

# APPENDIX C CITATIONS



## CORRIDOR CITATIONS

# Victorian Heritage Database Report

Report generated 11/06/21



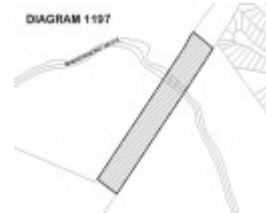
## ALBION VIADUCT



RAIL BRIDGE (ALBION VIADUCT)  
SOHE 2008



1 rail bridge albion viaduct over  
maribyrnong river keilor side view



Albion Viaduct VHR Extent June 2021



RAIL BRIDGE (ALBION VIADUCT)  
September 2016



RAIL BRIDGE (ALBION VIADUCT)  
September 2016



Albion Viaduct Extent Aerial June 2021

### Location

KEILOR EAST, BRIMBANK CITY, MOONEE VALLEY CITY

### Municipality

BRIMBANK CITY

MOONEE VALLEY CITY

### Level of significance

Registered

### Victorian Heritage Register (VHR) Number

H1197

## Heritage Overlay Numbers

HO5

HO107

## VHR Registration

September 19, 1996

## Amendment to Registration

June 10, 2021

## Heritage Listing

Victorian Heritage Register

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## Statement of Significance

Last updated on - November 23, 1999

What is significant?

The "Albion viaduct" was constructed by the Victorian Railways in 1927-29 to carry a new double track goods line over the Maribyrnong River. The new line enabled trains from all parts of the state, except Gippsland, to have direct access to the Tottenham marshalling and sorting yards. The viaduct is 1,257 feet (383.13 metres) long between abutments and 180 feet (54.86 metres) above water level. The structure comprises two steel girders supported on twelve steel framed towers.

How is it significant?

The Albion viaduct is of scientific, architectural and historical importance to the State of Victoria.

Why is it significant?

The Albion viaduct is scientifically and architecturally important on account of its large size, and for the adoption of unusual cost effective design features such as the use of two girders per span to carry the double track, the use of K bracing in the towers, and the use of broad flange beams as columns. At the time of its construction it was the largest trestle bridge in Australia, and until the construction of the Sydney Harbour bridge was the highest railway bridge.

The Albion viaduct is historically important as part of the infrastructure associated with the development of the Melbourne railway marshalling yards at Tottenham in the 1920s. These yards were constructed to relieve congestion in the Melbourne Yard, located near the Spencer Street station, caused by the construction of suburban passenger platforms associated with the electrification of the suburban railway network.

## Permit Exemptions

The following permit exemptions are not considered to cause harm to the cultural heritage significance of the Albion Viaduct, Keilor East and Sunshine North.

### *Emergency works*

• Temporary emergency works in the event of severe damage or failure of the structure which poses an

immediate risk to the structure's conservation or to public safety. Where these works do not meet the requirements of other exemptions on this list, Heritage Victoria is to be notified within seven business days of the emergency works taking place and a long-term repair methodology is to be approved by the Executive Director. This exemption is to be used as a last resort option only and it is expected that those situations will be avoided via routine inspections and cyclical maintenance of the bridge or viaduct.

#### *Maintenance*

• Minor repairs and maintenance which replaces like with like. Repairs and maintenance must maximise protection and retention of significant fabric and include the conservation of existing details or elements. Any repairs and maintenance must not exacerbate the decay of fabric due to chemical incompatibility of new materials, obscure fabric or limit access to such fabric for future maintenance. NOTE: This exemption is not intended to allow for the cumulative replacement of large amounts of the fabric of an item. A permit will be required if the replacement of large amounts of fabric is necessary. If there is uncertainty about the requirement for a permit, advice should be sought from Heritage Victoria. Wherever possible, maintenance and repair works should use fixings methods and construction methodologies to match the original.

• Maintenance and repairs which allow for the safe operation of rail services to occur including:

1. Works to the deck including rail track and sleepers, ballast and infrastructure works.
2. Works to electric or electronic signalling equipment provided it does not exceed the footprint of existing signalling equipment.
3. Works to stanchions, overhead wiring, power lines and other cables required for operational and safety purposes.
4. Installation of electrical and fire services and security lighting.
5. Removal, replacement, and installation of safety barriers.

#### *Public safety and security*

• The erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety which will not adversely affect the significant fabric of the place provided that temporary structures are removed within 30 days of erection.

#### *Graffiti*

• Works to manage and remove graffiti. Removal and management of graffiti will be undertaken in such a way as outlined below that it does not damage the fabric or aesthetics of the registered place.

• Steel. Application of fully sacrificial anti-graffiti coating systems such as saccharide or wax is permit-exempt. Solvent or caustic based paint strippers only may be used provided they are thoroughly rinsed off, and the rinse water does not flow over the abutments and concrete tower bases.

• Concrete abutments and tower bases. Application of fully sacrificial anti-graffiti coating systems such as saccharide or wax is permit-exempt. Solvent based paint strippers only may be used provided they are thoroughly rinsed off.

• Exempt cleaning works including the removal of light soiling and sacrificial graffiti barriers are limited to low pressure (below 300 psi) cold or hot water or steam and pH neutral detergents and brushing and scrubbing with non-metallic brushes. Note: Surface patina may be present on the steel and concrete and if so needs to be preserved during maintenance and cleaning.

#### *Signage*

• Removal, installation, repair or replacement of non-commercial and non-illuminated signage including interpretative, directional, public safety and other signage, provided the works do not involve the removal or destruction of any significant fabric.

• Signage must be located and be of a modest size so as not to obscure or damage significant fabric of the place. It must be able to be later removed without causing damage to the significant fabric of the place.

#### *Landscape around and below the bridge*

The following permit exemptions are for existing landscape elements and also allow for some new landscape elements.

• Slashing, mowing, pruning, removal of shrubs and trees, disease and weed control, planting and replanting and maintenance to care for existing plants.

• Emergency tree works to maintain public safety.

• Repair, maintenance and replacement of hard landscape elements such as steps, paths, gutters, drainage, edging, fences, barriers and gates. This includes work to the Shared User Path that extends along the north side of the river and to the existing unmade paths and roads on the south side of the river.

• Introduction of park furniture including seats, bins, fencing and the like as required, providing this does not

directly interface with or obscure significant fabric of the place.

Â· Removal of environmental and noxious weeds.

Â· Vermin control activities.

#### *Fire suppression duties*

Â· Fire suppression and firefighting activities such as fuel reduction burns and fire control line construction.

#### *Existing utilities infrastructure within the registered land*

Â· All works to maintain and manage the existing power poles and lines.

#### *Riverbank and waterway management*

Â· All works to manage the riverbank including remediation/stabilisation works as required, providing the works do not affect the heritage fabric.

Â· Waterway management works providing the works do not affect the heritage fabric.

#### *JUHI (Joint User Hydrant Installation) Pipeline*

Â· Repairs, maintenance and replacement.

Construction dates 1927,

Heritage Act Categories Registered place,

Other Names (RAIL BRIDGE) ALBION VIADUCT, Maribyrnong River Viaduct, Quarter Mile Bridge, RAIL BRIDGE (ALBION VIADUCT),

Hermes Number 4910

Property Number

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## History

### Contextual History:History of Place:

During the late 1920s the Victorian Railways constructed extensive gravitation and goods train marshalling yards at Tottenham, on the west outskirts of Melbourne, to relieve congestion in the Melbourne Yard closer to the city. The capacity of the Melbourne Yard had been reduced by about one fifth owing to the construction of new suburban platforms associated with the electrification of the suburban railway system.. The Tottenham yards were to deal with the marshalling and sorting of goods traffic from all parts of the state except Gippsland. Their location was on the direct route of the Northern, North-Western and Western lines and during 1928-29 a new cross country line was constructed to enable the North-Eastern line to also have direct access. This line, some eight miles in length, left the North-East line just south of the present Jacana station and connected with the Northern line just north of Albion station.

A survey and cost estimate for the line was commenced in 1920 and in December 1926 the government authorised its construction at a cost of 452,000 pounds. The route traverses the basalt plains and crosses three deep gullies cut by the Maribyrnong River, Spring Creek and the Moonee Ponds Creek. Much of the cost of the line was for the construction of bridges spanning these gullies. The largest gully, at the Maribyrnong River, was spanned by a steel trestle bridge or viaduct some 1,257 feet (383.13 metres) long between abutments and 180 feet (54.86 metres) above the water level. The trestle bridge at Glenroy, over the Moonee Ponds Creek, is 200 feet (60.96 metres) shorter and 65 feet (19.81 metres) lower than the Albion Viaduct.

The double track broad gauge (5 feet 3 inches) line had 90 pound per yard rails and full ballast to take the heaviest class of traffic expected in the future. The Railway Construction Branch commenced construction on 1 March 1927 and the line was opened for traffic on 1 July 1929. The total cost was approximately 498,800 pounds which included 116,000 pounds for the Albion viaduct.

Branch under the direction of C H Perrin, MIEAust, Chief Engineer for Railway Construction. The girders were fabricated by G W Kelly & Lewis Pty Ltd. Johns & Waygood Limited fabricated the six smallest towers and A Challingsworth fabricated the remainder.

The Albion and Glenroy viaducts are important on account of their size and for the adoption of unusual design features, namely, the use of two girders per span to carry the double track, the use of K bracing in the towers, and the use of broad flange beams as columns. At the time of their construction they were the largest trestle bridges in Australasia. The Albion viaduct contains 1,737 tons of steelwork.

The railhead was extended from Albion to facilitate delivery of plant and material. Steelwork was therefore delivered to and stacked on the plateau level. The tower steelwork was lowered and girders launched from a specially built Titan type traveller running on the new track.

This itself is a formidable structure, about 185 feet long over all, and 56 feet high above rail level. It comprises a large electrically driven compound winch on a framing supported by two bogies, operating various hoists from a large trolley travelling on a steel track, so arranged that the various portions of the towers, girders, and so on, can be picked up at the back of the traveller and carried out to their final position in the structure, the traveller thus building the bridge in front of it as it advances.

The placing of a girder by this method was achieved in an average time of thirty minutes. The average number of men employed at the site was 79. Particular care was taken during windy weather and no serious accidents occurred during construction. On 14 June 1929 two C class locomotives were run onto the completed structure to conduct technical observations and note deflections. At the time of its completion the viaduct was 50 feet higher than the tallest building in Melbourne, and until the erection of the Sydney Harbour bridge it was the highest railway bridge in Australia.

During 1961 the up line was converted to standard gauge (4 feet 8 1/2 inches) and in 1959 the viaduct was repainted for the first time. This massive task using brushes and sprays, took three years to complete. Altogether six tons of red lead and oil, 1,560 gallons of paint and 455 gallons of paint solvents was used.  
Associated People: Owner PUBLIC TRANSPORT CORPORATION;

## **Extent of Registration**

Heritage Act 2017 NOTICE OF REGISTRATION As Executive Director for the purpose of the Heritage Act 2017, I give notice under section 53 that the Victorian Heritage Register is amended by modifying a place in the Heritage Register: Number: H1197 Category: Registered Place Place: Albion Viaduct Location: Keilor East and Sunshine North Municipality: Brimbank City and Moonee Valley City All of the place shown hatched on Diagram 1197 encompassing part of Lot 1 on Plan of Subdivision 616072, part of Crown Allotment 2232 and 2095 Parish of Cut-Paw-Paw, part of Crown Allotment 2478 and 2306 Parish of Doutta Galla, and part of Crown Allotment 2E, Section 10 Parish of Doutta Galla 10 June 2021 STEVEN AVERY Executive Director  
*This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.*

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

# HISTORIC SITE RECORDING SYSTEM

## SITE REGISTER SHEET

SITE NAME **BRIMBANK PARK RUINS**

SITE NUMBER **H 7822-4**

### DESCRIPTION OF SITE

Complex of stone structures, including homestead ruins, a well/cistern, pitched paving, cement pigsty + associated stone walls

### SITE LOCATION (FULL A.M.G. COORDINATES)

### SITE TYPE

A.H.C. TYPE

100 k  
E **3 0 9 9** N **5 8 2 0 6**  
MAP NAME: **MELBOURNE** SCALE: **1:100000**

- BUILDING
- STRUCTURE
- MACHINERY
- VEGETATION
- OTHER

**3.3**

V.A.S. TYPE

### CADASTRAL LOCATION

### FURTHER DATA

COUNTY **Bourke**

PARISH **Doutta Galla**

ALLOTMENT

BLOCK

- SITE SHEET
- FEATURE SHEET
- ARTEFACT /ELEMENT
- CONTINUATION
- SITE INSPECTION SHEET
- MANAGEMENT SHEET
- DOCUMENT SHEET
- PHOTOS
- DRAWINGS
- REFERENCE COLLECT.
- A.A.V. RECORD
- M.A.U. RECORD
- OTHER **Report Du Cros + Goulding 1989-RCA**

OWNERSHIP  CROWN  PRIVATE

OWNER OCCUPIER **M M B W**

ADDRESS

POSTCODE

PHONE NO.

LOCAL GOVERNMENT AREA **City of Keilor**

### HERITAGE STATUS

#### NATIONAL ESTATE

- NOMINATED
  - REGISTERED
- #### HISTORIC BUILDINGS ACT
- NOMINATED
  - REGISTERED
  - REG. GOVT. BUILDING
- OTHER

ACCESS **RESTRICTED**

PRESENT USE **NONE**

CONDITION **FAIR**

INTEGRITY

PRESENT THREATS **In line of RCA road construction proposal (on edge) = visitation + greater access**

INFORMANTS

- NAT. TRUST CLASSIF.
- PLANNING SCHEME
- OTHER

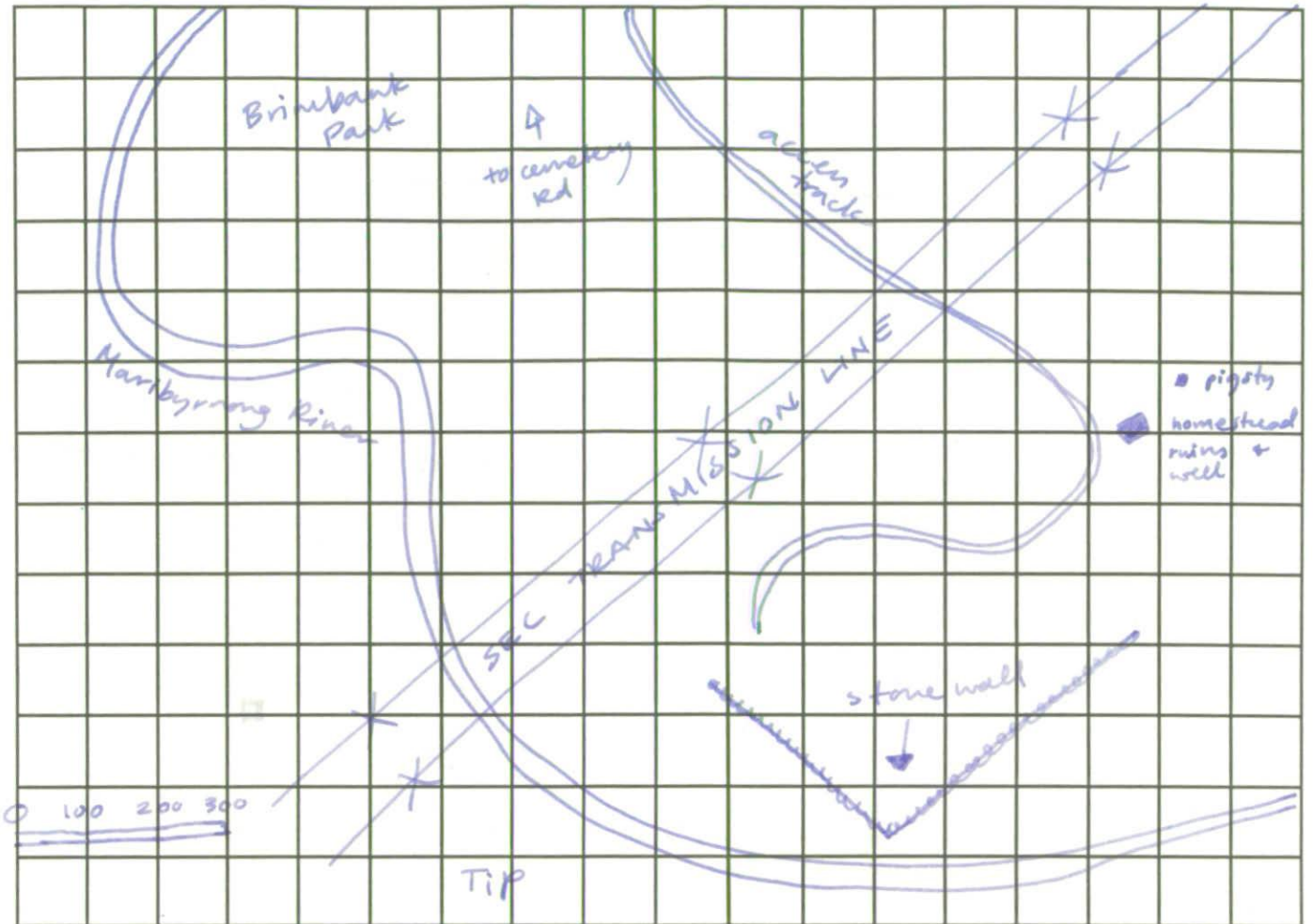
RECORDED BY **Hilary Du Cros**

DATE **Feb 1987**



# SITE LOCATION SKETCH

SCALE 1:100 m



## DIRECTIONS FOR RELOCATION

contact MMBW office

## SITE SIGNIFICANCE

High historic significance on the local & regional level. See Report: An Archaeological Survey of the Metropolitan Ring Road by Hilary Du Cros & Megan Gaudling 1989.

