritage Sensitivity

Part of the subject site to the east is included in an 'Area of cultural heritage sensitivity'. These areas are defined under the Aboriginal Heritage Regulations 2018, and include registered Aboriginal cultural heritage places and landform types that are generally regarded as more likely to contain Aboriginal cultural heritage.

The area of cultural heritage sensitivity extends about 200m from the banks of the river, about midway between the intersection of Moreland and Bunbury streets (as mapped in green below).



(Source: Maribyrnong Planning Scheme)

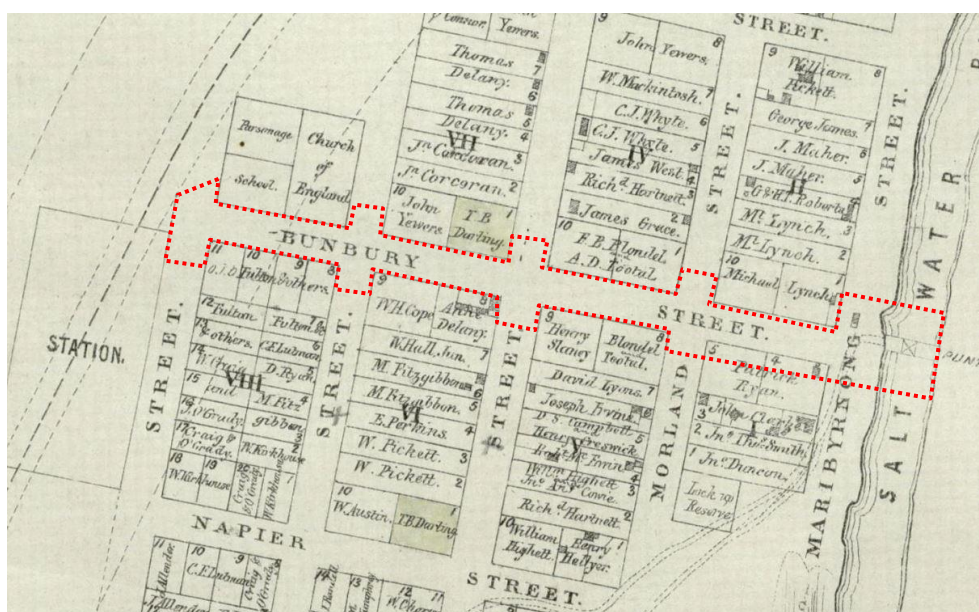
4 Historical Summary

The following section provides a brief summary of the historical development of the study area:

The area around Footscray was home to the Wurundjeri Woi Wurrung and the Bunurong peoples of the Kulin Nation for more than 40,000 years. The banks of the Maribyrnong River still preserve archaeological sites of significance.

In early 1839, only four years after Melbourne was colonised by Europeans, a punt was established to cross the Saltwater (Maribyrnong) River which docked at the eastern end of what is now Bunbury Street. The location of the punt was a key factor in determining the location of original Footscray township and provided the most direct route to Geelong.¹

The township of Footscray was first surveyed in 1849 by Assistant Surveyor Clarke and two years later land in that area were offered for sale.² The study area is shown superimposed over the original parish plan below.



The study area is outlined

(Source: 1857, Township of Footscray, Parish of Cut Paw Paw, va002155, SLV)

Over the next two decades, Footscray developed as the original Crown allotments were further subdivided; in 1854 there were 100 residents in the township and by 1861 that figure had increased ten-fold to 1070.³

Industry developed along the Salt-Water (Maribyrnong) River near the punt landing. Initially activity was concentrated to the eastern side of the river, with meat processing works established there by the 1840s. The primary industry to the east bank was later augmented by services-based industries on the west. By the 1850s, there were three hotels on the west side of the river which serviced travellers on the punt and the workers on the east bank.⁴

Residential development along Bunbury Street to the west was facilitated by the opening of the (metropolitan) Footscray railway station on Napier Street in 1859 which provided improved connections to Melbourne, although a station had been built nearby in 1857 on the Geelong Line.⁵ By the 1870s, 37 metres of wharves had been constructed to the west bank, which grew over time as additional wharfage was needed.⁶ About this time, Henderson's house and attached piggery (both surviving at 43-45 Moreland Street) were constructed.

¹ VHD, Victorian Heritage Inventory Citation, *Saltwater Crossing Site*

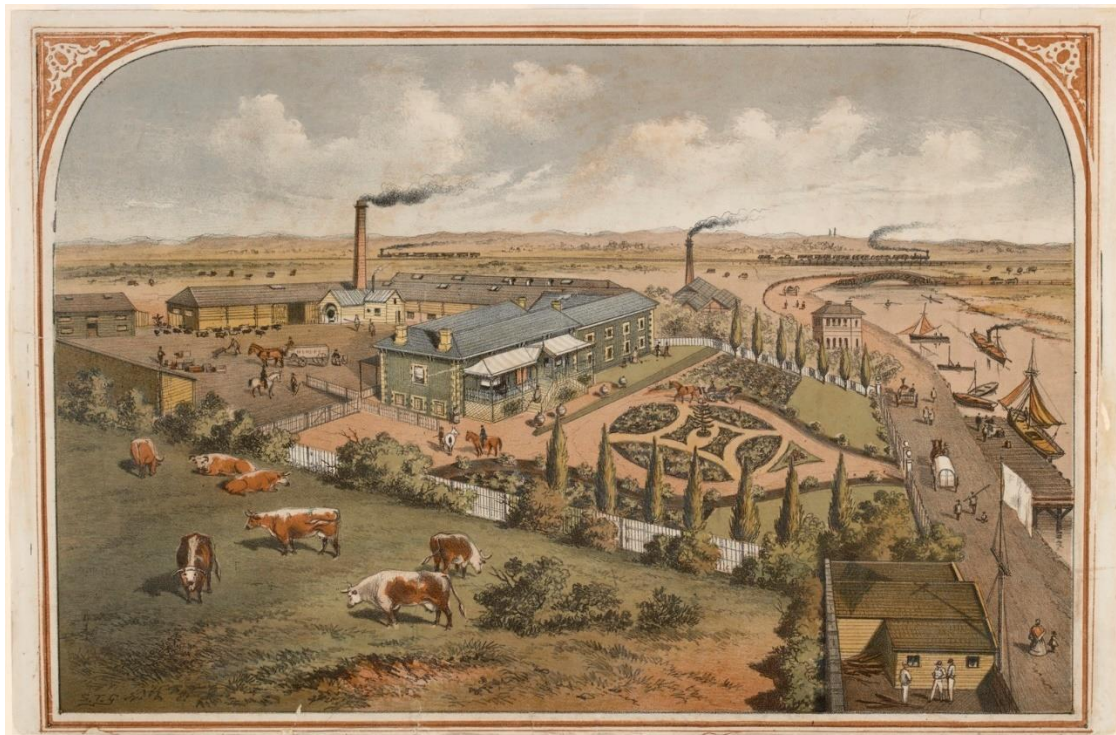
² John Jack, 'Footscray', eMelbourne, accessed 8 March 2021, <https://www.emelbourne.net.au/biogs/EM00594b.htm>

³ Jill Barnard, et al, 'Old Footscray Township Citation', Maribyrnong Heritage Review 2000: Volume 5, p42

⁴ VHD, Victorian Heritage Inventory Citation, *Saltwater Crossing Site*

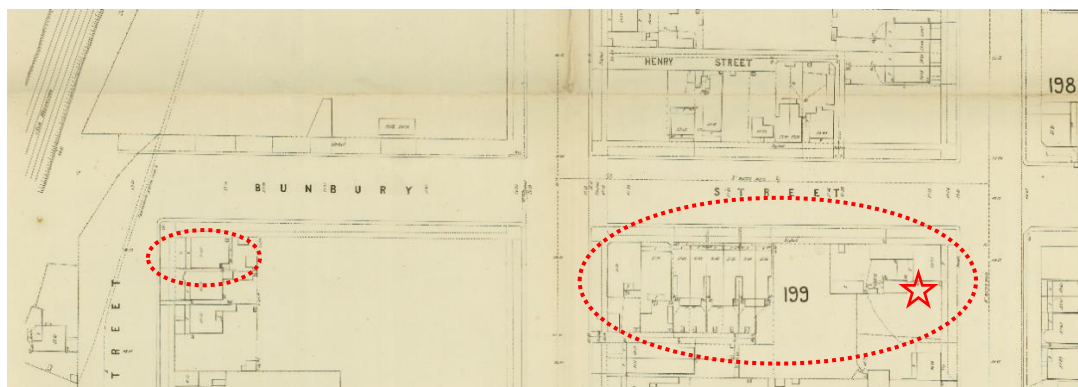
⁵ vicsig, Footscray, <https://vicsig.net/infrastructure/location/Footscray>

⁶ VHD, Victorian Heritage Inventory Citation, *Saltwater Crossing Site*



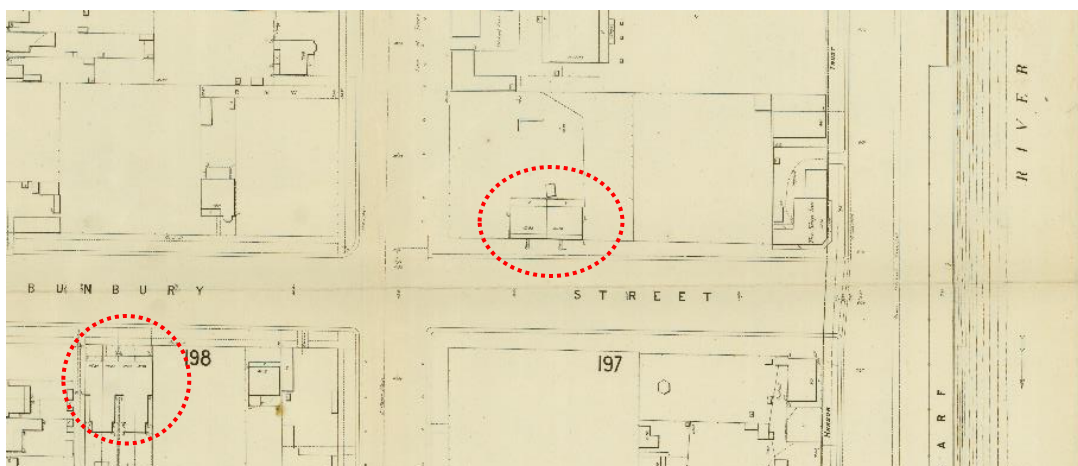
Circa 1873, T S Gill 'Premises of Samuel Henderson, Ham and Bacon Curers, Saltwater River, Footscray' (now the Footscray Community Arts Centre at 43-45 Moreland Street)
(Source: SLV, H25128)

By the end of the 19th century, a wide roadway (Bunbury Street) had been established westward from the punt landing. It had an asphalt footpath along most of the street and a kerb at street edge (presumed basalt as shown in the c.1927-28 images on p9). The two MMBW plans below illustrates the building fabric in the study area as of 1895. The wide verge and avenue of trees had not yet been introduced. By this time there had been some residential development along Bunbury Street, particularly to the central two blocks. Most of these Victorian period buildings survive and provide a backbone to the heritage character of Bunbury Street.



1895 MMBW showing western end of the study area

The group of buildings on the south side of Bunbury Street between Cowper and Whitehall streets survive (dashed red line) and form part of HO7, including the former Junction Hotel (star)
(Source: SLV, MMBW 197, 198, 199, 200 & 239)



1895 MMBW showing eastern end of the study area

Two stone cottages on the north side of Bunbury Street (behind Big Fish) survive and other brick examples at nos 11-17
(Source: SLV, MMBW 197, 198, 199, 200 & 239)

The first part of the extant substantial brick Footscray Railway Station was erected from 1899, at the bifurcation of the two lines, with most of the complex being completed within a decade. The large railway reserve to the west was established with ornamental plantings, a bandstand, and over time sporting facilities were erected. Much of the early planting and structures however have been removed.

The avenue of trees in Bunbury Street was likely established during the first decade of the 20th century. In 1903, Footscray Council passed a motion to accept an offer from a Mr J J White (who did not own property in the street) to pay for the planting of 50 trees on Bunbury Street between the Railway Station and the River. A stipulation of the offer was that the trees should be planted outside the channels (i.e., in the roadway).⁷ Shortly after, in 1905, a request that 10 elms trees be planted in Bunbury Street was granted by the Council.⁸ The trees were presumably planted shortly after.

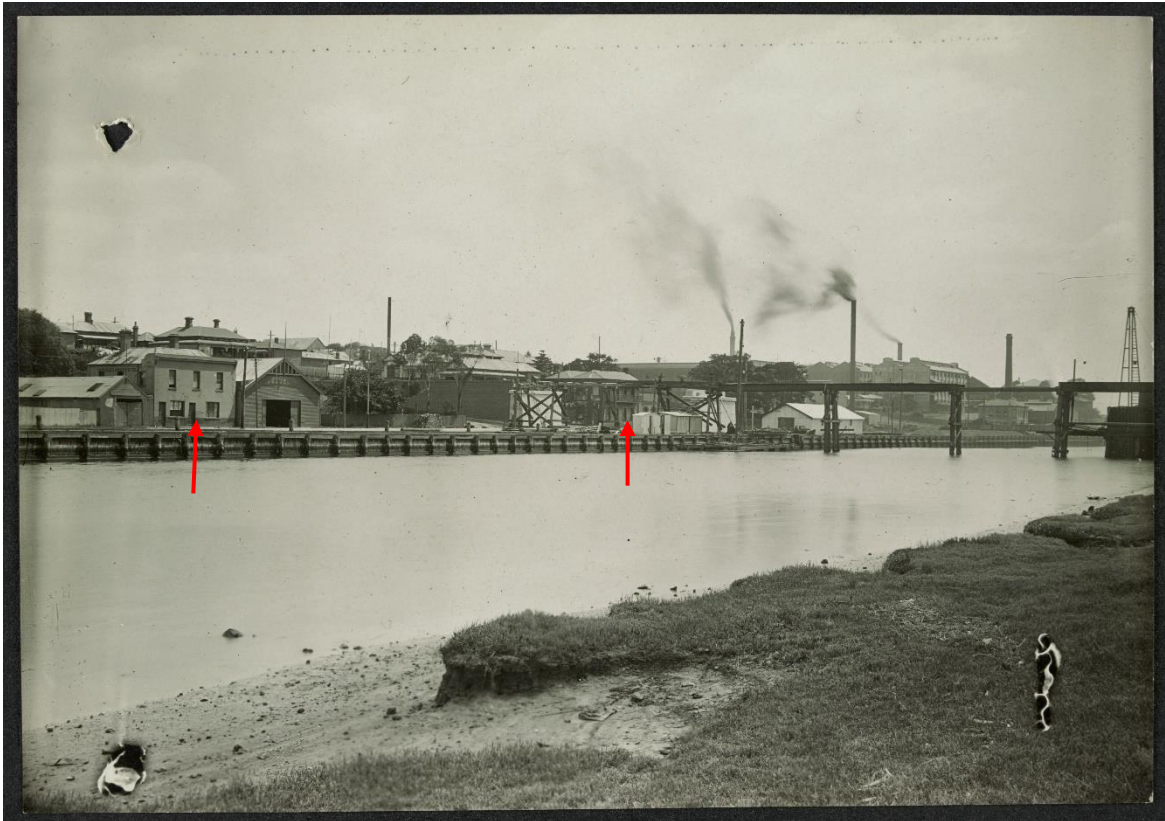
Extensive change occurred to the study area during the late 1920s when the Bunbury Street roadway was excavated, and a tunnel constructed to redirect freight services as part of the new South-Kensington – West Footscray line. This line was part of a broader scheme which aimed to 'improve the movement of freight and interstate and country passenger trains through Melbourne's suburbs'.⁹

In 1926 a temporary bridge was constructed over the Maribyrnong River, pictured below. At this time, hotels and sheds survived along the waterfront. The Stanley Arms Hotel and Ship Inn are highlighted.