## RELEVANT SPECIAL INTEREST GROUPS

Road construction Authority  
MMBW

Living Museum of the West

## LAND USE POLICIES

Metropolitan Ring Road (see Report).

# HISTORIC SITE RECORDING SYSTEM

## SITE RECORD

SITE NAME <i>BRIMBANK PARK RUINS</i>	SITE NUMBER <i>H7822-0004</i>
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### SITE DESCRIPTION

### SITE FEATURES

NO.

- ① *Homestead ruins*
- ② *Well*
- ③ *Pitched bluestone paving*
- ④ *Cement pig sty*
- ⑤ *Stone Walls*

RECORDED BY *Hilary du Cros*

DATE *Feb 1989*

# SITE PLAN

SCALE 1:

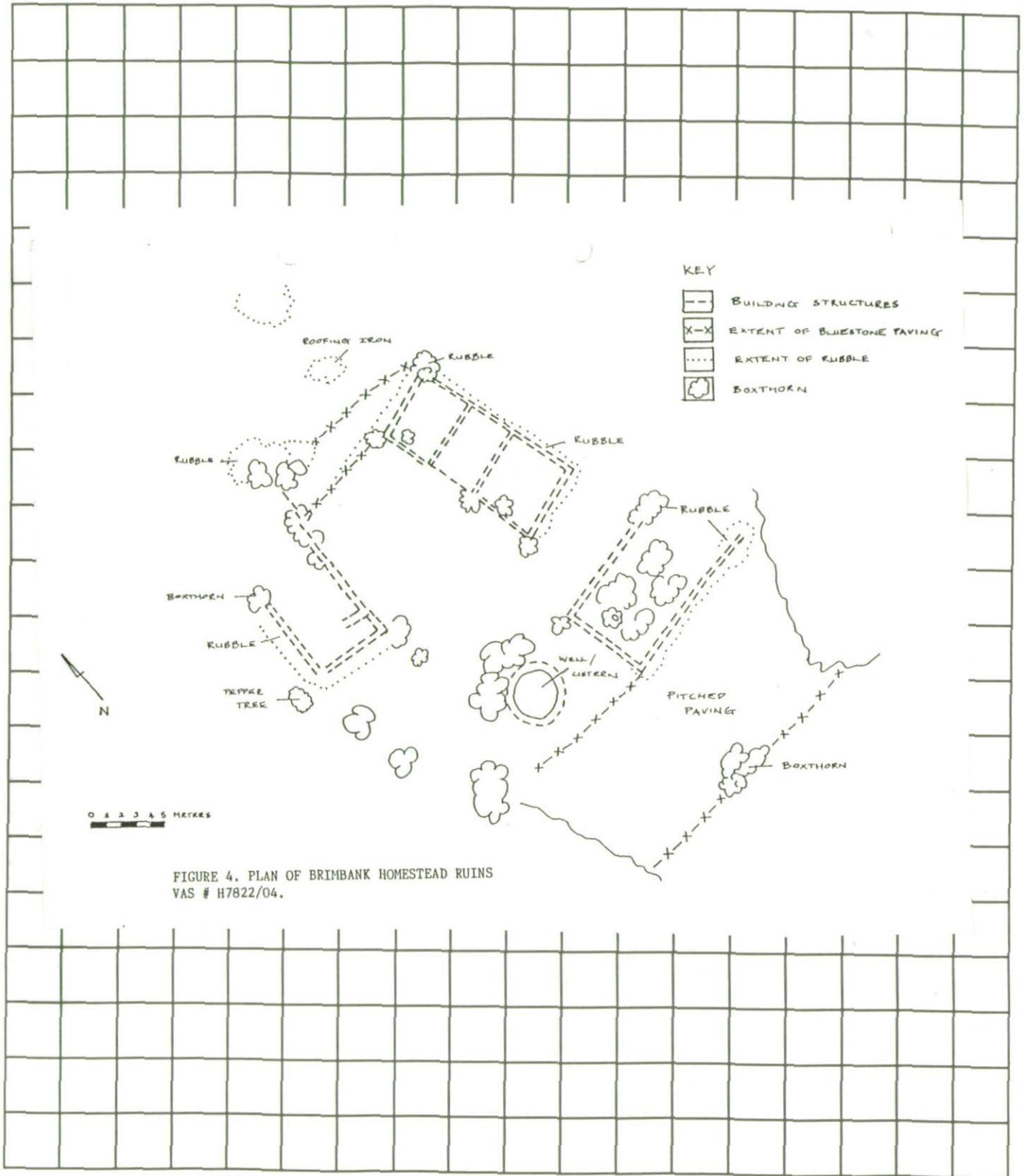


FIGURE 4. PLAN OF BRIMBANK HOMESTEAD RUINS  
VAS # H7822/04.

KEY (SHOW FEATURES, VEGETATION, TOPOGRAPHY)



## Heritage Inventory Site Card

Site Card must be completed in conjunction with the *Guidelines for Conducting Historical Archaeological Surveys* at [www.heritage.vic.gov.au](http://www.heritage.vic.gov.au).

### 1. Place

Name Brimbank Park Ruins (also Dodds Homestead Ruins)

Other/former names

Current site description *ruins*  
*HOMESTEAD COMPLEX INCLUDING SEVERAL BLUESTONE RUINS, AN IN-FILLED WELL AND LARGE AREA OF PAVING. ALSO A LATER PIGEONRY AND BRICK CISTERN, A POSSIBLE BARN FOUNDATION AND STOCK ENCLOSURE LIE TO THE SE, AT THE HEAD OF THE VALLEY*

### 2. Current statutory listing

- Victorian Heritage Register Number
- Heritage Overlay Number HO47

### 3. Suggested protection

- Victorian Heritage Register
- Heritage Overlay, Local Planning Scheme

### 4. Archaeological description

- Surface cultural material
- Features
- Artefacts / Artefact scatter
- Sub-surface cultural deposits
- Disturbance
- Test Excavation
- Archaeological potential

### 5. Archaeological significance

- High
- Medium
- Low
- None
- Unknown

### 6. Location

Site location (where known) Brimbank Park (south of Western Ring Road)

Street number Street

Suburb State Vic Postcode 3033

Local Government Area Brimbank

Full AMG co-ordinates (must be AGD 66) Easting *309977* Northing *582081*  
~~3099~~ ~~58206~~

Mapsheet name and number (1:100,000 only) .....

### 7. Cadastral location

County Parish Doutta Galla Township Keilor East  
Section Allotment SPI

**8. Indigenous values**

Site has known Indigenous values Victorian Aboriginal Heritage Register Number

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**9. Associated sites** (Inventory, VHR, HO or other)

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**10. Keywords** (around five keywords – first 3 columns should be completed where known)

- |  |   |  |  |  |
|--|---|--|--|--|
| <input type="checkbox"/> early 19 <sup>th</sup> century          | <input type="checkbox"/> sub-surface        | <input type="checkbox"/> urban               | <input checked="" type="checkbox"/> pastoral     | <input type="checkbox"/> domestic                |
| <input checked="" type="checkbox"/> mid 19 <sup>th</sup> century | <input checked="" type="checkbox"/> surface | <input checked="" type="checkbox"/> regional | <input checked="" type="checkbox"/> agricultural | <input type="checkbox"/> industrial              |
| <input type="checkbox"/> late 19 <sup>th</sup> century           | <input type="checkbox"/> disturbed          | <input type="checkbox"/> remote              | <input type="checkbox"/> timber                  | <input type="checkbox"/> commercial              |
| <input type="checkbox"/> early 20 <sup>th</sup> century          |   | <input type="checkbox"/> coastal             | <input type="checkbox"/> mining                  | <input type="checkbox"/> religious               |
| <input type="checkbox"/> mid 20 <sup>th</sup> century            |   |  | <input type="checkbox"/> transport               | <input type="checkbox"/> maritime infrastructure |
| <input type="checkbox"/> mid-late 20 <sup>th</sup> century       |   |  | <input type="checkbox"/> communication           | <input type="checkbox"/> civic                   |
- 

**11. Plan of site**

Separate plan attached

Scale 1:

**12. Place history** (attach sheet if necessary)

In partnership with his brother-in-law George Dodd, Henry Delahey is recorded as purchasing 588 acres in the Parish of Dousta Galla (Section 10), although he was evidently already occupying the land under a licence some time prior to 1848. Henry died in 1851 and his wife Mary was granted administration of his estate in the Supreme Court. Mary took over responsibility for her late husband's share in the partnership and expanded the farm holdings to over 1000 acres in the Parish of Maribyrnong, as well as other land at Parwan. A substantial part of the local population appears to have been relatives of the connected families, to the point that Mary Delahey and George Dodd had sponsored a private school in the area that is now Brimbank Park by 1853, as well as a Catholic church in Keilor. Mary died in 1876, and by 1892 the farm was divided into the property inherited by her son William to the west and George Dodd's farm to the east. In 1919 the Dodd property was subdivided again with the drystone wall snaking along the top of the gully, just east of the farm buildings forming the dividing line. At this time the valuation noted several buildings, including a stone dwelling, three-room weatherboard skillion, detached stone kitchen, stone dairy, stables, milk shed, feed house, pigsty and a weatherboard stable and cart shed. Following several more changes in ownership, the land was eventually resumed by the State Government in the 1970s for the future Brimbank Park which was created in the early 1970s. The Western Ring Road has since isolated the ruins of the Dodd farm buildings from the rest of Brimbank Park, although a footpath along the river provides access.

(Derived from the 2000 Brimbank City Council Post-contact Cultural Heritage Study)

H7822-0004	Relevant Heritage Victoria Themes:
	4.4 Farming

**13. Interpretation of site** (Include phases in the development of the site, functions and activities represented)

The site includes structures and deposits relating to domestic occupation and pastoral activity from the middle of the 19<sup>th</sup> century until the 1970s, at which time the site was acquired by the State Government.

The site includes the remains of several bluestone structures amidst box thorn and peppercorn trees in its western corner which probably represent domestic structures, including house and separate kitchen building. These are accompanied by a bluestone-lined cistern and possibly an in-filled well. To the east, and

separated from the domestic buildings by a large expanse of bluestone paving, lie the remains of a number of structures relating to contemporary and later agricultural activity. These include another bluestone structure, a later concrete 'piggery' with a related brick well and the concrete floors of several later buildings. A possible quarry lies to the east.

Further to the south east stand the remains of the drystone wall which separated the farm plots in 1919, and would appear, from nearby finds, to have passed through an area used for dumping domestic rubbish. Beyond this, at the head of the small valley branching from that of the Maribyrnong, can be seen a stone revetment wall built into the slope, which probably supported a large barn, and a stone enclosure which probably represents a stock pen.

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#### **14. Assessment of archaeological significance**

The site contains both upstanding remains and demonstrable archaeological deposits relating to settlement and farming in the area from the middle of the 19<sup>th</sup> century. Although the area has been bulldozed in the past, with rubble and earth pushed up against the bluestone walls, and boxthorn is growing through the rubble, these activities have protected the site from human access and the site has remained relatively undisturbed. It is likely that subsurface deposits relating to domestic and agricultural activity survive within the site.

The site is therefore of high archaeological significance.

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**15. Assessment of cultural heritage significance**

Statement of Significance attached

Historical significance

The ruins of the former Dodd farm are of regional historical significance for its association with the original European settlement and farming of the Maribyrnong Valley, and connections with the prominent local families, Dodds and Delahays. The site offers considerable scope for interpreting the history and environment of the area (within the context of Brimbank Park). Few sites relating to the first phase of settlement in the Melbourne region survive. Nearby is the cleared site of the Delahey farm, while the Dodd homestead in Brimbank Park offers some parallel, and several early bluestone homestead ruins have been identified in recent Heritage Studies on the upper Maribyrnong.

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Scientific significance

The site probably contains sub-surface archaeological deposits which could provide information on the nature of early domestic and agricultural activity in the area. ....

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Aesthetic significance

n/a.....

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Social or spiritual significance

The site is of social significance because of its associations with the locally prominent Dodd and Delahey families.

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**16. Present use**

The site lies within the section of Brimbank Park to the south of the Western Ring Road

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**17. Threats**



The site is within Brimbank Park, but its proximity to the Western Ring Road raises the possibility of future effects arising from road widening or alterations.

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**18 References/ Informants**

Du Cros H. & Goulding M. 1989 An Archaeological Survey of the Metropolitan Ring Road

Vines G. 2000 Brimbank City Council Post-contact Cultural Heritage Study

Ray Dodd (Keilor Hotel)

Carl Bennett (retired Ranger at Brimbank Park)

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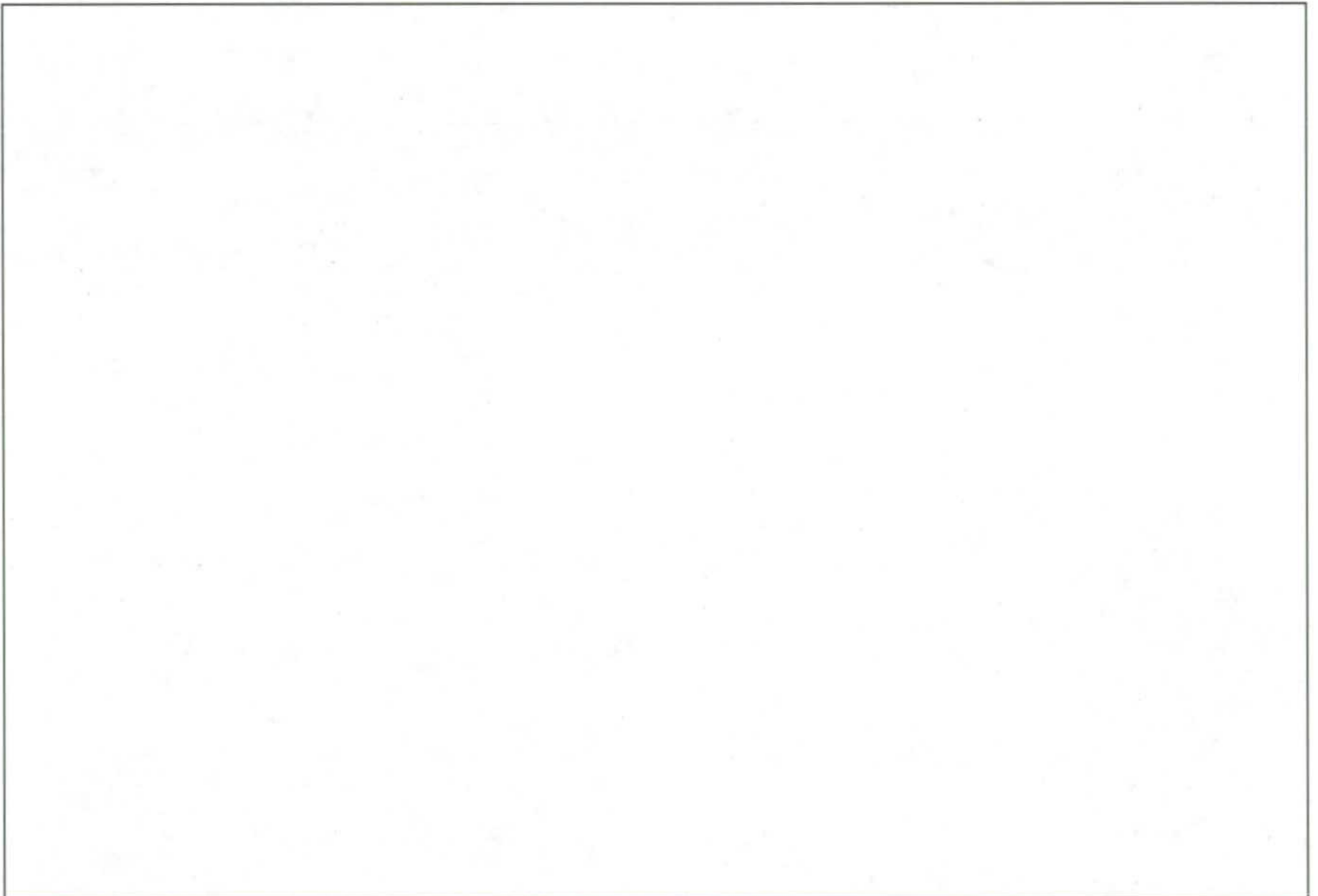
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19. Photographs of site (attach to a separate sheet of necessary)

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20. Map showing location of site

Scale 1:



Directions for relocation

Site lies immediately to the south of the Western Ring Road, to the east of its crossing of the Maribrynong River. Park on the reservation on the southern side of the road and scale the wire fence around the site.

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**21. Owner & Occupier Details**

Agency Parks Victoria  
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Owner's name .....