⁷ 'Tree planting: a generous offer', *Independent*, 18 July 1903, p2

⁸ *Independent*, 10 June 1905, p2

⁹ 'Bunbury Street Bridge and tunnel', Maribyrnong Heritage Review 2000: Volume 3: Appendix 1, p41



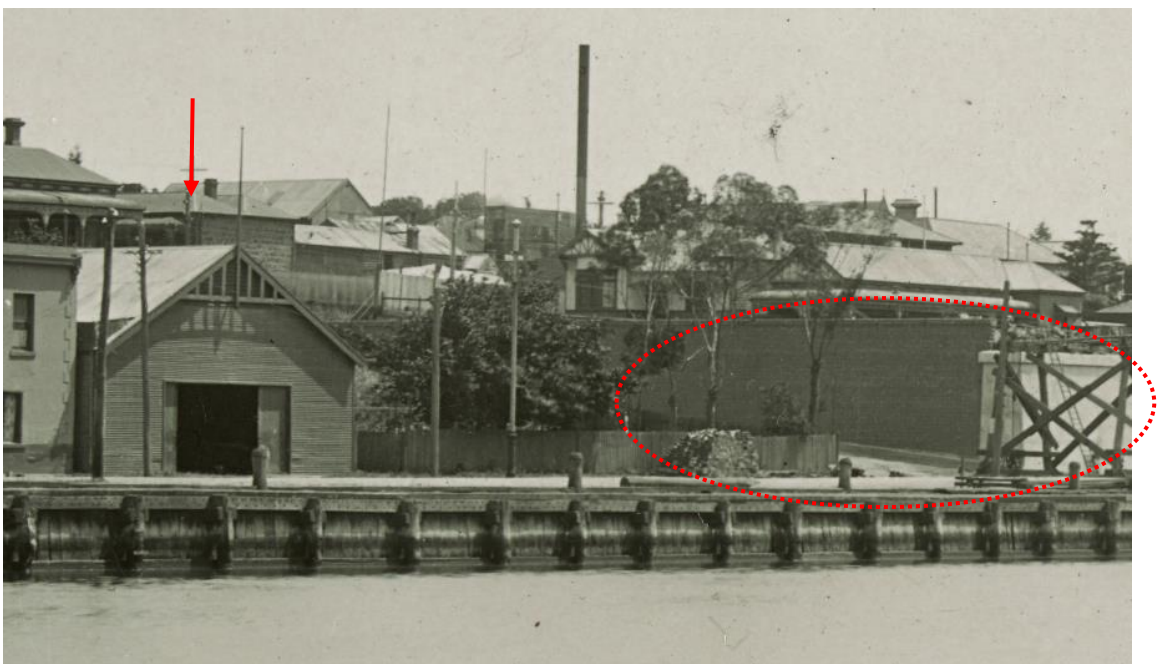
1926, Maribyrnong River, looking north showing temporary bridge

Stanley Arms Hotel (left) and Ship Inn (right)

'South Kensington to West Footscray, temporary bridge over Maribyrnong River, looking upstream'

(Source: SLV, H28682/11)

A detail of this image indicates that the side/retaining brick walls for the railway tunnel at the lower end of Bunbury Street had been constructed as had the concrete pylon/base extending between the two sides. At this time there were a few houses on the north side of Bunbury Street, although only the pair of basalt cottages survive.



The only surviving elements in this image are the two stone cottages (arrow) on the north side of Bunbury Street and the brick wall of the tunnel and concrete pylon (dashed).

(Source: SLV, H28682/11)

The photograph reproduced below depicts the study area looking east over Bunbury Street from the Railway Station as tunnel construction began. The late 19th /early 20th century treatment with shallow spoon drain/channel is evident. By this time, the north and south sides of the street had different footpath widths - with a full-width footpath to the south and a narrower to the north side.



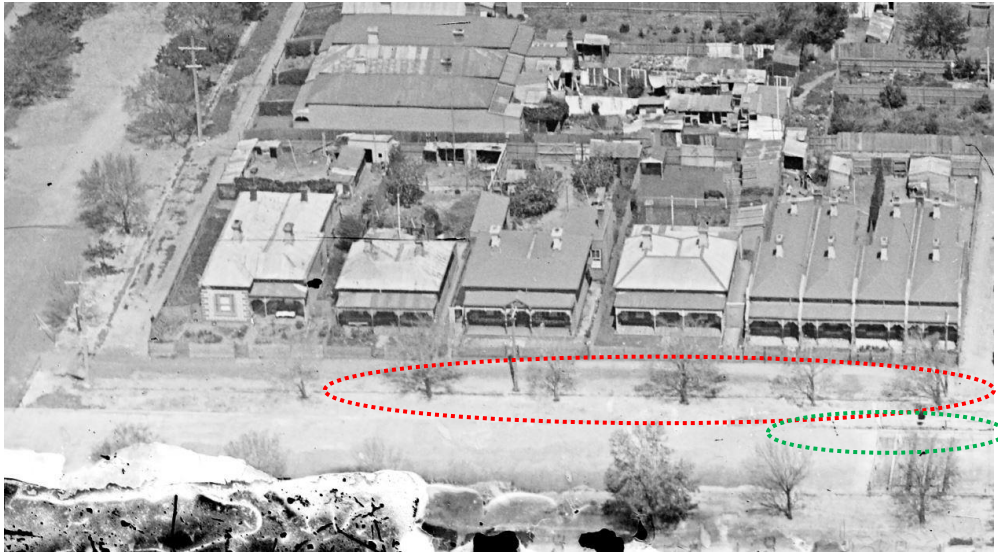
1927, looking east along Bunbury Street from the station
(Source: SLV, 'South Kensington to West Footscray', [railway excavations], 2460782)

As seen below, the tunnelling works severely disrupted the early 20th century streetscape. It is also worth noting that the excavation came close to the trees which may have affected their root systems.



Bunbury Street c1927 during the construction of the subway
(Source: SLV, Wilfred Disney Chapman, Bunbury Street Subway, H2001.308-2872)

After the tunnelling works, the Bunbury Street carriageway was reinstated and a kerb to the original, inner channel/spoon drain was introduced (below - red). An outer grassed verge along the length of the avenue was introduced and what appears to be a separate, or secondary/outer, kerb and channel (below – green).¹⁰



Southern side of Bunbury Street, between Whitehall and Moreland streets in 1928¹¹

Red – new kerb to 'inner' channel

Green – likely new 'outer' kerb and channel

(Source: SLV, C Pratt, H91.160-267)

This Interwar period treatment is evident on the 1945 aerial reproduced below. Apparent is the wide grassed verge with the avenue of trees as well as secondary/outer kerb and channel on the edge of the roadway. Also evident are the Elm trees, which are clearly semi or mature specimens, whilst the Ash's appear in their infancy. It is not clear when the Ash's were introduced but previous research suggests it was during the 1930s after the tunnelling works.¹²



Study area in 1945

Note the tree planting was relatively sparse and some of the earlier trees (evident in the late 1920s images) had been removed/died

(Source: Landata, Melbourne Metropolitan Area Project, Run 24a, Frame 63645)

¹⁰ For the purposes of this discussion, 'inner' indicates to proximity to the fence line while 'outer' indicates proximity to the roadway.

¹¹ This image is incorrectly dated at the SLV website as 1935-49

¹² Barnard, et al, 'Elm and Ash street tree avenue citation', Maribyrnong Heritage Review 2000: Volume 6, p22

Since WWII there was additional change in the precinct, principally the enlargement of the Ryco industrial site on Whitehall Street. The formerly wide footpath to the southern side of Bunbury Street (evident in the 1954 image below) has been replaced with a narrow footpath and strip of grass.



Circa 1954 aerial, note wide footpath on south side, and street lights in both Cowper and Whitehall streets
(Source: SLV, C Pratt, H2016.33/101)

By 1979 (refer to the following image), the Ryco site had grown to encompass the entire north of Bunbury Street between Whitehall and Moreland. Concrete crossovers had been installed to provide access from Bunbury Street – which would have disrupted the inner channel in this location.

The aerial also shows that some of the earlier trees in the west block had been removed by this time (area circled). This indicates that over time there may have been a higher turnover of tree specimens in the avenues than previously appreciated, i.e., not all the street trees date to the time the avenues were established.



Study area in 1979

Comparing to the current situation in the south-west block (highlighted), it is evident that several of the established elms were planted less than 40 years ago,

Probably all of the extant Ash trees were planted by this time

(Source: Landata, Heytesbury North Project, Run 9, Frame 187)

Works to improve the drainage in Bunbury Street were undertaken in 2009/10. This included remediation works to the outer channel along most of the street. In addition, a series of distinctive splayed basalt channels were introduced into the grassed verge along the south side of the street between Hyde and Whitehall. An outer kerb/channel was introduced between Whitehall and Moreland streets, and channels were provided to connect it with the pre-existing inner channel.

During the 2010s, the Footscray Railway Station underwent an expansion to accommodate the Regional Rail Link and the larger covered concrete footbridge was constructed, replacing an earlier timber structure. This footbridge was named after William Cooper, who was born in the Yorta Yorta territory in 1860 but moved to Footscray in 1933. He was an Aboriginal Rights activist since the late 1880s and in his 70s, Cooper became a recognised activist after forming the Australian Aborigines League in 1935.

5 Description

Bunbury Street extends between the Footscray Railway Station and the Maribyrnong River and consists of four blocks, with the cross streets being Cowper, Whitehall and Moreland streets, respectively from west to east. It consists of an upper section (western end) and lower section (eastern end). The site plan at Appendix D provides an overview of the study area.

5.1 Upper Section (Western End)

Overview

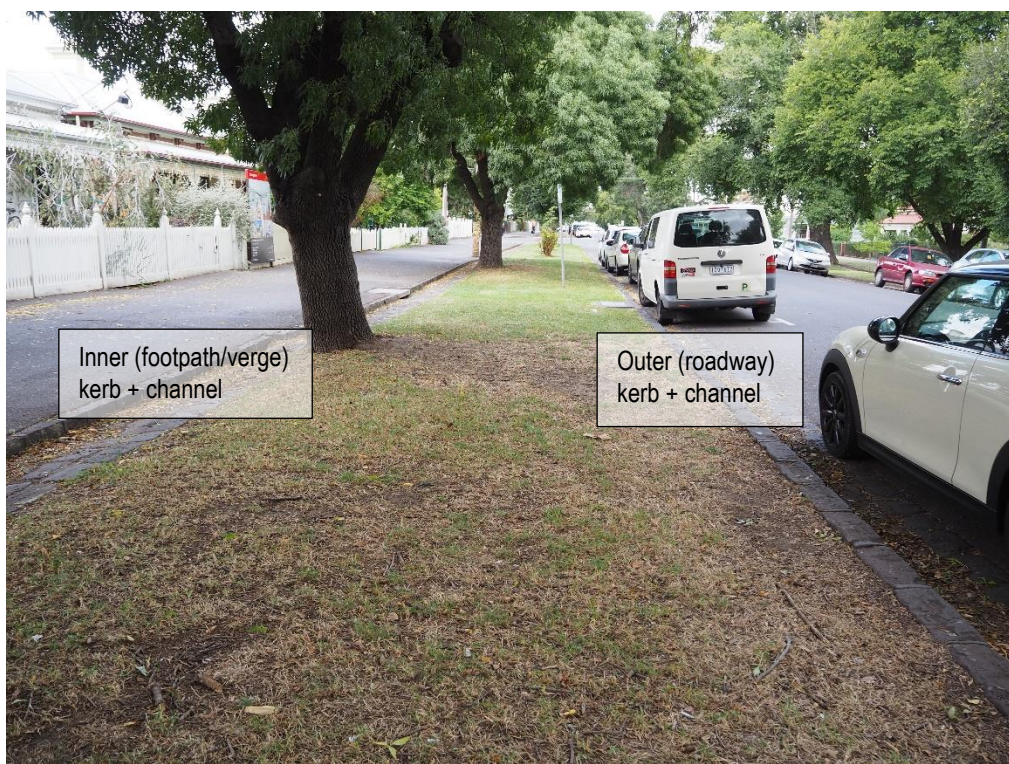
The upper section extends for three-quarters of the length of Bunbury Street. It is an unusually wide street and flanked by an avenue of Elm and Ash trees. This part is largely residential although the block between Whitehall and Moreland streets contains a large industrial site (Ryco).

The carriageway to Bunbury Street has a pronounced camber and there is a one-metre height difference between the front boundary fences, being higher on the north side.

There is a pathway (of varying width) and either one or two grassy verge/s along the length. The slope to the verges on the south side of the street is more pronounced than that to the north. This is likely to encourage drainage but also due to the result of the construction of the submerged arched tunnel.

The upper section is distinguished by having two sets of kerbing and channelling, being:

- An inner kerb and channel – located in the middle, at the edge of a footpath or verge,
- An outer kerb and channel - located at the edge of the roadway.



The earlier basalt kerbing and channelling at the ends of some blocks has been replaced with concrete.

5.1.1 Footscray Railway Station – Hyde Street Intersection

The western end of the study areas abuts the eastern entrance to the Footscray Railway Station. This area is characterised by a wide curved corner and hard landscaping to the station forecourt.



Corner of Hyde and Bunbury streets

Hyde Street has a likely Victorian period/early 20th century basalt spoon drain/channel with kerb of long basalt blocks (see below). This kerb type differs from that to the rest of the study area.



Kerb and channel to Hyde Street

5.1.2 Bunbury Street – North Side

Hyde Street to Cowper Street

This section is within HO7 and consists of single storey timber-framed housing dating to the Federation period, though they are generally Victorian in appearance. The houses are clad in weatherboards or ashlar boarding to the façade. Several retain cast iron detailing to the verandah.



Timber-framed housing, north side

To this section, there is an asphalt footpath, inner basalt kerb and channel, grassed verge with mature and immature plantings, and an outer basalt kerb and channel (near carriageway).

The path to this side of the street is wider than most sections and is asphalted. The wide verge is generally level with a basalt channel and kerbing where it meets the path and roadway (shown below).



The trees in this block are generally in good condition, as noted on pages 29-30 of the *Risk Assessment and Recommendations Works Report* (Homewood Consulting Pty Ltd., February 2020).

Cowper Street to Whitehall Street

This section is outside HO7. There is a mixture of late 20th/ early 21st century buildings or heavily altered historic examples, except for 40 Bunbury Street which is of potential heritage significance.¹³ The latter is a Federation period timber house, largely intact with ashlar boards and bay window to the façade, and rear additions setback behind main roof section.



General



40 Bunbury Street

The same kerbing and channelling detailing etc., described above, continues to this block.



Whitehall Street to Moreland Street

This Ryco site, outside the HO, extends the full width of this block. This site is earmarked for multi-residential redevelopment, though the façade of the mid-20th century brick section is to be retained.

In this block, the footpath is narrower and concrete. The verge is not contiguous as there have been several concrete crossovers introduced to provide access to the Ryco site. These crossovers also disrupt the inner channel and kerb.

¹³

Further assessment of this place would be required to determine if it could reach the threshold for significance at the local level.



This section of the study area underwent substantial change as the result of road works in 2010. These works introduced cross drainage channels extending the full width of the outer verge to the eastern end. This is the only block on the north side of Bunbury where these channels were introduced.



Cross channel introduced in 2010 to connect outer kerb to drain

At the east end (Moreland Street), there is also basalt kerbing at the corner and nearby there has been subsidence to the inner kerb, and adjacent ground level.

5.1.3 Bunbury Street – South Side

The south side contains many of the same elements as the north, including inner and outer kerb and channel and wide verge with avenue of mostly Elms and some Ash. The treatment is less consistent along the length of the street however and in poorer condition due to drainage issues and the impact of tree roots.

Given the increased slope and run-off on this side, there are also basalt channels extending between the inner and outer kerbs and channels, either fully or partly, which were introduced in 2009/10. This system is evidently inadequate as the ground undulates considerably in parts.

Hyde Street to Cowper Street

This section is within HO7 and the housing stock primarily dates to the Federation period, although similar to that opposite on the north side, some of the houses appear to be Victorian (often referred to as Victorian survival).



A Victorian Survival example in the foreground with a Federation period/Queen Anne style example behind

The south side of this block has a narrower concrete footpath with two grassed verges (inner and outer) separated by a basalt kerb and channel. There is also a second outer kerb and channel to the roadway. There are short cross channels in this section. The ground of the outer verge is highly undulating, caused likely by the impact of the tree roots and natural water drainage. This has caused deflection of the inner kerb and channel (mainly due to the root action of trees, some of which have been removed).



Looking west



Short cross channel, c2009

There is a combination of established trees and young/replaced specimens in this block.¹⁴

¹⁴

Homewood Consulting Pty Ltd, *Risk Assessment and Recommendations Works Report*, 2020, pp29-36

Cowper Street to Whitehall Street

This section of HO7 includes two historic commercial buildings, which are located at either end of this block at 35 Bunbury Street (currently the Milking Station café) and 56 Whitehall Street (former Junction Hotel, HO173). The hotel is a two-storey rendered (originally stone) mid-19th century/Victorian period Hotel building. Otherwise, the housing stock dates to the Victorian and Federation periods. The construction is either brick or timber.