Contact name Brooke Ryan (Ranger in Charge, Maribryngong Valley Parklands)  
.....

Postal address .....

Telephone (03) 9334 0502

Facsimile .....

Email address .bryan@parks.vic.gov.au  
.....

Occupier's name .....

Postal address .....

Telephone .....

Facsimile .....

Email address .....

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Recording Archaeologist Ian Travers (obo Heritage Victoria - Outer Western Metro Site Reassessment)  
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Company name Context Pty Ltd.....

Date recorded 01.../...02.../...2010...

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Other Comments:

**Return completed Site Cards to Heritage Victoria, [archaeology.admin.vic.gov.au](mailto:archaeology.admin.vic.gov.au) or  
PO Box 2392, Melbourne 3001**

**Office Use Only**

File Numbers .....

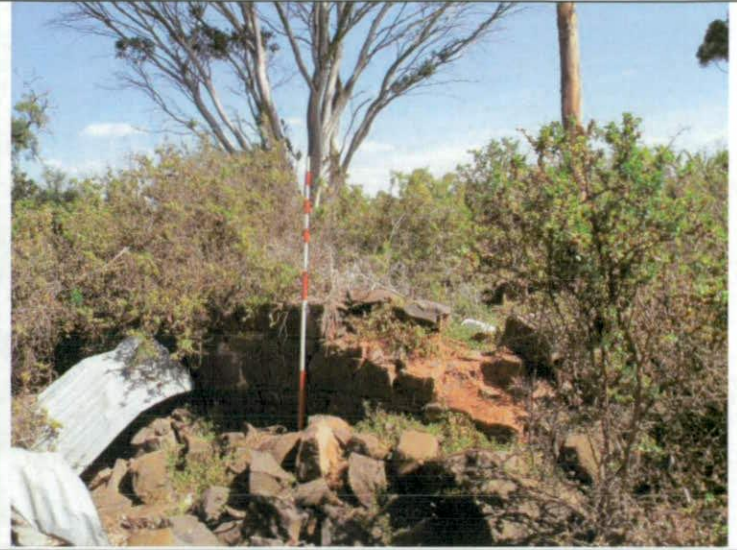
Associated Consent numbers .....

*Any personal information about you or a third party in your correspondence will be collected, held, managed, used, disclosed or transferred in accordance with the provisions of the Information Privacy Act 2000 (Vic) and applicable laws. Enquiries about access to information about you held by the Department should be directed to the Privacy Officer, Department of Planning and Community Development, PO Box 2392, Melbourne, VIC 3001.*

*Notwithstanding the above, please note that information provided to enable the administration of the Heritage Act 1995 may be disclosed to persons with an interest in the heritage place or object particularly, and information provided as part of a permit application may be made available on-line where the application has been publicly advertised under section 68 of the Heritage Act 1995.*



1. Northern blue stone ruin, looking east



1. Southern blue stone ruin, looking east



2. Possible in-filled well, looking east



3. Blue stone lined cistern, looking west



4. Expanse of blue stone paving, looking west



5. Brick well adjacent to piggery, looking north

H7822-0004

Photograph numbers correspond with site plan



6. Concrete foundation, looking south west



7. Ruin of barn, looking north east



8. Probable stock pen, looking west



9. Artefacts found adjacent to drystone wall



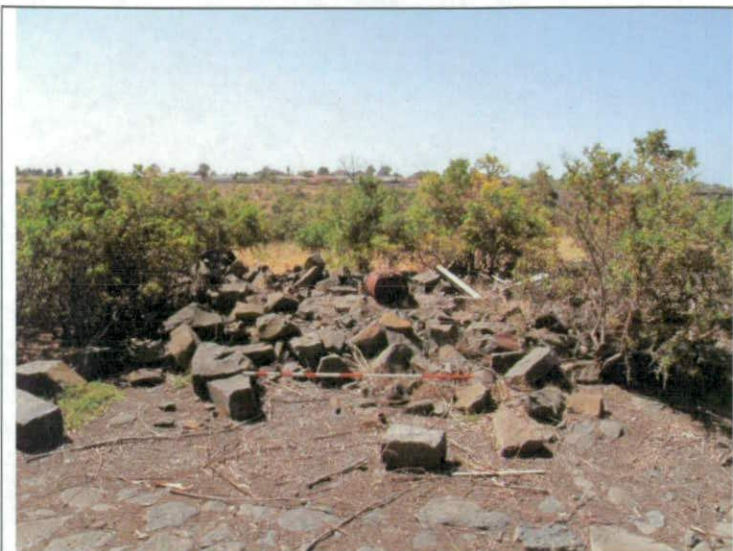
9. Drystone wall, looking west



10. Concrete 'piggery', looking east

H7822-0004

Photograph numbers correspond with site plan



11. Blue stone ruin, looking south east



12. Possible quarry, looking north east

H7822-0004

Photograph numbers correspond with site plan



Datum: WGS84  
 Site centred on: 37 44.659S 144 50.637E



**Production Notes:**  
 Survey undertaken by Context Pty Ltd, 1/2/10  
 Map produced by Jon Sterenberg  
 250k Street map produced courtesy of Geoscience Australia

● Approximate Site Location



Image Copyright State Government of Victoria

- 1 Bluestone Ruins (3?)**
- 2 Possible Infilled Well**
- 3 Bluestone Lined Water Cistern**
- 4 Bluestone Pavers**
- 5 Well**
- 6 Concrete Floors**
- 7 Ruin of Barn**
- 8 Stock Pen**
- 9 Drystone Wall**
- 10 Modern Concrete Building**
- 11 Bluestone Ruin**
- 12 Possible Quarry**

The above numbers also relate to the attached photographs



# Heritage Inventory Site Card

Site Card must be completed in conjunction with the *Guidelines for Conducting Historical Archaeological Surveys* at [www.heritage.vic.gov.au](http://www.heritage.vic.gov.au).

## 1. Place

Name Brimbank Park Ruins (also Dodds Homestead Ruins)

Other/former names ruins

Current site description HOMESTEAD COMPLEX INCLUDING SEVERAL BLUESTONE RUINS, AN IN-FILLED WELL AND LARGE AREA OF PAVING. ALSO A LATER PIGEONRY AND BRICK CISTERN, A POSSIBLE BARN FOUNDATION AND STOCK ENCLOSURE LIE TO THE SE, AT THE HEAD OF THE VALLEY

## 2. Current statutory listing

- Victorian Heritage Register Number
- Heritage Overlay Number HO47

## 3. Suggested protection

- Victorian Heritage Register
- Heritage Overlay, Local Planning Scheme

## 4. Archaeological description

- Surface cultural material
- Sub-surface cultural deposits
- Archaeological potential
- Features
- Disturbance
- Artefacts / Artefact scatter
- Test Excavation

## 5. Archaeological significance

- High
- Medium
- Low
- None
- Unknown

## 6. Location

Site location (where known) Brimbank Park (south of Western Ring Road)

Street number Street

Suburb State Vic Postcode 3033

Local Government Area Brimbank .

Full AMG co-ordinates (must be AGD 66) Easting 309977 Northing 5820181  
3099 58206

Mapsheet name and number (1:100,000 only) .....

## 7. Cadastral location

County Parish Doutta Galla Township Keilor East

Section Allotment SPI



**8. Indigenous values**

Site has known Indigenous values Victorian Aboriginal Heritage Register Number

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**9. Associated sites** (Inventory, VHR, HO or other)

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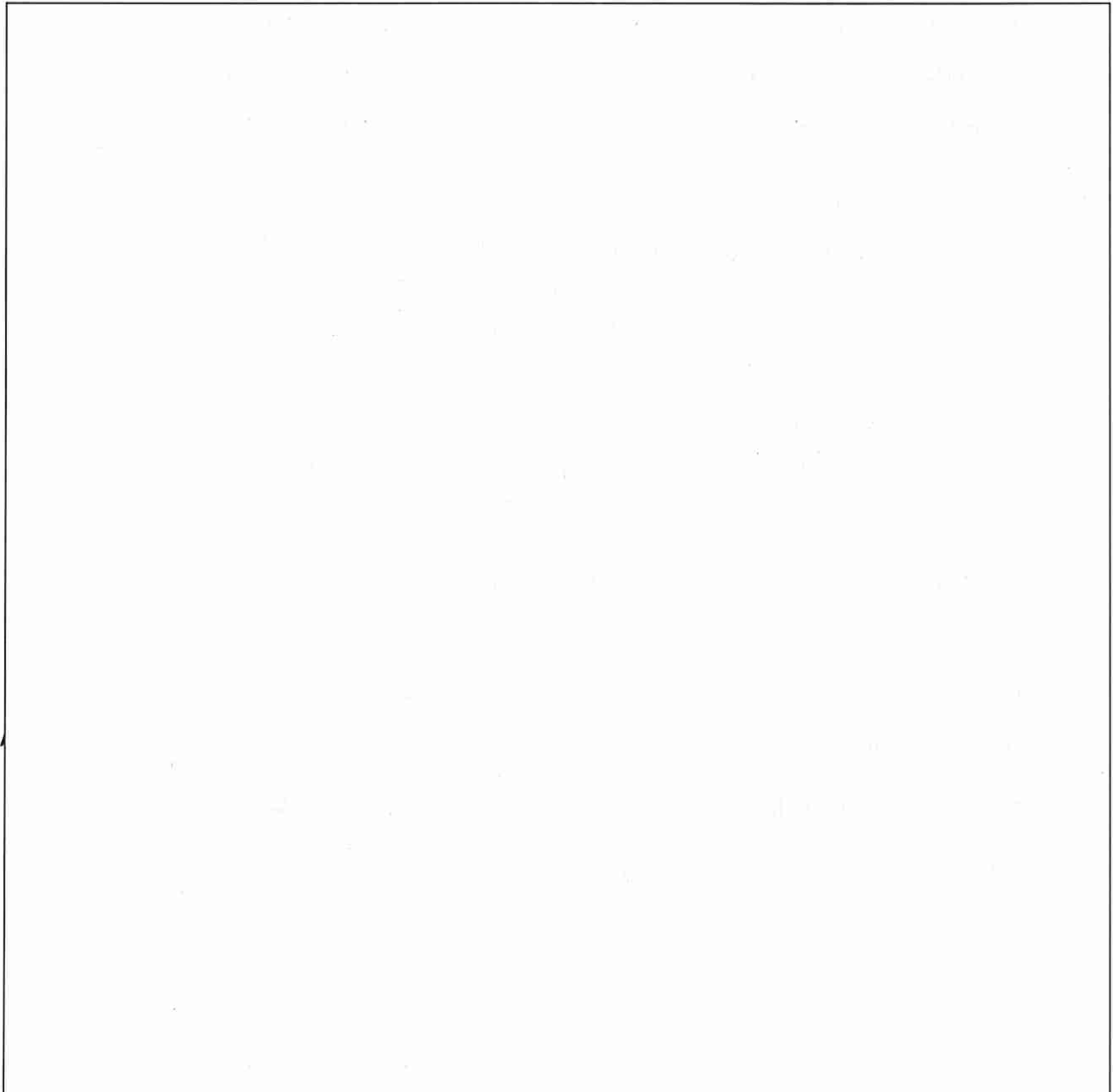
**10. Keywords** (around five keywords – first 3 columns should be completed where known)

- |  |   |  |  |  |
|--|---|--|--|--|
| <input type="checkbox"/> early 19 <sup>th</sup> century          | <input type="checkbox"/> sub-surface        | <input type="checkbox"/> urban               | <input checked="" type="checkbox"/> pastoral     | <input type="checkbox"/> domestic                |
| <input checked="" type="checkbox"/> mid 19 <sup>th</sup> century | <input checked="" type="checkbox"/> surface | <input checked="" type="checkbox"/> regional | <input checked="" type="checkbox"/> agricultural | <input type="checkbox"/> industrial              |
| <input type="checkbox"/> late 19 <sup>th</sup> century           | <input type="checkbox"/> disturbed          | <input type="checkbox"/> remote              | <input type="checkbox"/> timber                  | <input type="checkbox"/> commercial              |
| <input type="checkbox"/> early 20 <sup>th</sup> century          |   | <input type="checkbox"/> coastal             | <input type="checkbox"/> mining                  | <input type="checkbox"/> religious               |
| <input type="checkbox"/> mid 20 <sup>th</sup> century            |   |  | <input type="checkbox"/> transport               | <input type="checkbox"/> maritime infrastructure |
| <input type="checkbox"/> mid-late 20 <sup>th</sup> century       |   |  | <input type="checkbox"/> communication           | <input type="checkbox"/> civic                   |
- 

**11. Plan of site**

Separate plan attached

Scale 1:



**12. Place history** (attach sheet if necessary)

In partnership with his brother-in-law George Dodd, Henry Delahey is recorded as purchasing 588 acres in the Parish of Dousta Galla (Section 10), although he was evidently already occupying the land under a licence some time prior to 1848. Henry died in 1851 and his wife Mary was granted administration of his estate in the Supreme Court. Mary took over responsibility for her late husband's share in the partnership and expanded the farm holdings to over 1000 acres in the Parish of Maribyrnong, as well as other land at Parwan. A substantial part of the local population appears to have been relatives of the connected families, to the point that Mary Delahey and George Dodd had sponsored a private school in the area that is now Brimbank Park by 1853, as well as a Catholic church in Keilor. Mary died in 1876, and by 1892 the farm was divided into the property inherited by her son William to the west and George Dodd's farm to the east. In 1919 the Dodd property was subdivided again with the drystone wall snaking along the top of the gully, just east of the farm buildings forming the dividing line. At this time the valuation noted several buildings, including a stone dwelling, three-room weatherboard skillion, detached stone kitchen, stone dairy, stables, milk shed, feed house, pigsty and a weatherboard stable and cart shed. Following several more changes in ownership, the land was eventually resumed by the State Government in the 1970s for the future Brimbank Park which was created in the early 1970s. The Western Ring Road has since isolated the ruins of the Dodd farm buildings from the rest of Brimbank Park, although a footpath along the river provides access.

(Derived from the 2000 Brimbank City Council Post-contact Cultural Heritage Study)

H7822-0004	Relevant Heritage Victoria Themes:
	4.4 Farming

**13. Interpretation of site** (Include phases in the development of the site, functions and activities represented)

The site includes structures and deposits relating to domestic occupation and pastoral activity from the middle of the 19<sup>th</sup> century until the 1970s, at which time the site was acquired by the State Government.

The site includes the remains of several bluestone structures amidst box thorn and peppercorn trees in its western corner which probably represent domestic structures, including house and separate kitchen building. These are accompanied by a bluestone-lined cistern and possibly an in-filled well. To the east, and

seperated from the domestic buildings by a large expanse of blustone paving, lie the remains of a number of structures relating to contemporary and later agricultural activity. These include another bluestone structure, a later concrete 'piggery' with a related brick well and the concrete floors of several later buildings. A possible quarry lies to the east.

Further to the south east stand the remains of the drystone wall which seperated the farm plots in 1919, and would appear, from nearby finds, to have passed through an area used for dumping domestic rubbish. Beyond this, at the head of the small valley branching from that of the Maribyrnong, can be seen a stone revetment wall built into the slope, which probably supported a large barn, and a stone enclosure which probably represents a stock pen.

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#### **14. Assessment of archaeological significance**

The site contains both upstanding remains and demonstrable archaeological deposits relating to settlement and farming in the area from the middle of the 19<sup>th</sup> century. Although the area has been bulldozed in the past, with rubble and earth pushed up against the bluestone walls, and boxthorn is growing through the rubble, these activities have protected the site from human access and the site has remained relatively undisturbed. It is likely that subsurface deposits relating to domestic and agricultural activity survive within the site.

The site is therefore of high archaeological significance.

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**15. Assessment of cultural heritage significance**

Statement of Significance attached

Historical significance

The ruins of the former Dodd farm are of regional historical significance for its association with the original European settlement and farming of the Maribyrnong Valley, and connections with the prominent local families, Dodds and Delahays. The site offers considerable scope for interpreting the history and environment of the area (within the context of Brimbank Park). Few sites relating to the first phase of settlement in the Melbourne region survive. Nearby is the cleared site of the Delahey farm, while the Dodd homestead in Brimbank Park offers some parallel, and several early bluestone homestead ruins have been identified in recent Heritage Studies on the upper Maribyrnong.

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Scientific significance

The site probably contains sub-surface archaeological deposits which could provide information on the nature of early domestic and agricultural activity in the area. ....

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Aesthetic significance

n/a.....

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Social or spiritual significance

The site is of social significance because of its associations with the locally prominent Dodd and Delahey families.

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**16. Present use**

The site lies within the section of Brimbank Park to the south of the Western Ring Road

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**17. Threats**

The site is within Brimbank Park, but its proximity to the Western Ring Road raises the possibility of future effects arising from road widening or alterations.

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**18 References/ Informants**

Du Cros H. & Goulding M. 1989 An Archaeological Survey of the Metropolitan Ring Road

Vines G. 2000 Brimbank City Council Post-contact Cultural Heritage Study

Ray Dodd (Keilor Hotel)

Carl Bennett (retired Ranger at Brimbank Park)

.....

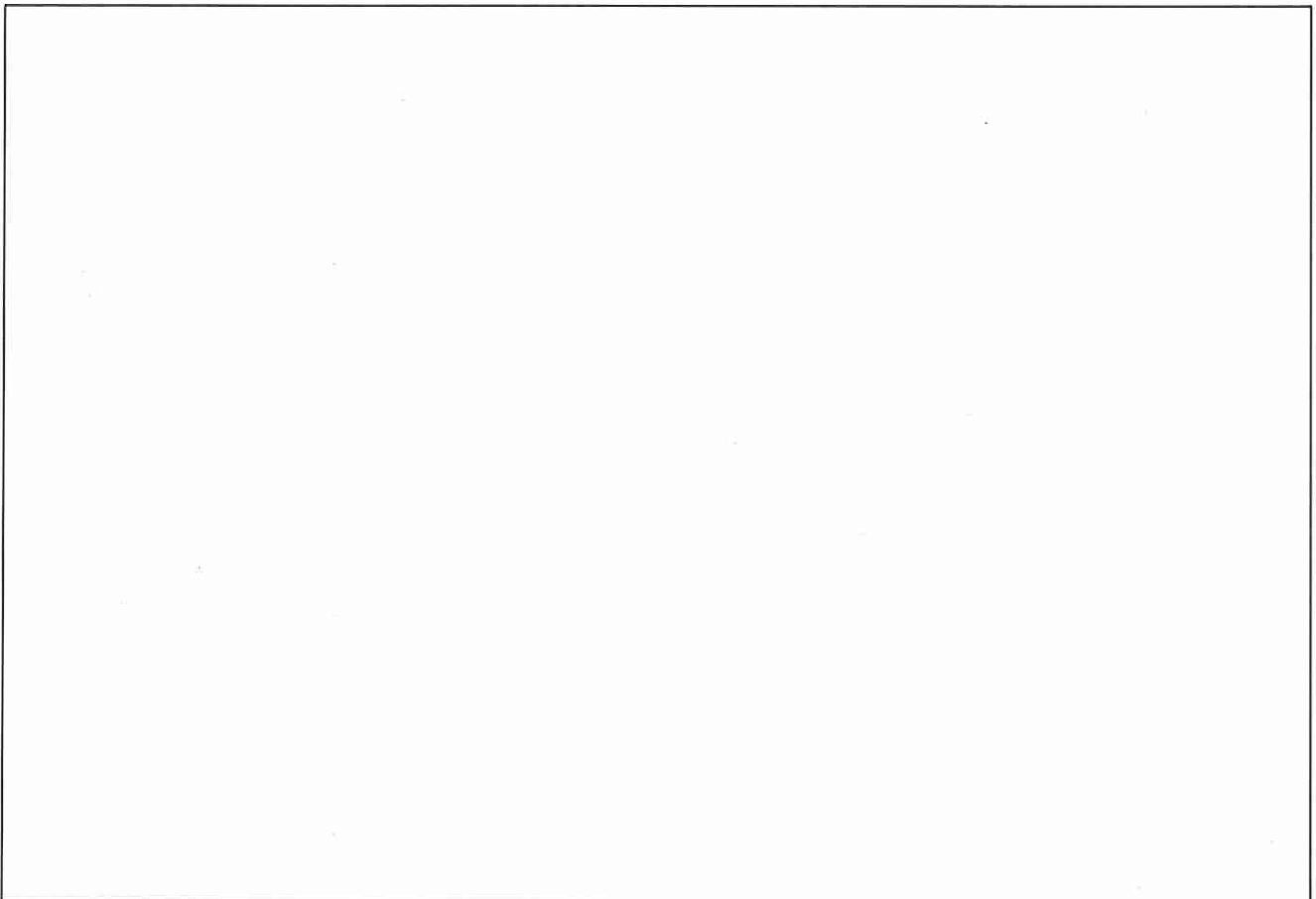
.....

19. Photographs of site (attach to a separate sheet of necessary)

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20. Map showing location of site

Scale 1:



Directions for relocation

Site lies immediately to the south of the Western Ring Road, to the east of its crossing of the Maribryngong River. Park on the reservation on the southern side of the road and scale the wire fence around the site.

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**21. Owner & Occupier Details**

Agency Parks Victoria  
.....

Owner's name .....

Contact name Brooke Ryan (Ranger in Charge, Maribryong Valley Parklands)  
.....

Postal address .....

Telephone (03) 9334 0502

Facsimile .....

Email address .bryan@parks.vic.gov.au  
.....

Occupier's name .....

Postal address .....

Telephone .....

Facsimile .....

Email address .....

Recording Archaeologist Ian Travers (obo Heritage Victoria - Outer Western Metro Site Reassessment)  
.....

Company name Context Pty Ltd.....

Date recorded 01.../...02.../...2010...

Other Comments:

**Return completed Site Cards to Heritage Victoria, archaeology.admin.vic.gov.au or  
PO Box 2392, Melbourne 3001**

<b>Office Use Only</b>
File Numbers ..... Associated Consent numbers .....

*Any personal information about you or a third party in your correspondence will be collected, held, managed, used, disclosed or transferred in accordance with the provisions of the Information Privacy Act 2000 (Vic) and applicable laws. Enquiries about access to information about you held by the Department should be directed to the Privacy Officer, Department of Planning and Community Development, PO Box 2392, Melbourne, VIC 3001.*

*Notwithstanding the above, please note that information provided to enable the administration of the Heritage Act 1995 may be disclosed to persons with an interest in the heritage place or object particularly, and information provided as part of a permit application may be made available on-line where the application has been publicly advertised under section 68 of the Heritage Act 1995.*







1. Northern blue stone ruin, looking east



1. Southern blue stone ruin, looking east



2. Possible in-filled well, looking east



3. Blue stone lined cistern, looking west



4. Expanse of blue stone paving, looking west



5. Brick well adjacent to piggery, looking north

H7822-0004

Photograph numbers correspond with site plan





6. Concrete foundation, looking south west



7. Ruin of barn, looking north east



8. Probable stock pen, looking west



9. Artefacts found adjacent to drystone wall



9. Drystone wall, looking west



10. Concrete 'piggery', looking east

H7822-0004

Photograph numbers correspond with site plan





11. Blue stone ruin, looking south east

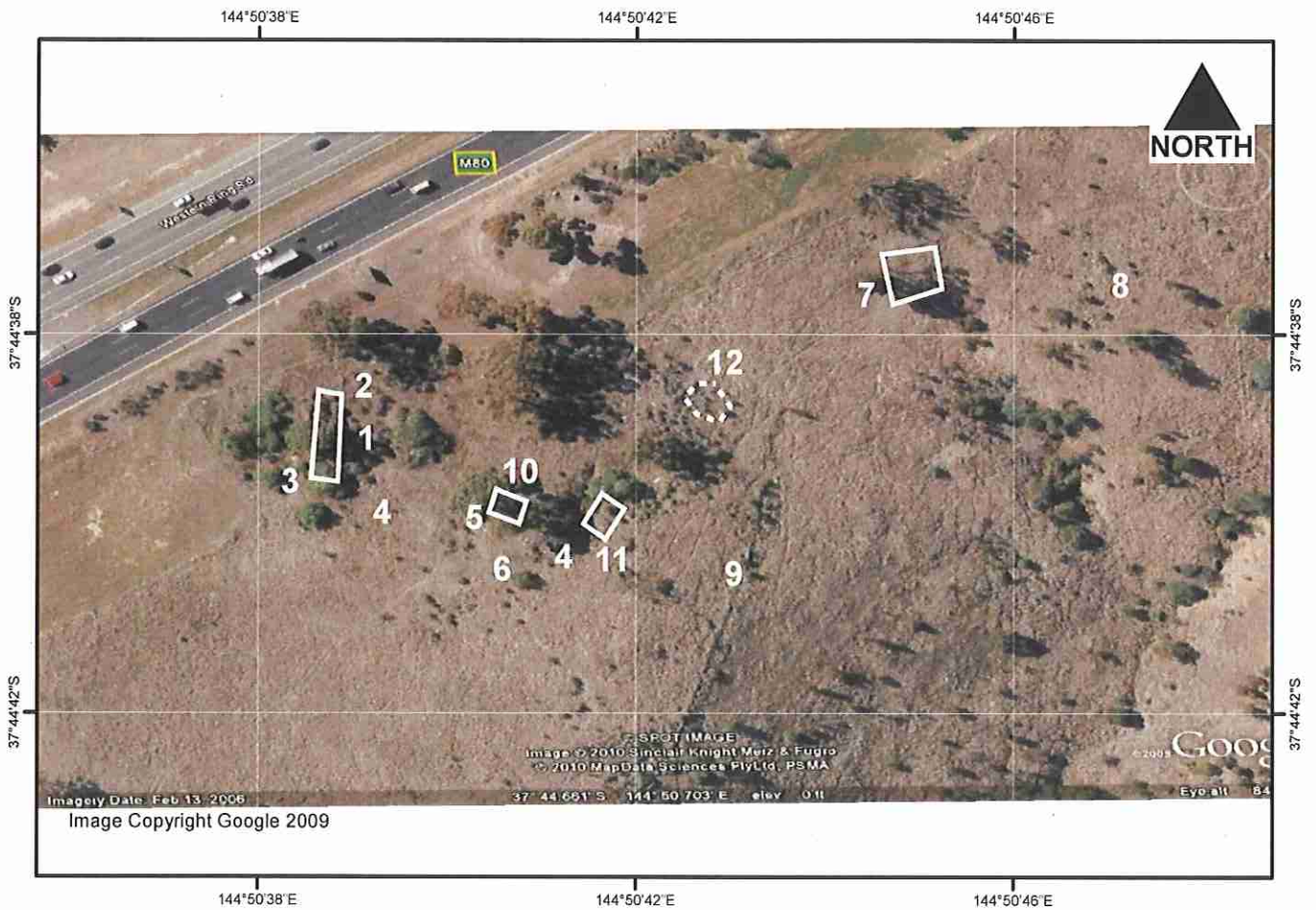


12. Possible quarry, looking north east

H7822-0004

Photograph numbers correspond with site plan





Datum: WGS84  
 Site centred on: 37 44.659S 144 50.637E



Production Notes:  
 Survey undertaken by Context Pty Ltd, 1/2/10  
 Map produced by Jon Sterenberg  
 250k Street map produced courtesy of Geoscience Australia

● Approximate Site Location



Image Copyright State Government of Victoria

- 1 Bluestone Ruins (3?)
- 2 Possible Infilled Well
- 3 Bluestone Lined Water Cistern
- 4 Bluestone Pavers
- 5 Well
- 6 Concrete Floors
- 7 Ruin of Barn
- 8 Stock Pen
- 9 Drystone Wall
- 10 Modern Concrete Building
- 11 Bluestone Ruin
- 12 Possible Quarry

The above numbers also relate to the attached photographs



# Victorian Heritage Database Report

Report generated 15/11/18

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## Dodd homestead RUINS



1703 - Brimbank City Council Post-contact Cultural Heritage Study 1998



Site 035 - Dodd homestead ruins.jpg



Site 035 - Dodds homestead ruins - original structure.jpg

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### Location

Dodds Road; Brimbank Park, KEILOR

### Municipality

BRIMBANK CITY

### Level of significance

Included in Heritage Overlay

### Heritage Overlay Numbers

HO047

### Heritage Listing

Brimbank City

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### Statement of Significance

Last updated on - November 1, 1998

## Statement of Significance

The ruins of the former Dodd farm are of regional historical significance for its association with the original European settlement and farming of the Maribyrnong Valley, and connections with the prominent local families, Dodds and Delahays. While ruinous, the site offers considerable scope for interpreting the history and environment of the area (within the context of Brimbank Park) and is of very high significance for its archaeological potential.

Heritage Study/Consultant	Brimbank - Brimbank City Council Post-contact Cultural Heritage Study, G. Vines, 2000;
Construction dates	1850,
Hermes Number	106044
Property Number	

---

## Physical Description 1

### Description

Complex of stone structures including homestead ruins, a well/cistern, pitched paving, cement pigsty and associated stone walls. The homestead ruin comprises two separate structures connected by a narrow paved courtyard, possibly originally a breezeway dividing the main living areas from the detached kitchen. The walls are now standing less than one metre high, with a large proportion of the original stone having simply fallen into the building interiors. As a result a rough mound of rubble has been formed. The paved passage is formed from bluestone pitchers about 25 by 40 cm. set in sand or mud. The standing walls are built in basalt, employing both weathered surface stone and the more typical roughly cut quarried bluestone. Walls are random coursed rubble, about 40 cm thick, with a mud mortar (no cement or lime evident) and a large quantity of small make-up pieces used to make regular courses at about 40 cm intervals. The main buildings appear to be divided into four rooms with internal stone walls showing some signs of original rendering and whitewash. To the west, are two rooms, also with internal rendering. A bluestone-pitched yard extends around the east and south side of the ruin with a pitched driveway? curving away to the north. To the east, are the remains of a formed concrete piggery building. The floor is also concrete. Corrugated iron and timber between the two suggest other outbuildings, although no clear form could be discerned.

## Physical Conditions

### Condition/integrity

The area has been bulldozed in the past with rubble and earth pushed up against the bluestone walls. Boxthorn is also growing through the rubble, both causing damage as roots grow through the stone work, and protecting the site from human access.

## Historical Australian Themes

3 Developing local, regional and national economies

3.5 Developing primary production

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

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

# Victorian Heritage Database Report

Report generated 15/11/18

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## Steele Ck. rail embankment



1960 - Brimbank City Council Post-contact Cultural Heritage Study 1998



Site 019 - Steele Crk Rail embankment.jpg

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### Location

Roberts Road, KEILOR

### Municipality

BRIMBANK CITY

### Level of significance

Included in Heritage Overlay

### Heritage Overlay Numbers

HO037

### Heritage Listing

Brimbank City

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### Statement of Significance

Last updated on - August 25, 1998

## Statement of Significance

A large and visually impressive railway embankment of local significance, particularly for its historical association with the linking of railway lines, and in connection with the Maribyrnong River and Moonee Ponds Creek bridges also on this line. As part of an engineering solution to the peculiar geography of Melbourne it demonstrates both the changes in settlement and railway operations and the difficulty imposed by the very deep valleys of the Maribyrnong River and its tributary, Steele Creek, in an otherwise flat terrain. This is one of the highest railway embankments in the metropolitan area.

Heritage Study/Consultant	Brimbank - Brimbank City Council Post-contact Cultural Heritage Study, G. Vines, 2000;
Construction dates	1928,
Hermes Number	106295
Property Number	

---

## Physical Description 1

### Description

Earth embankment approximately 30 metres high straddling Steele Creek, carrying two standard gauge railway lines on crushed rock ballast. The batter of the embankment is greater than 50 degrees. A concrete ovoid culvert takes Steele Creek under the embankment.

## Physical Conditions

### Condition/integrity

Good

## Historical Australian Themes

3 Developing local, regional and national economies

3.8 Moving goods and people

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

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

## SUNSHINE CITATIONS

# Victorian Heritage Database Report

Report generated 26/11/18

HERITAGE  
COUNCIL  
VICTORIA  
HERITAGE  
COUNCIL  
VICTORIA

## HV MCKAY MEMORIAL GARDENS



HV MCKAY MEMORIAL GARDENS  
SOHE 2008



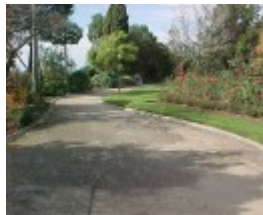
HV MCKAY MEMORIAL GARDENS  
SOHE 2008



McKay Gardens Path Through Centre



McKay Gardens Stone Entrance Gate



McKay Gardens Entrance Path



McKay Gardens Pathway Network



McKay Gardens Railway Proximity



McKay Gardens View from Railway  
Footbridge



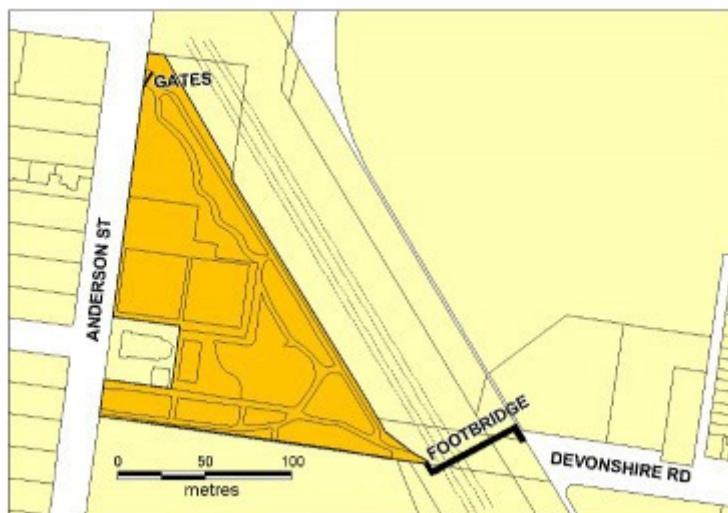
McKay Gardens Church May 2001



McKay Gardens Path May 2001



McKay Gardens Path May 2001



mckay gardens plan

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## Location

ANDERSON ROAD SUNSHINE, Brimbank City

## Municipality

BRIMBANK CITY

## Level of significance

Registered

## Victorian Heritage Register (VHR) Number

H1953

## Heritage Overlay Numbers

HO10

## VHR Registration

September 13, 2001

## Heritage Listing

## Statement of Significance

Last updated on -

What is significant?