Junction Hotel



Brick row housing

The same general treatment of the footpath and verge described above continues to this block. There are two concrete crossovers which the inner kerb/channel has been disrupted to accommodate. Some section of the outer kerb and channel are in poor condition. The short cross channels introduced in 2009 are also evident in this section.



South side between Cowper and Whitehall streets



Some historic street trees in this section are in poor condition.¹⁵

¹⁵

Risk Assessment and Recommendations Works Report, pp29-36

Whitehall Street to Moreland Street

This section is outside HO7. The east end consists of late 20th century development but there is a group of four brick late Victorian period row houses at 11-17 Bunbury Street of potential heritage significance. They are generally intact and originally bichrome, which remains evident at no. 17 but the other three are overpainted or rendered. All retain chimneys, cornices, and tri-partite windows.¹⁶



Group of row houses at 11-17 Bunbury Street

In this section the inner channel terminates at a drain to the east. This section of the study area underwent substantial change as the result of road works in 2010 which introduced an outer channel and two cross channels between it and the pre-existing inner channel (seen below right).



End of inner channel at drain circled



Cross channels from 2010 works

¹⁶

Further assessment of this group of row houses would be required to determine if they could reach the threshold for significance at the local level.

5.2 Lower Section (East of Moreland Street)

The lower section – the easternmost block – extending between Moreland Street and the Maribyrnong River has a different character, in part due to the slope and the visible section of railway line that gradually disappears under the carriageway.

The carriageway in this section separates either side of the eastern portal of the freight train tunnel. The tunnel portal has a red brick wall in English bond with bullnose bricks to the projecting coping. Some deflection of the brickwork at the southern end (north side) is evident as well as mortar repairs in various locations. There are no trees or verge to this section with a relatively recent concrete footpath.



Tunnel wall on north side of Bunbury

To the north side, there is a large circa mid-20th century brick industrial building at either end of the block, which flank an attached pair of Victorian period stone cottages (B2 on the extent of registration plan of VHR H1397).



Pair of stone cottages



Mid-Late 20th century industrial building

Further to the north, there is another heritage overlay, which partly overlaps with HO50, being HO77: Henderson House (VHR H1397) at 43-45 Moreland Street, which is an unusual basalt complex dating to 1872 consisting of a house and factory.

On the south side, there is a late 20th century residential development, setback and partly screened from the roadway.



South side of Bunbury

Further east, Bunbury Street terminates at Maribyrnong Street which runs parallel to the Maribyrnong River. The concrete abutments, and exposed underside of the Bunbury Street train tunnel characterise this section of Bunbury Street. The roadway has a basalt curb and channel which appears to be a new element. The original mid-19th century punt landing was located in this area.



Maribyrnong Street looking north

6 Heritage Considerations

Statutory Requirements

As parts of the study area are included in the registrations of places on the Victorian Heritage Register (VHR), a heritage permit, or permit exemption, for works to those areas may be required under the *Heritage Act (2007)*.

As the substantive part of the study area is included in the Schedule to Heritage Overlay of the *Maribyrnong Planning Scheme*, a heritage permit will be required for any works that have the potential to affect the heritage values of the relevant place/s.

Part of the site is included in an Area of Aboriginal Cultural Heritage Sensitivity. As such, Under the Aboriginal Heritage Regulations (2018), a Cultural Heritage Management Plan (CHMP) may be required if a listed 'high impact activity' (e.g., significant land use change) is proposed.

6.1 Heritage Act

Heritage Victoria is the responsible authority for those parts of the study area that are included on the VHR. The following provisions from Section 101 of the Heritage Act (2017) are relevant in relation to determining applications:

- (2) In determining whether to approve an application for a permit, the Executive Director must consider the following—
 - (a) the extent to which the application, if approved, would affect the cultural heritage significance of the registered place or registered object;
 - (b) the extent to which the application, if refused, would affect the reasonable or economic use of the registered place or registered object;
 - (c) any submissions made under section 95 or 100;
 - (f) any matters relating to the protection and conservation of the registered place or registered object that the Executive Director considers relevant.
- (3) In determining whether to approve an application for a permit, the Executive Director may consider—
 - (a) the extent to which the application, if approved, would affect the cultural heritage significance of any adjacent or neighbouring property that is—
 - (i) included in the Heritage Register; or
 - (ii) subject to a heritage requirement or control in the relevant planning scheme; or
 - (b) any other relevant matter.

6.2 Maribyrnong Planning Scheme

The study area is affected by a several heritage overlays (HO7, HO50, HO107, HO108, HO173) in the *Maribyrnong Planning Scheme*. The heritage provisions are principally outlined at Clause 22.01 (Cultural Heritage Policy) and Clause 43.01 (Heritage Overlay). There are also heritage provisions at Clause 15.03-1S (Heritage Conservation) and at Clause 21.07 (Built Environment and Heritage).

Clause 22.01 (Cultural Heritage Policy)

The relevant policy from Clause 22.01 is included below:

Objectives

- To protect and conserve heritage places.
- To protect heritage places from adverse impacts.

Policy

- Assess development of heritage places against the following criteria:
- Additions and new works should respect the context of the heritage place or an adjacent heritage place.
- Significant elements on public land within a heritage place, including roadway and footpath treatments and elements in parks and gardens should be maintained.
- Significant settings, such as fences, gates, driveways and landscape around significant buildings and places should be maintained.
- New buildings and works should include the preservation, restoration or reconstruction of original heritage buildings and elements.
- New traffic treatments and signs should respect the heritage character of the place.
- Any demolition or removal should contribute to the long term conservation of significant fabric.

HO7 – Old Footscray Township Residential Heritage Area Policy

Where the policy applies

This policy applies to all land included in the Old Footscray Township Residential Heritage Area labelled HO7.

Policy basis

The Old Footscray Township Residential Area demonstrates the Victorian and Edwardian era historical development of the town. It shows the early township grid plan running parallel to the river and the grouping of early housing in relation to the first river crossing and the two railway station locations. The area also features some of the early commercial sites in Whitehall and Napier Streets. One of which is the individually significant Junction Hotel at 56 Whitehall Street.

The general character of the old Footscray Township includes small Victorian and Edwardian single-storey attached and detached housing with brick and weatherboard wall cladding, corrugated iron and slate roofing, front verandahs, similar front and side setbacks and narrow street frontages.

The predominant built forms are the typical Victorian hipped roof and Edwardian hipped main roof and projecting gable roof form combination. Originally, the area featured asphalt footpaths and stone kerb and channel with picket front fence and no provision for on-site vehicle parking.

The design characteristics of the contributory buildings also include:

- Timber framed windows in vertical rectangle format; and
- Timber framed front verandahs of a skillion, convex or bullnose profile.

Objectives

- To conserve and enhance the contributory elements in the area as the best physical expression of the Victorian and Edwardian residential development from the early years of Footscray's history.
- To conserve and enhance the mature street trees in Bunbury Street.
- To discourage further subdivision of land except to realign boundaries between lots or to reinstate the subdivision existing at the end of the significant period.
- To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.
- To discourage new building that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

It is policy to give preference to applications for development that:

- Retain the existing front and side setbacks;
- Encourage the retention of the subdivision pattern from the 1849 town survey;
- Retain or reinstate boundary fence designs from the era;
- Retain and enhance street trees in Bunbury Street; and
- Encourage the retention and reinstatement of bluestone kerbs, gutters and asphalt footpath paving in street.

Objectives in Citations**HO7 Old Footscray Township Residential Civic and Commercial Precinct**

The citation for HO7 includes the following objectives:

The following objectives have been drawn from the Statement of Significance where contributory places or elements are generally those which derive from the Edwardian & Victorian-eras including:

- small Victorian & Edwardian single-storey attached and detached housing with brick and weatherboard wall cladding, corrugated iron and slate roofing, front verandahs, similar front and side setbacks and narrow block frontages;
- early use of timber picket front fences;
- early use of asphalt footpaths and stone kerb and channel, with some surviving;
- use of basalt pitcher lined medians for street tree planting;
- originally with no provision for on-site vehicle parking for most of the identified housing;
- major built form of the typical Victorian hipped roof and Edwardian hipped main roof and projecting gable roof form combination.