Hugh Victor McKay established the Sunshine Harvester Works in 1889, which produced the Sunshine Harvester for grain harvesting, revolutionising the wheat industry in Australia. McKay had developed the first stripper harvester in the 1880s which became the prime machine for grain harvesting in Australia. McKay moved his works from Ballarat to Braybrook Junction in 1906 and the locality was renamed Sunshine in the following year. The facility expanded to become one of the largest manufacturing industries in Australia, producing a wide range of agricultural implements. Within three years of commencing operations at Sunshine Harvester Works, McKay was employing 1,000 workers.

McKay purchased land and had a suburb designed along garden city principles. As an amenity for his workers in 1909, McKay established a garden across the railway line to the west of the factory, first known as the Sunshine Gardens, and later as the McKay Memorial Gardens. McKay was inspired by recent overseas industrial village precedents and by garden city planning ideals. The workers estate at Sunshine was a planned suburb with similarities to British garden suburbs such as Bourneville and Port Sunlight. Part of the concept was the provision of community infrastructure and McKay had provided finance for the railway station, church, hospital, electric lighting and windbreaks. McKay received the highest public acclaim for the provision of the Gardens.

The H V McKay Memorial Gardens are triangular in plan, bounded by the railway line, Anderson Road and Chaplin Reserve. The main area of the Garden was designed in the Gardenesque style with sweeping lawns, curving paths, garden beds for floral displays and specimen trees through the lawn. The railway line boundary features a long garden bed with dense border planting. At the northern entrance off Anderson Road, there is an iron gate with concrete posts as well as a bluestone gatepost. The gates were the work of Charlie Pippett (circa 1920) who was a blacksmith at H V McKay Sunshine Harvester Works and the bluestone gatepost is thought to be the work of Nathaniel McKay (father of H V McKay) who made the fence and posts for the Scots Church in Collins Street.

Within the Garden a number of facilities were established including a tennis court, bowling green, bandstand, conservatory and Curator's House. The bowling green was extended in the 1960s over the existing tennis courts with a negative impact on the coherence of the gardens. The bandstand was removed possibly in the 1960s and the conservatory was burnt down and demolished in the 1990s. A timber Presbyterian Church had been established on Anderson Road in 1907. Its land was enclosed by the gardens and McKay donated adjacent land for the new church which was built in 1926-8.

The garden is directly linked to the entrance to the former Sunshine Harvester Works site by a railway footbridge. The footbridge was an amenity used almost solely by workers moving to and from work, giving access to the gardens for their recreation. The Works were largely demolished in the 1990s and the clock tower and iron gates now mark the factory entrance. H V McKay requested that Victorian Railways build a foot crossing over the lines at Devonshire Road in 1907. The footbridge was built in two spans over the four main lines (Ballarat and Bendigo lines) as well as two siding lines. The main beams of the original timber bridge of 1911 were soon replaced with steel joists. An extra span was added to cross the roadway (Harvester Road) in 1930, and this span was widened again with roadworks in 1997. The decking, handrails and risers of the older sections are in timber. Safety fences protecting the main lines are of pickets and stairs are protected by galvanised wire mesh.

How is it significant?

The H V McKay Memorial Gardens and Railway footbridge is of historical, social and aesthetic (landscape) significance to the State of Victoria.

Why is it significant?

The H V McKay Memorial Gardens and Railway Footbridge are of historical significance as an integral part of an



industrial complex of national importance in the history of Australian manufacturing. This importance is now heightened by the demolition of most of the factory buildings. The gardens and railway footbridge remain immediately adjacent to the factory site, and both elements retain fabric from the period in which the factory and adjacent suburb were established.

The H V McKay Memorial Gardens and the Railway Footbridge are historically significant to the State of Victoria for their association with H V McKay who was an inventor and pioneer industrialist of national importance. McKay was personally involved with the establishment of the gardens.

The H V McKay Memorial Gardens are of historical significance as an early, rare and intact privately funded garden, attached to an industrial site, catering primarily for the recreation needs of workers, their families and local residents. Due to lack of public gardens in Sunshine and western Melbourne generally, the Gardens achieved a high profile. This was enhanced by their reputation for horticultural excellence formerly exemplified by annual floral displays. There are few other examples in Victoria, or Australia, of public gardens given and maintained by an industrial firm. More recent sites of a similar type include gardens for workers at the Footscray Ammunition Factory, Gordon Street, Footscray (mid-late 1920s) and Fletcher Jones Gardens, Warrnambool (1940s ? 1950s).

The H V McKay Memorial Gardens and Railway Footbridge are of historical significance as they form a key component of a wider complex envisaged by McKay, which also included the factory, offices and a housing estate for the workers. The McKay Gardens and associated elements in Sunshine are a rare and early example of the application of garden city planning principles. The role of the Gardens in the scheme can still be appreciated as the fabric of the Gardens is relatively intact and the spatial relationship of the gardens to the factory site and housing estate is still readily understood.

The H V McKay Memorial Gardens and the Railway Footbridge are of social significance as a tangible link to the era when the factory was in operation. There are still strong memories in the community of the Gardens and footbridge in their roles of access routes to and from the factory and as a recreational area for the workers. The main pedestrian route for workers from the housing areas to the west of the railway line to the Sunshine Harvester Works was through the Gardens and across the railway footbridge. With the factory largely demolished in 1992 and the high level of housing and retail redevelopment in the area, the McKay Memorial Gardens are now a particularly important reminder of the dominance of the industrial activity in the life of the local community. The footbridge is particularly demonstrative in this regard, as it is the only access of any kind across the railway line for several hundred metres and this route leads immediately to the front gates of the factory.

The H V McKay Memorial Gardens is of aesthetic (landscape) significance for its relationship to its surroundings. The Gardens appear as an 'oasis' in the heart of a densely developed industrial and residential area, which is enhanced by strong boundary planting.

## **Permit Exemptions**

General Conditions:

1. All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.
2. Should it become apparent during further inspection or the carrying out of alterations that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such alteration shall cease and the Executive Director shall be notified as soon as possible.
3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it.
4. Nothing in this declaration prevents the Executive Director from amending or rescinding all or any of the permit exemptions.
5. Nothing in this declaration exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authority where applicable.

Landscape:

- \* The process of gardening, mowing, hedge clipping, bedding displays, removal of dead plants, disease and weed control, emergency and safety works.
- \* The planting of plant species to conserve the landscape character of the gardens.
- \* Management of trees in accordance with Australian Standard; Pruning of amenity trees AS 4373.
- \* Removal of plants listed as noxious weeds in the Catchment and Land Protection Act 1994.
- \* Repairs, conservation and maintenance to hard landscape elements, memorial plaques, asphalt and gravel

paths and roadways, stone and concrete edging, fences and gates.

\* Installation, removal or replacement of garden watering and drainage systems beyond the canopy edge of listed trees.

Footbridge

\* Works required for making the footbridge safe and protecting it against weather and vandalism.

\* Repairs and maintenance to replace like with like.

Construction dates 1909,

Heritage Act Categories Heritage place,

Hermes Number 11984

Property Number

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## History

Taken from H.V. McKay Memorial Gardens : Conservation Analysis and Management Guidelines, City of Sunshine and Sunshine and District Historical Society

### CONTEXTUAL HISTORY

In 1904, Hugh Victor McKay was the proprietor of the Sunshine Harvester Works at Ballarat and purchased the land, plant and buildings of the Braybrook Implement Works. The site at Braybrook Junction was close to the railway access and convenient to the wharfs, and work commenced on establishing of a new factory. In 1906, the initial transfer from Ballarat had proceeded and a year later the locality around the new factory was named Sunshine.

Within three years of commencing operations at Sunshine, McKay was employing 1,000 workers. McKay purchased land and financed employees who desired to build. He commissioned the forming of streets, provided utility services and planted rows of street trees. The housing scheme implemented in Sunshine was conceived along the lines of the British "garden suburbs" with generous size allotments and the encouragement of home gardening.

As an amenity for his workers, McKay planned a garden, west of his factory and across the railway line. Hence the development of the Sunshine Gardens, now known as the H.V McKay Memorial Gardens. His philosophy was expressed by the following quote:

We are taking a business risk in spending 1000 pounds a year, because we believe that gardens, parks, bowling greens and so forth have an uplifting influence on the people, and make them feel more satisfied than they are when the surroundings of their homes are dull and unattractive. (Freestone, R 1989. Model Communities; The garden city movement in Australia. Nelson )

### HISTORY OF PLACE

In 1909, McKay commissioned S.G Thompson to prepare the site and a Mr Horsfall, of whom little is known, drew plans. He is described as "a well known landscape gardener from Ballarat" (Sunshine Advocate, 11th May 1934, pg. 1) The first year was spent filling and levelling the site. There is no record of the original layout of the Gardens. McKay donated land for the establishment of church buildings beside Anderson Road, and the first weatherboard church was dedicated on 9th October 1910.

By 1917, it is recorded that the Gardens included: a pavilion for the bowling green, construction of a timber pavilion adjacent to Anderson Road, gravel walks, shrubberies, flower beds, grass plots, a bandstand and a tennis court with a small shelter. All this early work was developed under the supervision of Mr Thompson. The Sunshine Gardens, were held in high regard by the local residents and workers associated with the Sunshine Harvester Works. The reputation of the Gardens rested on the framework provided by the trees and hedges, and the layout of the lawns and flower beds. The mass bedding of annuals and perennials was spectacular, with particular emphasis on the variety and quality of chrysanthemums. The Gardens were used for lunch by the workers; but also by the general community for picnics, open-air concerts and for general relaxation. During the "flu epidemic of 1918-1919, the church services were held in the Garden. It claimed 11, 989 Australian lives and the Australian Community were advised not to attend public meetings or gatherings in an enclosed

building because of the risk of infection.

During the years associated with the First World War (1914 – 1918), McKay held an annual carnival for war charities on Chaplin Reserve- where two old electric trams served as pavilions. It is understood that the trams came from the first electric tramway in Australia. H.V McKay had bought the trams and had the motors removed for use in the factory. In the early 1920s, local enthusiastic gardeners founded the Sunshine Horticultural Society. The bandstand in the Sunshine Gardens was a popular venue for the local bands, including the Sunshine Harvester Works Pipe Band, which played in the Sunshine Gardens and for public functions in other venues. At this time, the gateposts at the northern end of the Gardens were installed. They include a pair of hand sculptured gate posts of bluestone and have a Gothic Design. McKay's father (Nathaniel McKay, a stonemason) crafted them for the Scots Church, Collins Street, Melbourne. The gates were first moved to Sunshine during the 1920s, and placed in front of the office at the Harvester Works. Later, the gates were relocated to the northern entrance of the Sunshine Gardens, and supported by the addition of the two concrete pillars.

The period from 1909 to 1926 represents the development of the Gardens during the lifetime of H.V McKay. During this period, a large number of workers and their families were supported by the employment at the Sunshine Harvester Works. It is inevitable that the Sunshine Gardens, and the development of Sunshine itself, were used by McKay to promote the settlement of a harmonious group of people in an otherwise bland and exposed environment on the basalt plains. It is a tribute to McKay's foresight as an industrial entrepreneur that he should use the English model of the "œgarden city", and that he supported financially not only the infrastructure, but the lifestyle of the community as well. In many respects, the H.V McKay Memorial Gardens are an excellent tribute to these endeavours.

To fit in with the jubilee of the Harvester Works and the Centenary of Victoria (1934), special preparations were made in the gardens. At the north end, near Anderson Road, a number of trees were removed, new flowerbeds were constructed and gravel paths made. A rustic arbor seat and several pergolas were built and these were planted with suitable foliage. "Thousands of seed of all descriptions never before seen in the gardens were being raised", commented CG Carlton in the Sunshine Advocate, "and will be replanted in time for full blooming in October". The seed was imported from Sutton's, the world famous English firm.

In his informative article, Carlton traced the history of the gardens and wrote:

"It has been stated in authoritative quarters that from quality the Sunshine Gardens is not far from the top suburban gardens. In no part of Australia is a public garden provided by private enterprise, as is the case with the Sunshine Gardens. To say that the cost of the formation and upkeep has cost the McKay family 20,000 pounds would be to quote a low figure. Harmony in colour is the keynote, and this year Mr Willan and his staff have excelled themselves. Chrysanthemums, in some instances, ten inches across, are blended in magnificent colourings and the beautiful border plants, combined with the green carpet like lawn, make an entrancing scene. There are over 400 pot plants of all descriptions in the green house. (8)

Harold Gray held the position of curator from 1939-50, replacing James Willan. Gray was a relative of Curator Gray of the Kyneton Botanic Gardens. Photographs taken in the 1940s show the glasshouse, neat gravel paths with tufa edging, well-kept lawns and the initial tree plantings maturing. Control of the McKay Gardens was transferred to the newly established City of Sunshine in October 1953, with the one condition that it preserve the gardens and allow the Bowling Club occupancy of the Bowling Green. A year later the Hugh V McKay Memorial Fund funded gates as a memorial to McKay, with a site in Barclay Reserve, opposite the northern entrance to Sunshine Gardens in mind. The surviving McKay children wrote to the council saying that whilst they did not wish to comment directly on the issue, they felt that;

"Fathers memorial is here in Sunshine already: It is our hope that the gift of the Sunshine Gardens by HV McKay Harris Pty Ltd to the City would perhaps be marked by a decision of your council to regard them as "The HV McKay Memorial Gardens". Such a decision, we have reason to believe, would be welcomed by the Directors of the Company, but neither we nor they feel that the gift should be made with any such condition. The Gates, for which the money has been so generously subscribed by the people of Sunshine, could be suitably placed as a principal feature of such a memorial."

Hence, the Council resolved in October 1953 to erect the gates at Barclay Reserve and to also rename the Sunshine Gardens "The HV McKay Memorial Gardens."

In 1961 the Sunshine Presbyterian Church sought to erect a new presbytery on land in the gardens north of the Church. A permit was issued in 1962 and a residence erected.

The early design and development of the Gardens resulted in a public park that was a focus of civic pride. The

general appearance and layout was typical of the 'Gardenesque' style that was common to municipal parks and gardens developed in Melbourne from the turn of the century. In this sense, the term 'Gardenesque' refers to the use of sweeping lawns, garden beds for massed and colourful floral display, curvilinear paths and specimen trees through the lawn.

Tree plantings are the major feature remaining from the early period of development as well as the conservatory and some sections of early path layout (notably along the railway and southern boundaries).

In more recent years a number of works have been carried out and these include in chronological order:

1960 bowling club extended to its present size; original tennis court removed

1970's large introduction of Australian shrubs, many paths grassed over and a new rockery established.

1975 Concrete paths installed under RED scheme, works area re-organised and unrestricted public access to glasshouse permitted

1977 demolition of curator's residence

1980's introduction of rose beds at northern end of gardens

1998 Conservatory was destroyed in fire.

Associated People: HV McKay

## **Extent of Registration**

1. The footbridge and gates as shown on diagram 1953 held by the Executive Director

2. All of the land L1as shown on diagram 1953 held by the Executive Director

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

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

# Victorian Heritage Database Report

Report generated 29/11/18

HERITAGE  
COUNCIL  
VICTORIA  
HERITAGE  
COUNCIL  
VICTORIA

## JOHN DARLING AND SON FLOUR MILL



JOHN DARLING AND SON FLOUR  
MILL SOHE 2008



john darling & son flour mill albion view  
of property



john darling & son flour mill albion  
delivery building



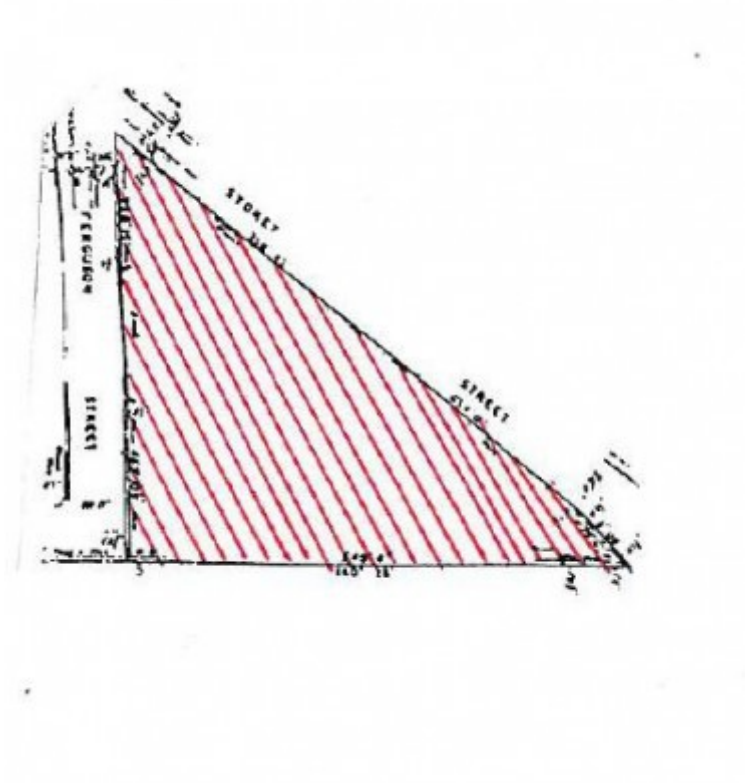
john darling & son flour mill albion front  
view



john darling & son flour mill albion silos



1 john darling & son flour mill albion view  
from railway line



H0829 H0829 plan

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**Location**

74 SYDNEY STREET ALBION, Brimbank City

**Municipality**

BRIMBANK CITY

**Level of significance**

Registered

**Victorian Heritage Register (VHR) Number**

H0829

**Heritage Overlay Numbers**

HO4

## VHR Registration

January 23, 1991

## Heritage Listing

Victorian Heritage Register

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## Statement of Significance

Last updated on - July 1, 1999

Statement of Significance.

Source: *Report to Minister.*

1. The John Darling & Son Flour Mill is historically significant in being representative of the development of the flour industry in Victoria.
2. The mill is architecturally significant because the unusual T-shaped plan reflects the division of the milling process: the wheat cleaning/packing operations taking place in the short section of the T, and the milling itself taking part in the long section of the T.
3. The red brick mill building with its tower, signage parapets, cornice, and distinctive gable ends is perhaps the most elaborate brick mill of the early twentieth century in Victoria, is substantially intact and in very good condition.
4. The mill has had a strong association with the Darling family, a family who had a considerable influence on the flour milling industry, not only in Victoria but also in other states of Australia.
5. The mill has also been associated with an important part of the state's industrial development, and with HV McKay and his dream to establish an 'industrial garden city', the 'Birmingham of Australia', at Sunshine.
6. The mill is historically important too because it contains machinery which provides evidence of a material cultural kind, documenting the development of the flour milling process over the last 70 years.
7. The store and amenities building (1926), office and laboratory (1950's and 1971 and 1973), former workshop (1960's and 1981), maintenance depot (1981) and other buildings and structures on the site are important buildings associated with the mills itself, contributing to an understanding of the flour milling process. However, whilst they form contributory elements with in the John Darling & Son flour mill complex, individually they are not of architectural or historic significance in themselves.

Construction dates        1922,

Heritage Act Categories    Heritage place,

Hermes Number            16

Property Number

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## **Extent of Registration**

### AMENDMENT OF REGISTER OF HISTORIC BUILDINGS

Historic Building No. 829-

John Darling and Son Flour Mill, 74 Sydney Street, Albion, City of Sunshine.

(The building known as the John Darling and Son Flour Mill and two silo blocks and the whole of the land entered in the Register Book Certificate of Title Volume 4445, Folio 933, as shown hatched on Plan A, endorsed by the Chairperson, Historic Buildings Council, and held by the Director, Historic Buildings Council.)

[*Victoria Government Gazette* No. G3 23 January 1991 p.137]

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

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



# Heritage Inventory Site Report

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**Heritage Inventory Number:** H7822-0841

**Name** SUNSHINE STATION RAIL RESERVE  
**Address** 75 DERBY ROAD SUNSHINE, BRIMBANK CITY  
**Latitude** -37.78929  
**Longitude** 144.83213

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## CURRENT SITE DESCRIPTION

Rail reserve to the south west of the mainline and station.

## KEYWORDS AND THEMATIC FRAMEWORK CATEGORIES

late 19th century; mid 20th century; sub-surface; non-urban; transport; commercial;

## ASSOCIATED SITES

Railway Station Estate HO25

## PLACE HISTORY

Wright and Edwards had a carriage works from the late 1880s until they went into liquidation in 1891, the north east corner of which lay within the rail reserve. Their factory buildings were dismantled and moved in 1897. The Sunshine pottery works was established nearby in 1916, Derby Road forming its northern extent.

A 1946 aerial photograph of Sunshine Station and the rail tracks to its south east shows a row of buildings within the site. These appear fairly insubstantial and were probably temporary structures in some way associated with the military.

## SITE SUMMARY

Evidence from aerial photographs demonstrates that the north eastern corner of Wright and Edwards' carriage works extended into the site, and it is likely that activity relating to the Sunshine Pottery works, probably including the dumping of material, also extended into the site.

The probable military buildings erected near to the rail tracks are shown on the photographs to have been backed by cultivated ground and vehicle tracks which may have removed evidence of previous activity. A nissen type metal structure beyond the northern edge of the site, which is currently occupied by a smash repair shop, is further evidence of military activity at what was likely an important transport node during the Second World War.

## ARCHAEOLOGICAL CONDITION

Medium

## ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

# Heritage Inventory Site Report

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## Historical Significance :

The site is of historical significance in relation to large scale industrial activity in Sunshine and owing to its proximity to the railway, an important focus of this industry.

## ARCHAEOLOGICAL SIGNIFICANCE

A mound of bluestone and concrete rubble that was identified on the site in 2005 and suggested as the site of a goods shed had been removed prior to the 2010 survey, and piles of dumped material at the south eastern end of the site indicate a degree of recent disturbance.

It is possible that the remains of basic timber foundations relating to the buildings shown in 1946 survive within the site, together with fragmentary evidence of previous activity.

## USE

Rail reserve

## THREATS

Possible railway expansion or sale for development.

## RECORDING ARCHAEOLOGIST

Recorded by Context - I Travers on 2010-02-02



## Heritage Inventory Site Card

Site Card must be completed in conjunction with the *Guidelines for Conducting Historical Archaeological Surveys* at [www.heritage.vic.gov.au](http://www.heritage.vic.gov.au).

**1. Place**

Name Sunshine Station Rail Reserve

Other/former names SUNSHINE STATION ASSOCIATED WORKS AND INDUSTRIES

Current site description RAIL RESERVE TO THE SOUTH WEST OF THE MAINLINE AND STATION. MAPS AND AERIAL PHOTOGRAPHS SHOW THIS TO HAVE BEEN THE SITE OF PART OF A CARRIAGE WORKS AND POTTERY FACTORY, AND OF TEMPORARY MILITARY STRUCTURES IN THE MID 20<sup>TH</sup> CENTURY. THE SITE IS RELATIVELY UNDISTURBED

**2. Current statutory listing**

Victorian Heritage Register Number

Heritage Overlay Number

**3. Suggested protection**

Victorian Heritage Register

Heritage Overlay, Local Planning Scheme

**4. Archaeological description**

Surface cultural material  
 Features  
 Artefacts / Artefact scatter

Sub-surface cultural deposits  
 Disturbance  
 Test Excavation

Archaeological potential

**5. Archaeological significance**

High       Medium       Low       None       Unknown

**6. Location**

Site location (where known) Rail reserve to the south of Sunshine Station

Street number      Street Derby Street

Suburb Sunshine      State Vic      Postcode

Local Government Area Brimbank.

Full AMG co-ordinates (must be AGD 66) Easting 309112 Northing 5815042  
309119 5815039

Mapsheet name and number (1:100,000 only) .....

**7. Cadastral location**

County Bourke      Parish Derrimut      Township  
 Section      Allotment      SPI

**8. Indigenous values**

Site has known Indigenous values Victorian Aboriginal Heritage Register Number

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**9. Associated sites** (Inventory, VHR, HO or other)

Railway Station Estate HO25

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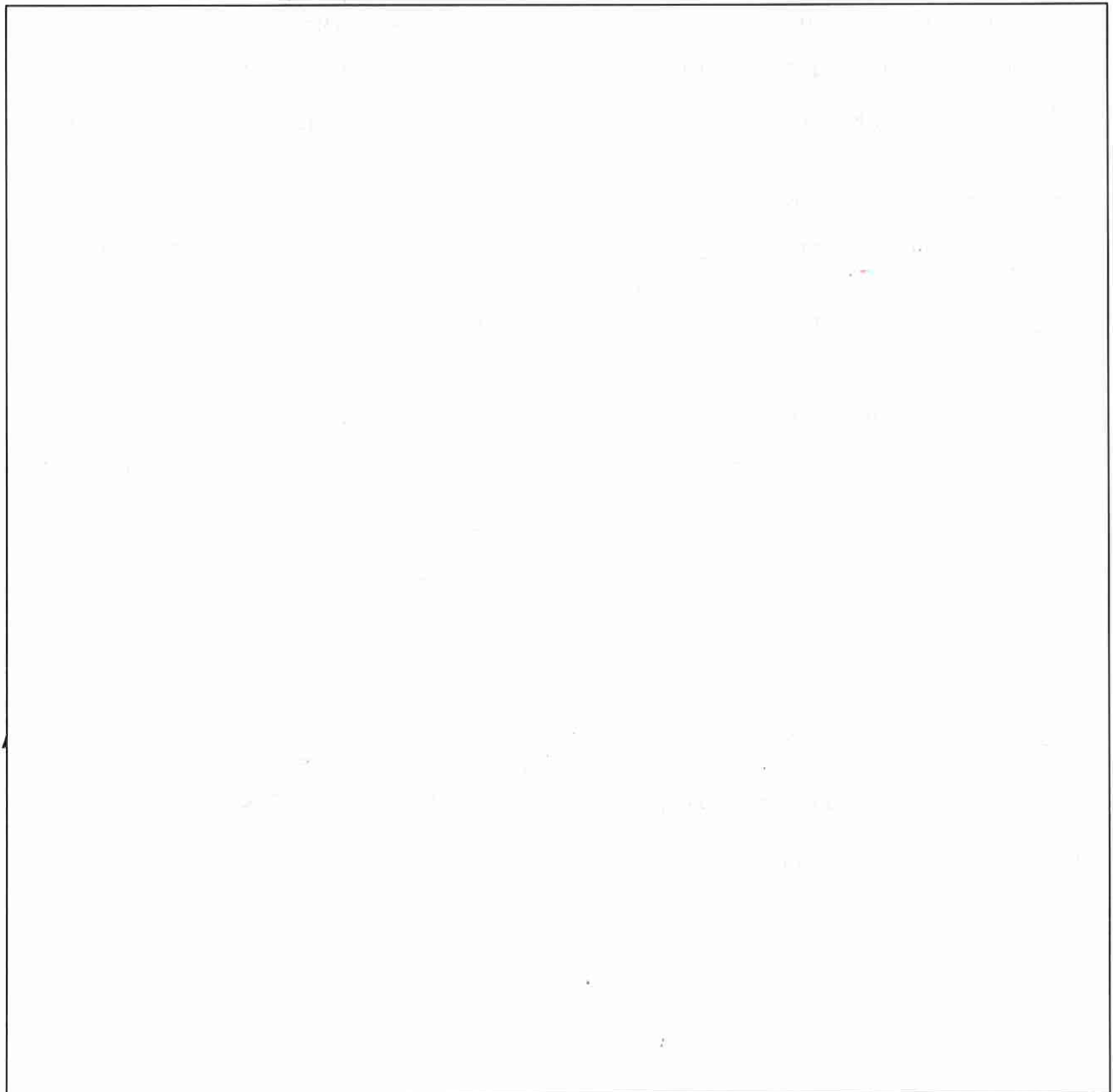
**10. Keywords** (around five keywords – first 3 columns should be completed where known)

- |   |   |  |   |  |
|---|---|--|---|--|
| <input type="checkbox"/> early 19 <sup>th</sup> century           | <input checked="" type="checkbox"/> sub-surface | <input type="checkbox"/> urban               | <input type="checkbox"/> pastoral             | <input type="checkbox"/> domestic                |
| <input type="checkbox"/> mid 19 <sup>th</sup> century             | <input type="checkbox"/> surface                | <input checked="" type="checkbox"/> regional | <input type="checkbox"/> agricultural         | <input type="checkbox"/> industrial              |
| <input checked="" type="checkbox"/> late 19 <sup>th</sup> century | <input type="checkbox"/> disturbed              | <input type="checkbox"/> remote              | <input type="checkbox"/> timber               | <input checked="" type="checkbox"/> commercial   |
| <input type="checkbox"/> early 20 <sup>th</sup> century           |   | <input type="checkbox"/> coastal             | <input type="checkbox"/> mining               | <input type="checkbox"/> religious               |
| <input checked="" type="checkbox"/> mid 20 <sup>th</sup> century  |   |  | <input checked="" type="checkbox"/> transport | <input type="checkbox"/> maritime infrastructure |
| <input type="checkbox"/> mid-late 20 <sup>th</sup> century        |   |  | <input type="checkbox"/> communication        | <input type="checkbox"/> civic                   |
- 

**11. Plan of site**

Separate plan attached

Scale 1:



**12. Place history** (attach sheet if necessary)

Wright and Edwards had a carriage works from the late 1880s until they went into liquidation in 1891, the north east corner of which lay within the rail reserve. Their factory buildings were dismantled and moved in 1897. The Sunshine pottery works was established nearby in 1916, Derby Road forming its northern extent.

A 1946 aerial photograph of Sunshine Station and the rail tracks to its south east shows a row of buildings within the site. These appear fairly insubstantial and were probably temporary structures in some way associated with the military.

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H7822-0841	Relevant Heritage Victoria Themes:
	3.3 Linking Victorians by rail
	5.7 Working
	7.4 Defending Victoria and Australia

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**13. Interpretation of site** (Include phases in the development of the site, functions and activities represented)

Evidence from aerial photographs demonstrates that the north eastern corner of Wright and Edwards' carriage works extended into the site, and it is likely that activity relating to the Sunshine Pottery works, probably including the dumping of material, also extended into the site.

The probable military buildings erected near to the rail tracks is shown on the photographs to have been backed by cultivated ground and vehicle tracks which may have removed evidence of previous activity. A nissen type metal structure beyond the northern edge of the site, which is currently occupied by a smash repair shop, is further evidence of military activity at what was probably an important transport node during the Second World War.

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**14. Assessment of archaeological significance**

A mound of bluestone and concrete rubble that was identified on the site in 2005 and suggested as the site of a goods shed had been removed prior to the 2010 survey, and piles of dumped material at the south eastern end of the site indicate a degree of recent disturbance.

It is possible that the remains of basic timber foundations relating to the buildings shown in 1946 survive within the site, together with fragmentary evidence of previous activity.

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**15. Assessment of cultural heritage significance**

Statement of Significance attached

Historical significance

The site is of historical significance in relation to large scale industrial activity in Sunshine, and owing to its proximity to the railway, an important focus of this industry.

*from late 19th - mid 20th c.*

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Scientific significance

The site may contain sub-surface deposits which help to cast light on the role of this area in the industrial development of Sunshine from the late 19<sup>th</sup> century to the middle of the 20<sup>th</sup> century.

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Aesthetic significance

n/a.....

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Social or spiritual significance

n/a.....

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**16. Present use**

The site is currently rail reserve.

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**17. Threats**

Possible railway expansion or sale for development.

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**18 References/ Informants**

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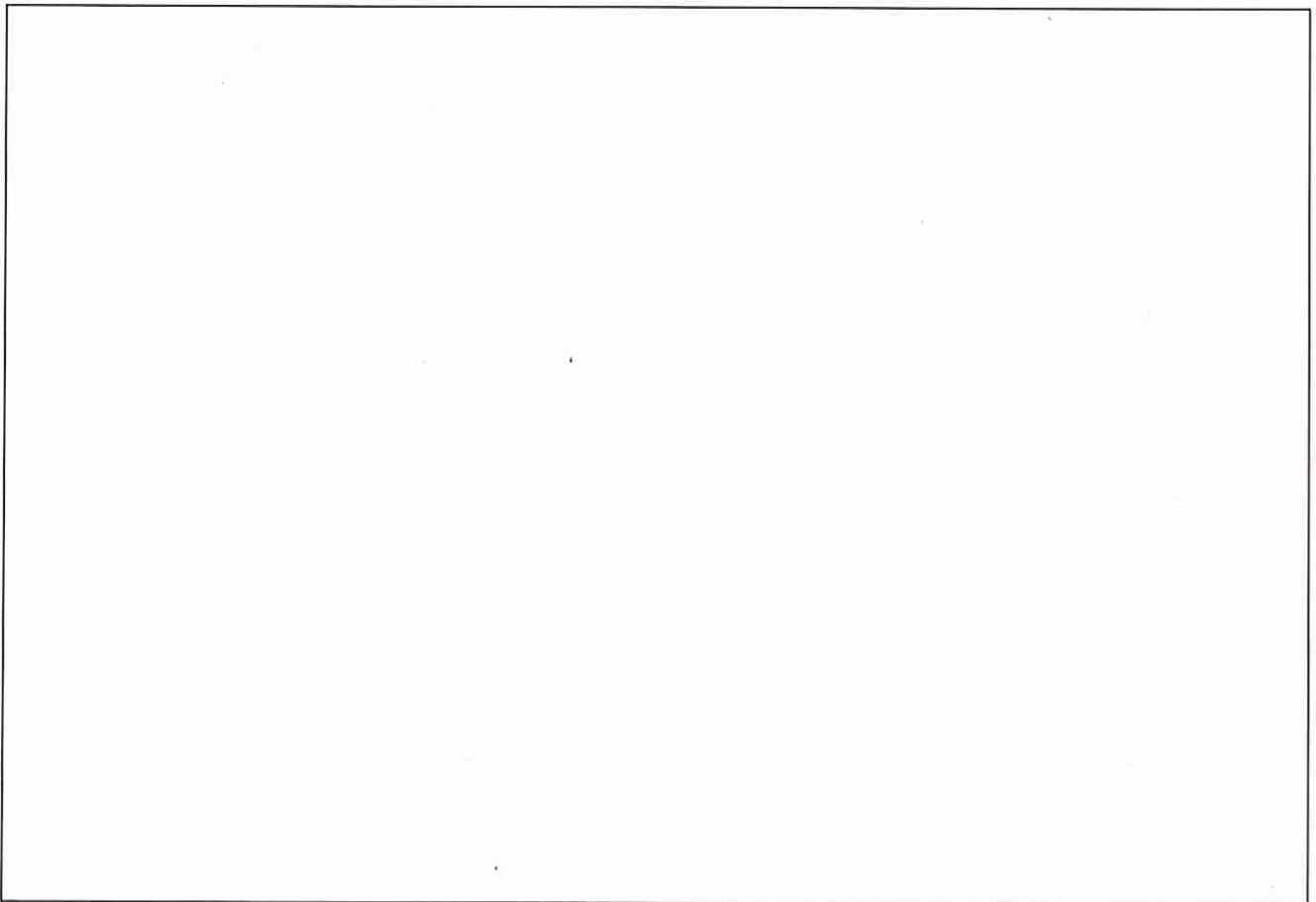


19. Photographs of site (attach to a separate sheet of necessary)

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20. Map showing location of site

Scale 1:



Directions for relocation

The site can be accessed, with the permission of VicTrack, via a gate at the east end of Derby Road.  
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**21. Owner & Occupier Details**

Agency VicTrack

Owner's name

Contact name Arash Ahmadi, Technical/Support Engineer

Postal address GPO Box 1681, Melbourne VIC 3001

Telephone 03 9619 8861

Facsimile 03 9619 8800

Email address .Arash.Ahmadi@VICTRACK.com.au

Occupier's name

Postal address

Telephone

Facsimile

Email address

Recording Archaeologist Ian Travers (obo Heritage Victoria - Outer Western Metro Site Reassessment)

Company name Context Pty Ltd..... Date recorded 02.../...02.../...2010...