The citation for HO7 also includes the following recommendations:

- to conserve and enhance the contributory elements in the precinct and individually significant places outside of that era, as an evocation of the two major early growth periods within the old Footscray township grid, where elements include buildings, objects, landscape, land and street works and enhancement includes the reinstatement of missing original elements;
- to conserve and enhance the visual relationship between contributory elements in the precinct;
- to conserve and enhance the public view of these contributory elements;
- to conserve and enhance the mature street trees in Bunbury St;
- to conserve and enhance the basalt pitcher lined medians for street tree planting
- to conserve and enhance key adjoining places such as the Footscray Railway Station and the associated reserve (both on the Victorian Heritage Register) ;
- to conserve and enhance the amenity of the precinct to aid in its heritage conservation;
- to ensure that new elements within the precinct are recessive and related to the precinct's contributory elements in roof and plan form, external materials, front and side setbacks from property boundaries, and building bulk as viewed from public areas; and
- that Council investigate the preparation of an incorporated plan for the precinct which will embody the above objectives.

HO108 Elm and Ash Street Trees

The citation for HO108 includes the following management objectives:

The following management objectives have been drawn from the Statement of Significance:

- to conserve and enhance the listed trees and the planting pattern at the place along with the associated median and stone kerbs where enhancement includes replacement of missing original components in the planting scheme;
- to conserve and enhance the visual relationship between the trees;
- to conserve and enhance the public view of these trees;
- to ensure that works or plantings at or near the place are visually recessive and related to the trees;
- to ensure replacement trees match the existing specimens and planting pattern; and
- to further research the detailed origins of the rows and maintain the link with their history, via promotion and publication of the findings.

7 Development of Concept

Council is developing a streetscape concept to plan to improve the study area as a pedestrian and cycle link between the western entrance to the Footscray Railway Station and the arts-based community precinct on the Maribyrnong River waterfront.

We understand the project is broadly driven by the recommendations of several different Council documents/strategies which encourage investments in art initiatives and cycling infrastructure. The documents include:

- *Footscray Structure Plan 2014,*
- *Maribyrnong Bicycle Strategy,*
- *Road Safety Strategy.*

The following key aspects are being considered in development of a concept plan:

- Tree strategy for the street,
- Creation of an Art Walk,
- Improvement/introduction of cycling and pedestrian infrastructure,
- Improvement to the drainage,
- Heritage significance of the area and elements within it.

8 Discussion

Period of Significance

The study area contains a diverse array of footpath, kerb and channel treatments and two types of historic street trees. They reflect the three general phases of development since this area was first established in the Victorian period, which can be summarised as follows.

- Late 19th/early 20th century – inner basalt channel and Elm specimens.
- Interwar period – inner kerb, outer kerb and channel, grassed verge, Ash specimens, and likely replacement of several elms (many may have perished with the construction of the tunnel).
- PWW2 period and later – streetlamps, asphalt/concrete paths and splayed basalt channels. Further replacement of Elms and some Ash specimens (especially in the westernmost block).

Whilst the study area is affected by a number of heritage overlays, the proposed works would be mostly located within HO108 (Elm and Ash Street Tree Avenue) which extends between the front property boundaries the length of Bunbury Street between Hyde and Moreland streets (as defined on diagram in citation). The statement of significance for HO108 does not identify a 'period of significance' for the precinct. The avenues date from the Federation period (Elms) and Interwar (Ash) such that those two periods could be said to constitute the periods of significance for the precinct.


The statement of significance for HO7 (Old Footscray Township Residential Heritage Area) identifies Victorian and Edwardian housing as forming the significance of the place.

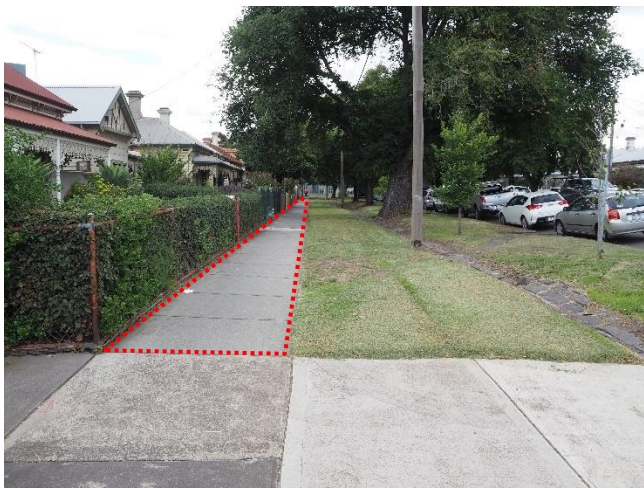


As study area is not limited to a single period of significance there is a need to respect and retain historic built fabric from across the Victorian, Federation and Interwar periods when considering change in the study area.




9 Recommendations for specific elements




Bunbury Street has a relatively wide roadway, footpaths and verges that could reasonably accommodate the introduction of bike lanes and an 'art walk'. The existing heritage fabric will however provide some constraints when contemplating how to integrate these components into the streetscape.

The following table provides an overview of the key built and natural heritage elements in the study area and provides comment on the opportunity for change.

Element	Photograph	Period/Location	Comment
Footpath asphalt type		Early/original element type. North side Bunbury Street between Hyde and Moreland Streets.	Retain where possible, and repair as necessary.



Element	Photograph	Period/Location	Comment
Footpath – concrete type		Alteration. North side Bunbury Street between Whitehall and Moreland. South side Bunbury Street between Hyde and Moreland streets.	Potential to alter material as path is not original.
Inner (footpath) basalt kerb and channel		Partly original 19 th century element, though reconfigured circa 1928 to match outer kerb and channel. Found along length of Bunbury Street.	High priority to retain as some of the earliest fabric remnant in study area. Repair where channel has been disturbed by tree roots, etc.
Outer (roadway) basalt kerb and channel – Bunbury Street	 Kerb to Bunbury Street	Dates to c.1928 after the tunnel was completed. Along length of Bunbury Street. May have been repaired 2009/10. Differs from the earlier type in Hyde Street (refer below)	Early fabric relating to the IW period and should be generally retained.

Element	Photograph	Period/Location	Comment
			
Outer (roadway) basalt kerb and channel – Hyde Street	 Original longer kerb blocks in Hyde Street	Smoother basalt kerbs that were common during the late Victorian period	Early fabric relating to the Victorian period and should be retained.
(Outer) Verge strip		Grassed verge introduced after 1927-28 tunnelling work. Previously this area had been gravel or the like. Entire length of Bunbury Street.	Relates to Interwar period – should be retained as a grassy verge with regularly spaced tree specimens.

Element	Photograph	Period/Location	Comment
Raised basalt channels through verge	 <p>Long channels</p>	Dates to 2009/10. Bunbury Street between Whitehall and Moreland.	Although sympathetic, potential for change as non-original.
Raised basalt channels, part way through verge	 <p>Short channels</p>	Date to 2009/10. South side of Bunbury Street between Hyde and Whitehall.	Although sympathetic, potential for change as non-original.
Trees – Elms	 <p>Elm to corner of Bunbury and Cowper streets</p>	Established during the Federation period, but there has been considerable turnover of stock since. Some are less than 40 years old. Various locations along length of Bunbury Street. Constitute up to 80% of the historic street trees in study area. ¹⁷	Retain where practical and follow Arborist succession plan where removal is necessary due to poor condition, etc. ¹⁸



¹⁷ Risk Assessment and Recommendations Works Report, p3

¹⁸ Risk Assessment and Recommendations Works Report, pp17 – 19

Element	Photograph	Period/Location	Comment
Trees – Ash	 <p>Ash to corner Bunbury and Whitehall</p>	<p>Established during the Interwar period.</p> <p>Various locations along Bunbury Street.</p> <p>Constitutes about 20% of the historic street trees in study area.</p> <p>Possibly less turnover of this species than the Elms.¹⁹</p>	<p>Retain where practical and follow Arborist succession plan where removal is necessary due to poor condition, etc.</p>
Two concrete lamp posts.	 <p>Lamp post to north</p>	<p>Interwar period.</p> <p>Verge strip on Whitehall Street near intersection with Bunbury.</p> <p>In poor condition, northern most more so.</p> <p>Streetlamps of this kind are evident in Footscray in IW period (see historic image).</p>	<p>Stabilize and repair.</p> <p>Potential to relocate to Cowper Street where similar street-lamps had been previously located.</p>