Other Comments:

**Return completed Site Cards to Heritage Victoria, archaeology.admin.vic.gov.au or PO Box 2392, Melbourne 3001**

<b>Office Use Only</b>	
File Numbers .....	Associated Consent numbers ..... <i>C562</i> .....

*Any personal information about you or a third party in your correspondence will be collected, held, managed, used, disclosed or transferred in accordance with the provisions of the Information Privacy Act 2000 (Vic) and applicable laws. Enquiries about access to information about you held by the Department should be directed to the Privacy Officer, Department of Planning and Community Development, PO Box 2392, Melbourne, VIC 3001.*

*Notwithstanding the above, please note that information provided to enable the administration of the Heritage Act 1995 may be disclosed to persons with an interest in the heritage place or object particularly, and information provided as part of a permit*





1. Nissen type building to the north of the site, looking north



2. The site, looking north



2. The site, looking south east from Derby Road



3. Piled material at the south eastern end of the site, looking east

H7822-0841

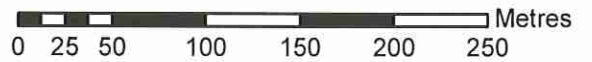
Photograph numbers correspond with site plan



**HI no: H7822 0841**  
**Project Code:**  
**Site Name: Sunshine Station**



Datum: WGS84  
 Site centred on: 37 47.425S 144 50.003E



**Production Notes:**  
 Survey undertaken by Context Pty Ltd, 2/2/10  
 Map produced by Jon Sterenberg  
 250k Street map produced courtesy of Geoscience Australia

- 1 Nissen Type Building**
- 2 Site**
- 3 Piled Material**

**Approximate Site Location**



Image Copyright State Government of Victoria

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Heritage VICTORIA

# Heritage Inventory: Archaeology Site Record

Site name: Sunshine Station associated works & industries

Site type  Civic  Commercial  Industrial  Domestic  Maritime  
 Rural  Religious  Military  Other (specify) .....

Listings  National Estate .....  Heritage Register .....  National Trust .....  
 AAV Record .....  Planning Scheme .....  Other (specify) .....

## Location

Full AMG co-ordinates (Scale 1:25,000) E <sup>100K</sup> 309119 N <sup>100K</sup> 5815039

Map name and number 7822 Melbourne Scale 1:100,000

## Cadastral location

County Bourke Allotment ..... Block .....

Parish Derrimut Parcel P .....

Local government area Brimbank

## Description of site

Brief description of site mound rubble identified during survey  
other features are possibly sub-surface identified  
through hist research

Key components of site Mound of bluestone & cement - possible building  
- includes part of Land of Wright & Edwards Ltd - backs  
onto Sunshine potteries - possible rubbish tip - Temporary  
housing identified on aerial photograph.

Condition poor - possibly sub-surface

Present use Rail reserve Threats rail works

Statement of significance .....

Recorded by Lydia Matthews Date 22/9/05



**Plan of site**



Scale 1:



Figure 4 Historical features on 1946 Aerial photograph of Sunshine Station

BRISBANE RESEARCH Pty Ltd  
20 Blake Street  
Melbourne VIC 3000  
Phone: 03 9412 1234  
Fax: 03 9412 1235  
www.brisbaneresearch.com.au



**List all features noted on plan of site**

- site

(Indicate site boundary, relative location of important features, prominent landmarks, etc.)

An area of rail reserve south east of Sunshine station. The area includes a mound that was identified during the survey, consisting of concrete and bluestone rubble. A 1946 aerial photograph of Sunshine Station and the rail tracks south east of the station identifies areas that are likely to contain archaeological material. A row of buildings can be seen on the aerial photograph. The site of the Sunshine Pottery Works bordered by Derby Road to the north, the rail reserve to the east and Thorpe Street to the west can also be located in the aerial photograph. Further south east of the station, the original fenceline for the Wright and Edwards Ltd property can be identified, the north east corner of which protrudes well into the rail reserve.

**Interpretation of site**

The mound may have been a goods shed. The buildings appear to be temporary military buildings that were quite common around Victoria after World War 2. The buildings were erected near the tracks and are probably in some way associated with the military. It is unlikely that there will be much evidence left in the rail reserve of these buildings, maybe just some basic timber foundations. The land behind the buildings looks cultivated and access tracks around the buildings can also be identified in the photograph. It is likely that archaeological deposits from the Sunshine Pottery works may be found in the rail reserve, probably the pottery works used an area of the rail reserve for their dump. The north east corner of Wright and Edwards carriage works is within the rail reserve.

**Photograph of site**



**History of site**

Wright and Edwards had a carriage works business from the late 1880s until they went into liquidation in 1891. The factory buildings were dismantled and moved in 1897. The Pottery works were established in 1916. The temporary housing is probably from around 1945.

**Informants, other information and references**

Gary Vines - Biosis Research

HV # 2539

**Map showing location of site**

Scale 1:



**Directions for relocation and access**

End of Derby Rd enter rail reserve @ Sunshine

**Owner/occupier details**

Private

Crown

Agency *c/of DOI*

Owner's name

Contact name

Postal address

Postal address

Postcode

Postcode

Telephone

Facsimile

Telephone

Facsimile

**Occupier (if applicable)**

Occupier's name

Postal address

Postcode

Telephone

Facsimile

**Office use only**

Report No

File No

Consent No

Artefacts

Location

Plan No

Inspection dates

Photo No

AHC Site Type



## Heritage Inventory Site Card

Site Card must be completed in conjunction with the *Guidelines for Conducting Historical Archaeological Surveys* at [www.heritage.vic.gov.au](http://www.heritage.vic.gov.au).

### 1. Place

Name Sunshine Station Rail Reserve

Other/former names SUNSHINE STATION ASSOCIATED WORKS AND INDUSTRIES

Current site description RAIL RESERVE TO THE SOUTH WEST OF THE MAINLINE AND STATION. MAPS AND AERIAL PHOTOGRAPHS SHOW THIS TO HAVE BEEN THE SITE OF PART OF A CARRIAGE WORKS AND POTTERY FACTORY, AND OF TEMPORARY MILITARY STRUCTURES IN THE MID 20<sup>TH</sup> CENTURY. THE SITE IS RELATIVELY UNDISTURBED

### 2. Current statutory listing

Victorian Heritage Register Number

Heritage Overlay Number

### 3. Suggested protection

Victorian Heritage Register

Heritage Overlay, Local Planning Scheme

### 4. Archaeological description

Surface cultural material

Features

Artefacts / Artefact scatter

Sub-surface cultural deposits

Disturbance

Test Excavation

Archaeological potential

### 5. Archaeological significance

High

Medium

Low

None

Unknown

### 6. Location

Site location (where known) Rail reserve to the south of Sunshine Station

Street number Street Derby Street

Suburb Sunshine

State Vic

Postcode

Local Government Area Brimbank.

Full AMG co-ordinates (must be AGD 66) Easting 309112 309119 Northing 5815042 5815039

Mapsheet name and number (1:100,000 only) .....

### 7. Cadastral location

County Bourke

Parish Derrimut

Township

Section

Allotment

SPI

**8. Indigenous values**

Site has known Indigenous values Victorian Aboriginal Heritage Register Number

---

**9. Associated sites** (Inventory, VHR, HO or other)

Railway Station Estate HO25

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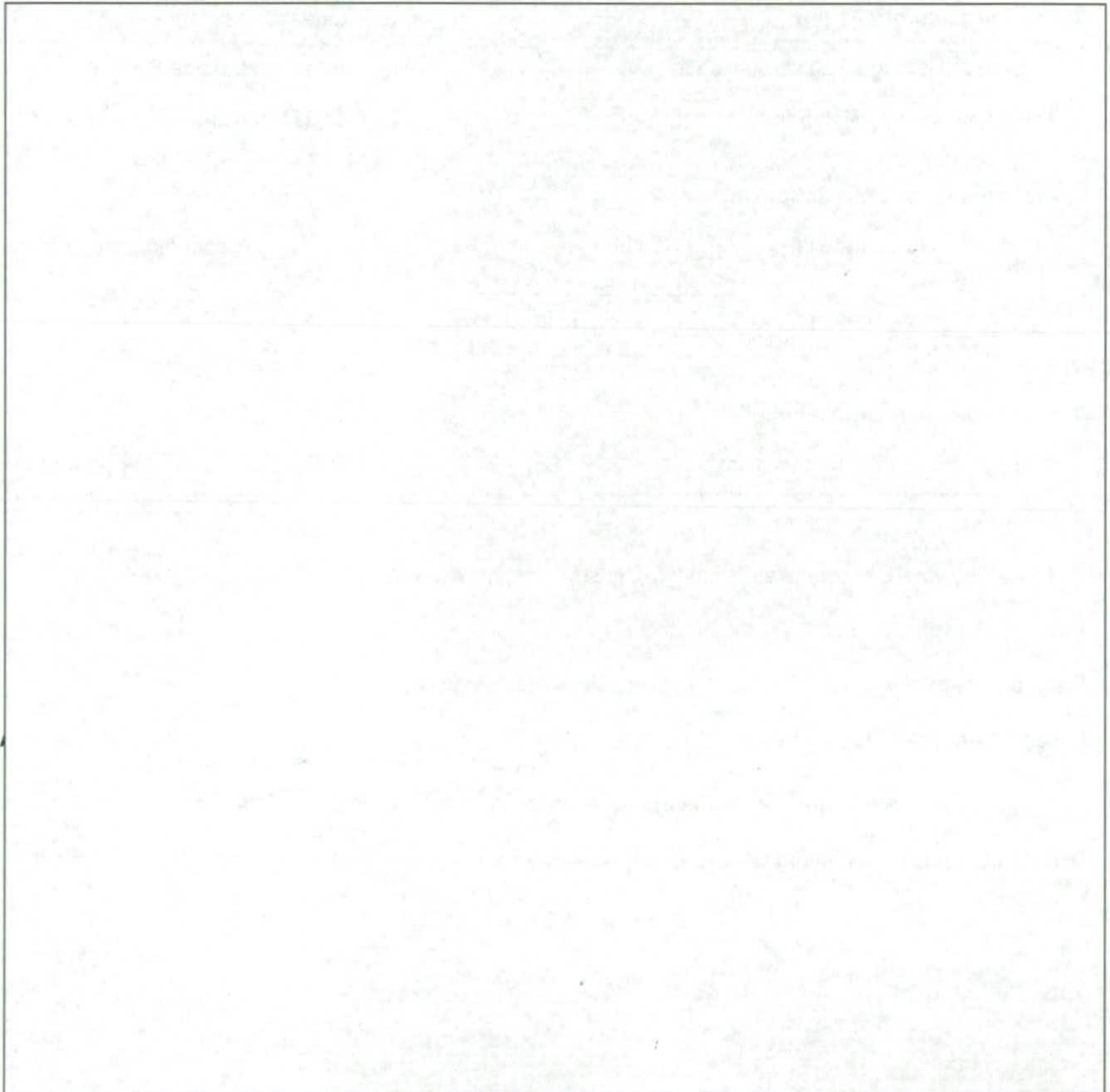
**10. Keywords** (around five keywords – first 3 columns should be completed where known)

- |   |   |  |   |  |
|---|---|--|---|--|
| <input type="checkbox"/> early 19 <sup>th</sup> century           | <input checked="" type="checkbox"/> sub-surface | <input type="checkbox"/> urban               | <input type="checkbox"/> pastoral             | <input type="checkbox"/> domestic                |
| <input type="checkbox"/> mid 19 <sup>th</sup> century             | <input type="checkbox"/> surface                | <input checked="" type="checkbox"/> regional | <input type="checkbox"/> agricultural         | <input type="checkbox"/> industrial              |
| <input checked="" type="checkbox"/> late 19 <sup>th</sup> century | <input type="checkbox"/> disturbed              | <input type="checkbox"/> remote              | <input type="checkbox"/> timber               | <input checked="" type="checkbox"/> commercial   |
| <input type="checkbox"/> early 20 <sup>th</sup> century           |   | <input type="checkbox"/> coastal             | <input type="checkbox"/> mining               | <input type="checkbox"/> religious               |
| <input checked="" type="checkbox"/> mid 20 <sup>th</sup> century  |   |  | <input checked="" type="checkbox"/> transport | <input type="checkbox"/> maritime infrastructure |
| <input type="checkbox"/> mid-late 20 <sup>th</sup> century        |   |  | <input type="checkbox"/> communication        | <input type="checkbox"/> civic                   |
- 

**11. Plan of site**

Separate plan attached

Scale 1:



**12. Place history** (attach sheet if necessary)

Wright and Edwards had a carriage works from the late 1880s until they went into liquidation in 1891, the north east corner of which lay within the rail reserve. Their factory buildings were dismantled and moved in 1897. The Sunshine pottery works was established nearby in 1916, Derby Road forming its northern extent.

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H7822-0841	Relevant Heritage Victoria Themes:
	3.3 Linking Victorians by rail
	5.7 Working
	7.4 Defending Victoria and Australia

---

**13. Interpretation of site** (Include phases in the development of the site, functions and activities represented)

Evidence from aerial photographs demonstrates that the north eastern corner of Wright and Edwards' carriage works extended into the site, and it is likely that activity relating to the Sunshine Pottery works, probably including the dumping of material, also extended into the site.

The probable military buildings erected near to the rail tracks is shown on the photographs to have been backed by cultivated ground and vehicle tracks which may have removed evidence of previous activity. A nissen type metal structure beyond the northern edge of the site, which is currently occupied by a smash repair shop, is further evidence of military activity at what was probably an important transport node during the Second World War.

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#### 14. Assessment of archaeological significance

A mound of bluestone and concrete rubble that was identified on the site in 2005 and suggested as the site of a goods shed had been removed prior to the 2010 survey, and piles of dumped material at the south eastern end of the site indicate a degree of recent disturbance.

It is possible that the remains of basic timber foundations relating to the buildings shown in 1946 survive within the site, together with fragmentary evidence of previous activity.

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**15. Assessment of cultural heritage significance**

Statement of Significance attached

Historical significance

The site is of historical significance in relation to large scale industrial activity in Sunshine, and owing to its proximity to the railway, an important focus of this industry.

*from late 17th - mid 20th c.*

Scientific significance

The site may contain sub-surface deposits which help to cast light on the role of this area in the industrial development of Sunshine from the late 19<sup>th</sup> century to the middle of the 20<sup>th</sup> century.

Aesthetic significance

n/a

Social or spiritual significance

n/a

---

**16. Present use**

The site is currently rail reserve.

---

**17. Threats**

Possible railway expansion or sale for development.