¹⁹

Risk Assessment and Recommendations Works Report, p3

Element	Photograph	Period/Location	Comment
	 <p>Lamp post to south</p>		
Brick retaining walls and concrete piers.		<p>Dates to 1927-28 when the Bunbury Street tunnel was constructed. Both sides of Bunbury Street east of Moreland Street.</p> <p>The location of the pedestrian overpass is original however the fencing has been changed from timber picket.</p> <p>Within VHR extent of registration.</p>	<p>Retain unaltered but could possibly host an installation if the extent and materiality of the wall remained largely interpretable</p>

Appendix A – Statements of Significance for places on the Victorian Heritage Register

Appendix A1 *Saltwater River Crossing Site and Footscray Wharves Precinct (H1397)*

The following statement of significance for the *Saltwater River Crossing Site and Footscray Wharves Precinct* is taken from the Victorian Heritage Database:

The Saltwater River Crossing site and Footscray wharves are located on the west bank of the Maribyrnong River, running south from Hopkins Street, Footscray. The site contains significant archaeological remains which have the capacity to demonstrate the sequence of development of the area in terms of the presence of public houses, residences and intensive industry. Included in the site are a number of significant above ground structures including the red brick construction associated with the Michaelis Hallenstein tannery operation, two bluestone cottages in Bunbury Street, the former Schwartz Boathouse and Henderson House.

The Saltwater River Crossing Site and Footscray Wharves are of historical, archaeological and social importance to the State of Victoria.

The Saltwater River Crossing site is historically important as it has a close association with the earliest stages of the history of Victoria, notably the 1803 visit of Acting Surveyor-General Charles Grimes. The site is also associated with the establishment of one of the early transport routes which connected Melbourne to regional areas, the road to Williamstown and Geelong, and with the subsequent westward expansion of Melbourne through the settlement and growth of the township of Footscray. The site illustrates the important historical role played by punt operators in the development of the Port Phillip Settlement and the integral relationship between the provision of transport facilities and the establishment of public houses. The Footscray wharves demonstrate the contributory importance of the Saltwater (Maribyrnong) River to the expansion of maritime transport and the development of industry. The Former Saltwater River Crossing site and Footscray wharves exhibit a remarkable range of cultural features representing the development of transport routes, the prominent role of public houses, the establishment of the township of Footscray, residential and industrial development, and maritime activity. The site also clearly illustrates the distinctive cultural landscape arising from the growth of industry and retains above ground structures which contribute to this landscape, notably Henderson House, the cottages in Bunbury Street, Schwartz's Boathouse and the original fabric of the Michaelis Hallenstein Tannery, visible as part of a recent brick recreational feature.

The Saltwater River Crossing site is archaeologically significant as it retains subsurface and above ground evidence of an event which in itself was to become uncommon, the establishment of a major punt crossing on the Yarra River with the subsequent growth of a hotel precinct. It is the site of one of only two major inner Melbourne archaeological investigations undertaken to date. The Former Saltwater River Crossing site is also rare as the archaeological evidence, together with the above ground structural remains, provides a comprehensive insight into the physical growth of one of Melbourne's early suburbs and its evolution into a major industrial site. The archaeological investigation of the site contributes to an understanding of the development and occupation of the area. Those features already excavated have the potential for public interpretation which would provide an outstanding illustration of both the historical significance of the site and the role of archaeology in expanding our knowledge and understanding of the history of Victoria. The site has acknowledged potential for further archaeological investigation which could provide further details relating to the occupation of the site and answer specific research questions. Further archaeological investigation of the Ship Inn site is of particular importance as it has the potential to provide an understanding of the sequential relationship of the various hotel sites. The combination of significant archaeological features (both land based and maritime) with above ground structures enhances the capacity for cultural heritage research and interpretation.

The Saltwater River Crossing site and Footscray wharves are socially important as they have a special association with the Footscray community as the site of the settlement of the Township of Footscray.

Appendix A2 *Footscray Railway Station Precinct (H1563)*

The following statement of significance for the Footscray Railway Station Precinct is drawn from the Victorian Heritage Database:

What is significant?

The railway station at Footscray is situated at the point of divergence of lines to Williamstown, Bendigo, Geelong and Ballarat. Originally two stations, one on the first major government-built railway (Bendigo 1859) in the colony and the other on the first rural line built (Geelong 1857, Williamstown by 1859), this became one extensive brick complex straddling the branching of these two lines during 1899-1908 (upside 1900, down 1908), some distance to the east of the original Napier Street site. R. Vickers and local Frank Shilabeer were the two contractors. A signal box was built at the end of the centre building after 1908. In place of the old Napier Street station site was the two-acre Railway Reserve ornamental gardens and rotunda, developed in the same period but in existence as a fenced reserve since the railway's construction. These gardens have been leased by Council from the Railways Department.

Footscray Railway Station Complex consists of three red brick station buildings and four platforms. The central building has a V configuration and elaborate detailing at the entry. Common details of the buildings include, cantilevered platform canopies, cement banding, bluestone quoin work around doors, arched windows and stucco cornice bands. At the end of the central building is an empty signal box, also constructed of red brick with render banding. The three buildings are linked by a footbridge and ramps. The remaining railway reserve is situated south-west of the station buildings. Elements of the dramatic landscaping include remnant, mainly exotic planting in the garden, dramatic cuttings and a path system. The focus of the Railway Reserve is the octagonal band rotunda, built up on cast iron columns, with brackets and friezes adorning the timber-framed sheet iron clad roof with lantern.

How is it significant?

Footscray Railway Station Complex is of aesthetic, architectural, social and historical importance to the State of Victoria.

Why is it significant?

Footscray Railway Station Complex is of aesthetic and architectural importance as an excellent intact example of a substantial railway complex constructed at the turn of the century. It is the precursor of a style also used at Jolimont and West Richmond (1901) and Williamstown Beach (1899-1900). It is important for its unusual V-shape configuration and elaborate stucco decoration on the front of the central station building. It is a striking example of a Federation Freestyle design with detailing consistent throughout the buildings. These details include, cantilevered platform canopies, cement banding, bluestone quoin work around doors, arched windows and stucco cornice bands. The surrounding Railway Reserve is of aesthetic importance as it places the buildings within a visually exciting Edwardian landscape characterised by impressive civil engineering works and gardens containing remnant, mainly exotic planting from the period when it was an ornamental garden. The landscaped reserve retains mature exotic trees such as Canary Island Date Palms. On the south the remaining reserve is visually held together by a Moreton Bay Figs and Palms. The bandstand and mound situated in the gardens is a fine example of a cast iron leisure structure with elaborate details.

Footscray Railway Station Complex is of social and historical importance as an early major metropolitan station. It has remained an important interchange station for rural and urban trains since the early establishment of Victoria's Railway Network in the 1850s. The complex is important for its potential to yield information on the changing nature of railways, locomotive technology and public transport use in Victoria. The Railway Reserve is important as one of only a few such Reserves to have been leased by the local council and used to provide gardens for the public. It is important for its former use as an ornamental garden, long history of continuous public recreational use and for its role in the social and leisure history of the Footscray area.

Appendix B – Statements of Significance for places on the Victorian Heritage Inventory

Appendix B1 – *Saltwater Crossing Site (H7822-0002)*

The following statement of significance for the Saltwater River Crossing Site is taken from the Victorian Heritage Database:

Statement Of Cultural Heritage Significance:

The Saltwater River Crossing site and Footscray wharves are located on the west bank of the Maribyrnong River, running south from Hopkins Street, Footscray. The site contains significant archaeological remains which have the capacity to demonstrate the sequence of development of the area in terms of the presence of public houses, residences and intensive industry. Included in the site are a number of significant above ground structures including the red brick construction associated with the Michaelis Hallenstein tannery operation, two bluestone cottages in Bunbury Street, the former Schwartz Boathouse and Henderson House.

The Saltwater River Crossing Site and Footscray Wharves are of historical, archaeological and social importance to the State of Victoria.

The Saltwater River Crossing site is historically important as it has a close association with the earliest stages of the history of Victoria, notably the 1803 visit of Acting Surveyor-General Charles Grimes. The site is also associated with the establishment of one of the early transport routes which connected Melbourne to regional areas, the road to Williamstown and Geelong, and with the subsequent westward expansion of Melbourne through the settlement and growth of the township of Footscray. The site illustrates the important historical role played by punt operators in the development of the Port Phillip Settlement and the integral relationship between the provision of transport facilities and the establishment of public houses. The Footscray wharves demonstrate the contributory importance of the Saltwater (Maribyrnong) River to the expansion of maritime transport and the development of industry.

The Former Saltwater River Crossing site and Footscray wharves exhibit a remarkable range of cultural features representing the development of transport routes, the prominent role of public houses, the establishment of the township of Footscray, residential and industrial development, and maritime activity. The site also clearly illustrates the distinctive cultural landscape arising from the growth of industry and retains above ground structures which contribute to this landscape, notably Henderson House, the cottages in Bunbury Street, Schwartz's Boathouse and the original fabric of the Michaelis Hallenstein Tannery, visible as part of a recent brick recreational feature.

The Saltwater River Crossing site is archaeologically significant as it retains subsurface and above ground evidence of an event which in itself was to become uncommon, the establishment of a major punt crossing on the Yarra River with the subsequent growth of a hotel precinct. It is the site of one of only two major inner Melbourne archaeological investigations undertaken to date. The Former Saltwater River Crossing site is also rare as the archaeological evidence, together with the above ground structural remains, provides a comprehensive insight into the physical growth of one of Melbourne's early suburbs and its evolution into a major industrial site. The archaeological investigation of the site contributes to an understanding of the development and occupation of the area. Those features already excavated have the potential for public interpretation which would provide an outstanding illustration of both the historical significance of the site and the role of archaeology in expanding our knowledge and understanding of the history of Victoria. The site has acknowledged potential for further archaeological investigation which could provide further details relating to the occupation of the site and answer specific research questions. Further archaeological investigation of the Ship Inn site is of particular importance as it has the potential to provide an understanding of the sequential relationship of the various hotel sites. The combination of significant archaeological features (both land based and maritime) with above ground structures enhances the capacity for cultural heritage research and interpretation.

The Saltwater River Crossing site and Footscray wharves are socially important as they have a special association with the Footscray community as the site of the settlement of the Township of Footscray.

Appendix B2 – *Junction Hotel (H7822-0708)*

The following statement is drawn from the Victorian Heritage Database:

The site has archaeological and social significance. Remains may provide indications to alterations and additions to this structure.

Appendix C – Statements of Significance for places in the Schedule to the Heritage Overlay in the *Maribyrnong Planning Scheme*

The following statement of significances in Appendix C1 – C4 are drawn from the Maribyrnong Heritage Review (2000, Jill Barnard, Graeme Butler, Francine Gilfedder & Gary Vines).

Appendix C1 – HO7 Old Footscray Township Residential Heritage Area

Statement of Significance

The Old Footscray Township Residential Precinct is significant to the City because:

- of the distinct building groups and other early fabric in the precinct express the development influences at play in Footscray from the beginning of permanent settlement in the region and the City, in particular the first river crossing and the two railway station locations, plus the resulting development surges (Criteria A4, A3) ;
- the street pattern reflects the 1849 township plan and hence the early survey period (Criterion A4);
- it contains individually significant places such as early commercial structures such as one of the city's oldest hotels which catered for overland and river traffic before the dominance of other transport forms (Criterion A4); and
- the precinct contains the best examples of the rare mature street trees in the City (Bunbury St) which support the period expression of the built environment (Criterion B2).

Appendix C2 – HO50 Footscray Wharves

The Footscray wharves area is of historical and social significance to the City of Maribyrnong as it was one of the earliest port developments in Melbourne having been used as a primitive wharf for unloading stock directly on to the banks.

Although it is unclear when the first timber wharf was constructed, by the 1870s the area had become a significant shipping area thanks to the dredging of the river by the then recently formed Melbourne Harbour Trust. Shipping continued to be a significant activity well into the 20th century and required the construction of a swing bridge when the New Footscray Road was linked to Napier Street with a new bridge in the early 1900s. (Criterion B2)

The mixed industrial and residential development in the area with its three hotels was created in part by the maritime character of the riverfront. (Criterion A3)

The Footscray Wharves played a key role in the development of the colony of Port Phillip, Melbourne and the City of Maribyrnong district, as well as being a significant factor in the industrial development of the west. The former boat building shed (now Maribyrnong River Cruises) incorporates part of the Harbour Trust bond store, while other evidence of the former wharf structures include potential for archaeological study following the success of the City Link excavation in 1989. (Criterion A4) As a demonstration of a particular land use and activity in the form of small scale commercial shipping, the Footscray wharves are a distinctive element in the character of the district. (Criterion D2)

One of the few surviving remnants of late nineteenth century wharfage in Melbourne and of an unusual type of construction using cross braced bearers anchored into the riverbank as opposed being built above it. (Criterion F1)

Appendix C3 – HO107 Bunbury Street Bridge and Tunnel

The Bunbury tunnel and bridge is of historical and technical significance at the Metropolitan level. The South Kensington to West Footscray goods line was a major construction project considering the amount of basalt which was required to be removed. Excluding the City underground loop it incorporates one of the few railway tunnels in the suburban area and is the largest of these. Construction of the bridge and tunnel involved the first such urban cut and fill tunnelling using an arched concrete lining. The transition from tunnel to bridge in a tight urban context stretched the engineering of the time. Construction of the bridge and tunnel involved the first such urban cut and fill tunnelling using an arched concrete lining. The transition from tunnel to bridge in a tight urban context stretched the engineering of the time. (Criterion F1)

As a combined bridge, tunnel and cuttings on various levels, it is a unique engineering construction and cultural landscape, which reflects the advanced state of railway engineering in Victoria in the early 20th century. (Criterion A3) The construction of the line in conjunction with the Albion to Broadmeadows goods line reflects the changes to operation of Victorian railways in the early 20th century as greater importance was placed on country railways, particularly the growth of interstate passenger services and the increase in freight traffic between country Victoria and western New South Wales and the Melbourne Ports. (Criterion D2)

Appendix C4 – HO108 Elm and Ash Street Tree Avenue

This elm and ash avenue is significant to the City of Maribyrnong:

- for the combination of its maturity and extent, as compared to other street planting in the City (Criterion B2)
- as a reflection of the role of the Footscray Railway Station and the perception of Bunbury Street as one of the main entry points to the municipality (Criterion A4).

Appendix C5 – HO173 Junction Hotel

The following statement of significance is taken from the City of Footscray Urban Conservation Study (Graeme Butler 1989, vol 4, p143):

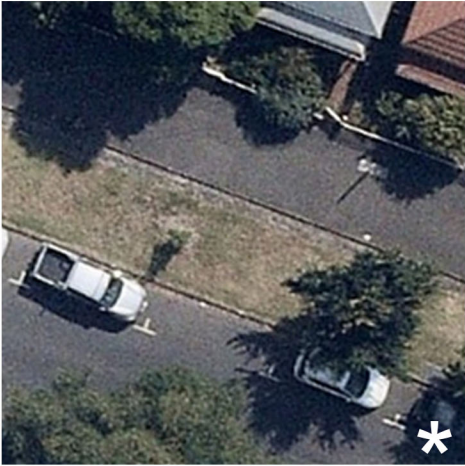
Significance

Architecturally, an early externally complete (from 1871) hotel building displaying valuable joinery details and built of the material which made Footscray important in the early development of Melbourne. Historically, for over 130 years a public meeting place and as such where the municipality began.



- BOUNDARY LINE
- IDENTIFIED HISTORIC BUILDINGS (HO7 + HO50)
- HENDERSON'S PIGGERY (HO77)
- NON-IDENTIFIED HISTORIC BUILDINGS
- ELM & ASH TREE AVENUE (HO108)
- INTERWAR STREET LAMPS
- BUNBURY STREET BRIDGE & TUNNEL (HO107)
- TUNNEL PORTAL
- FORMER PUNT LANDING
- FOOTSCRAY WHARVES (HO50)

INNER KERB & CHANNEL
OUTER KERB & CHANNEL



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BUNBURY STREET
FOOTSCRAY
MARIBYRNONG CITY COUNCIL

STREETSCAPE CONCEPT DESIGN
SITE MAPPING

1:1500@A3
5m 20m 50m



A101
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