---

**18 References/ Informants**

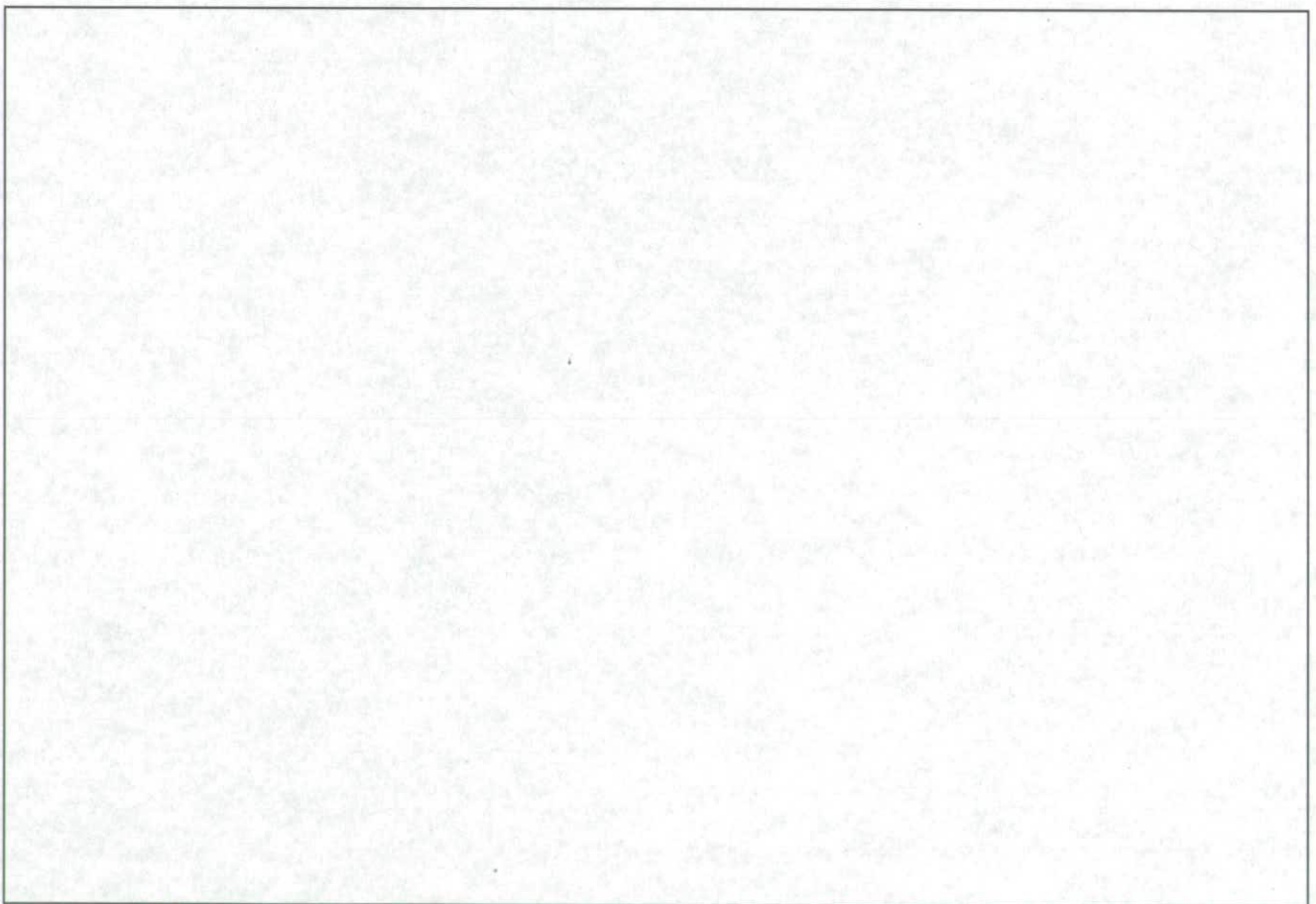


19. Photographs of site (attach to a separate sheet of necessary)

---

20. Map showing location of site

Scale 1:



Directions for relocation

The site can be accessed, with the permission of VicTrack, via a gate at the east end of Derby Road.

.....

**21. Owner & Occupier Details**

Agency VicTrack

Owner's name

Contact name Arash Ahmadi, Technical/Support Engineer

Postal address GPO Box 1681, Melbourne VIC 3001

Telephone 03 9619 8861

Facsimile 03 9619 8800

Email address .Arash.Ahmadi@VICTRACK.com.au

Occupier's name

Postal address

Telephone

Facsimile

Email address

Recording Archaeologist Ian Travers (obo Heritage Victoria - Outer Western Metro Site Reassessment)

Company name Context Pty Ltd..... Date recorded 02.../...02.../...2010...

Other Comments:

**Return completed Site Cards to Heritage Victoria, archaeology.admin.vic.gov.au or PO Box 2392, Melbourne 3001**

<b>Office Use Only</b>	
File Numbers .....	Associated Consent numbers <u>CS62</u> .....

*Any personal information about you or a third party in your correspondence will be collected, held, managed, used, disclosed or transferred in accordance with the provisions of the Information Privacy Act 2000 (Vic) and applicable laws. Enquiries about access to information about you held by the Department should be directed to the Privacy Officer, Department of Planning and Community Development, PO Box 2392, Melbourne, VIC 3001.*

*Notwithstanding the above, please note that information provided to enable the administration of the Heritage Act 1995 may be disclosed to persons with an interest in the heritage place or object particularly, and information provided as part of a permit*

application may be made available on-line where the application has been publicly advertised under section 68 of the Heritage Act 1995.





1. Nissen type building to the north of the site, looking north



2. The site, looking north



2. The site, looking south east from Derby Road



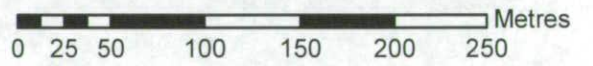
3. Piled material at the south eastern end of the site, looking east

H7822-0841

Photograph numbers correspond with site plan



Datum: WGS84  
 Site centred on: 37 47.425S 144 50.003E



**Production Notes:**  
 Survey undertaken by Context Pty Ltd, 2/2/10  
 Map produced by Jon Sterenberg  
 250k Street map produced courtesy of Geoscience Australia

- 1 Nissen Type Building**
- 2 Site**
- 3 Piled Material**

● Approximate Site Location

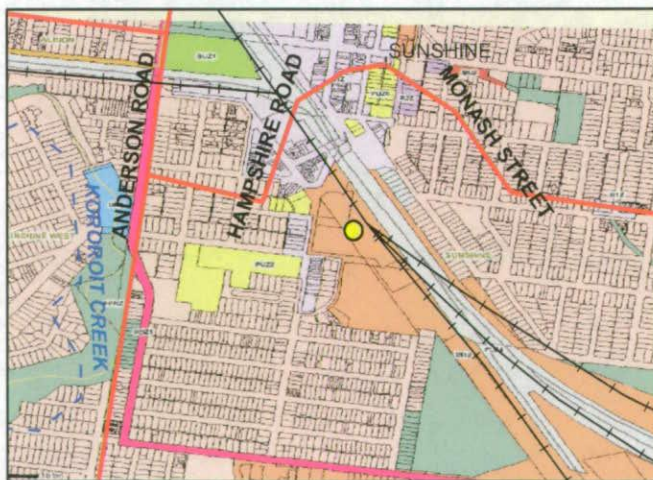


Image Copyright State Government of Victoria

Victorian Heritage Database Report  
**Albion VR, D.C. sub station**

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**Location:**

Talmage Street,ALBION

**Heritage Status / Level of Significance:**

Included in Heritage Overlay

**Heritage Inventory (HI) Number:**

**Listing Authority:** HI

## Heritage Overlay Number: HO028

### Statement of Significance:

#### Statement of Significance

Of State historical and architectural significance, the Victorian Railways Substation represents a period in railway development in Victoria which was marked by large scale developments and an expression of grandeur in building design. The electrification of the system played an important role in provision of relatively economic suburban train services and was itself a measure of the optimistic embracing of new technology as the country moved into the twentieth century. When completed, this first stage of the rail network's electrification, as symbolised by this building, was among the longest electrified railways on the world. The building is also of significance to Sunshine for its brief association with the McKay harvester works as a supplier of power.

### Description

#### Description

A monumental building of Renaissance design. Red brick walls are detailed in cement render to arched window heads, cornices and stylized keystones to small rectangular ground floor windows. Some of the latter are bricked in. The structure sits on a concrete plinth. Windows are steel -framed with small panes. A curved pediment with brick parapet above crowns twin windows over the large entrance door to the machine bay, matched with similar treatment at the opposite end. The machinery hall is a huge space open to the full height of the building, but now missing all equipment. Adjoining are the switch rooms divided into three floors, with a recessed, iron-railed balcony on the first floor. Now a Maltese Cultural Centre. Peppercorn trees mark the former fenced area and the alignment of the railway sidings leading into the truck doors.

#### Condition/integrity

Recently refurbished for use by the Maltese community. Windows have been reglazed and joinery repaired. While the transformers and other fittings have long been removed, the exterior is in very original condition.

#### 4 Building settlement, towns and cities

##### 4.2 Supplying urban services

Heritage Study / Consultant	Brimbank - Brimbank City Council Post-contact Cultural Heritage Study, G. Vines, 2000; Brimbank - Melbourne Western Region Industrial Heritage Study, G. Vines & A. Ward, 1989
Construction Date Range	1919 -
Architect / Designer	
Municipality	BRIMBANK CITY
Other names	
Hermes number	106381
Property number	3

*This place/object may also be State heritage listed. Check the Victorian Heritage Database. For further details, contact the local Council or go to [Planning Schemes Online](#)*

Victorian Heritage Database Report  
**Sugar Gum row**

---



**Location:**

Talmage Street,ALBION

**Heritage Status / Level of Significance:**

Contributory

**Heritage Inventory (HI) Number:**

**Listing Authority:** HI

**Heritage Overlay Number:** HO042



**Precinct:**

McKay Housing Estate - King Edward Ave

**Statement of Significance:**

Individual place statement of significance::

These trees are significant as probably being among the last surviving remnants of H.V. McKay's original tree-planting scheme in 1907, when he first came to live in Sunshine and when he began developing his extensive Sunshine Estate. McKay's planning of the Sunshine settlement demonstrates the influence of the Garden City movement. Sunshine became a model for planning and housing theorists and reformers and was widely recognised as an important landmark in the history of town planning in Australia.

Precinct statement of significance::

The McKay housing subdivision is of national historical and social significance as the first stage of the suburb created by Australia's leading industrialist and a milestone in the development of the industrial suburb, under the influence of the Garden City movement. Sunshine became a yardstick for planning and housing reformers, with H.V. McKay being regarded as an expert on planned industrial housing. The McKay estate is of regional architectural significance as it marks a crucial phase in the development of Sunshine, housing the resident work force which promoted further industrial development.

The estate is also of historical significance in relation to H. V. McKay's important role in the history of industrial relations in Victoria and Australia, as the provision of housing for his workers was one of the arguments made by McKay in defending the Basic Wages Case which led to Justice Higgins' "Harvester Judgement".

The group of houses along Forrest Street, Ridley Street, Sydney Street, King Edward Avenue, Anderson Road, Talmage Street and Kororoit Street, represent the type of houses built either by or for company employees, foremen and managers. The houses include major remnants of the large blocks allotted to senior staff of the Sunshine Harvester Works. Most of the houses were set back on their blocks with side drives, rather than rear service lanes, giving an air of spaciousness and permitting large gardens (of which some remnants survive).

**Description**

## Description

Mature specimens in heritage precinct. The road reserve, adjoining Talmage Street, contains a row of tall, mature sugar gum (*Eucalyptus cladocalyx*) trees, thought to be associated with the planning of H.V. McKay's Sunshine Estate. Another row of sugar gums, nearby, are to be seen along the eastern end of King Edward Avenue, near the corner of Talmage Street. These are also likely to be surviving examples of the original plantings carried out in the early days of the McKay subdivision.

4 Building settlement, towns and cities

4.1 Planning urban settlements

Physical Conditions: Condition/integrity

Good, though the original context of large McKay houses, especially H.V. McKay's house, 'The Gables', has now disappeared.

Heritage Study / Consultant	Brimbank - Brimbank City Council Post-contact Cultural Heritage Study, G. Vines, 2000
Construction Date Range	1920 -
Architect / Designer	
Municipality	BRIMBANK CITY
Other names	
Hermes number	106382
Property number	29

*This place/object may also be State heritage listed. Check the Victorian Heritage Database. For further details, contact the local Council or go to Planning Schemes Online*

Victorian Heritage Database Report  
**H V McKay Memorial Gates**

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**Location:**

Anderson Road; King Edward Avenue and Talmage Street, SUNSHINE

**Heritage Status / Level of Significance:**

Contributory

**Heritage Inventory (HI) Number:**

**Listing Authority: HI**

**Heritage Overlay Number: HO053**

**Precinct:**

McKay Housing Estate - King Edward Ave

**Statement of Significance:**

Individual place statement of significance::

The elaborate wrought iron gates are of regional significance for their historical association with H V McKay and his company town of Sunshine. They are also of architectural (technical design) significance as a fine example of blacksmith-forged decorative wrought iron gates. The gates were erected in memory of H.V. McKay, seventy years after the invention of the 'Sunshine Harvester'.

Precinct statement of significance::

The McKay housing subdivision is of national historical and social significance as the first stage of the suburb created by Australia's leading industrialist and a milestone in the development of the industrial suburb, under the influence of the Garden City movement. Sunshine became a yardstick for planning and housing reformers, with H.V. McKay being regarded as an expert on planned industrial housing. The McKay estate is of regional architectural significance as it marks a crucial phase in the development of Sunshine, housing the resident work force which promoted further industrial development.

The estate is also of historical significance in relation to H. V. McKay's important role in the history of industrial relations in Victoria and Australia, as the provision of housing for his workers was one of the arguments made by McKay in defending the Basic Wages Case which led to Justice Higgins' "Harvester Judgement".

The group of houses along Forrest Street, Ridley Street, Sydney Street, King Edward Avenue, Anderson Road, Talmage Street and Kororoit Street, represent the type of houses built either by or for company employees, foremen and managers. The houses include major remnants of the large blocks allotted to senior staff of the Sunshine Harvester Works. Most of the houses were set back on their blocks with side drives, rather than rear service lanes, giving an air of spaciousness and permitting large gardens (of which some remnants survive).

**Description**

Description

Previously in storage, these ornamental blacksmith-forged and manufactured gates have been re-erected within the McKay residential precinct and at the entry to the Barclay Reserve. They are in the form of a pair of vehicle gates with curved top members and twisted vertical bars, elaborated by corner scroll brackets in alternative patterns and doubled pairs at the bottom level with projecting spike finials. Square iron open posts support the main gates and the smaller side pedestrian gates. A plaque tells how the gates were originally erected by the citizens of Sunshine and the workers at the McKay plant.

8 Developing Australia's cultural life

8.7 Honouring achievement

Physical Conditions: Condition/integrity

Having recently been repaired and re-erected, the gates are in good condition, although some modification has been made during their re-installation.

Heritage Study / Consultant	Brimbank - Brimbank City Council Post-contact Cultural Heritage Study, G. Vines, 2000
Construction Date Range	1954 -
Architect / Designer	
Municipality	BRIMBANK CITY
Other names	
Hermes number	105906
Property number	42

*This place/object may also be State heritage listed. Check the Victorian Heritage Database. For further details, contact the local Council or go to Planning Schemes Online*

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## History and Historical Context

### Historical context:

#### *Nissen and Quonset huts*

Prefabricated semi-cylindrical huts - most commonly Nissen and Quonset-type huts - were initially used during the world wars at military bases, migrant camps, hospitals and educational institutions, and were exported from the UK and USA to military fronts around the world. In early post-war Australia they were converted to use for many private and community uses. Some are still in use today (Stuart 2005).

The Nissen hut was developed and used during World War I, with a design based on economy of materials and portability. It commonly had a 16ft, 24ft or 30ft span. It was clad in curved sheets of corrugated steel in a vertical orientation. The hut was produced again during World War II, while imitations included the widely-used Romney hut (35ft wide x 96ft), thought to be designed by the British, who produced a number of imitative designs.

In the 1940s, Americans produced the Quonset hut, a simpler version of the Nissen hut. The lower part of the walls was clad in corrugated steel with the corrugations horizontal, while many had curved sheets on the top arranged vertically. Some models had vertical walls at the base, with the curved roof beginning about 4 feet above ground level. The Quonset came in a 16ft, 20ft or 40ft span. The latter was called a Quonset Warehouse or Utility Building, sometimes nicknamed an Elephant, or - in Australia - a 'SAAR' hut (probably an abbreviation of Stran Steel Arched Rib) (Stuart 2009:13). The end walls contained doors that were 14ft wide and 13ft 6in tall (Stuart 2005). 'Multiple Utility Buildings' were also available, which looked like three warehouses joined together. The Quonset Warehouse/Utility Building was used extensively by the Americans in the Pacific during World War II (NT File No. B5438).

During the wars, Australia manufactured for Australian military bases their own type of huts with timber frames and corrugated iron or asbestos cement sheet cladding. Nissen huts were only brought to Australia after World War II. There is evidence, however, that Quonset huts and Quonset Warehouses were imported and used by the US military in Australia during World War II, particularly in Queensland. Stuart (2005:56) reports that there are at least 10 identified Quonset Warehouses within Victoria and New South Wales, while Heritage Victoria (in a report responding to the nomination of the Former Quonset Warehouse at 175-185 Marong Road, Golden Square) notes in 2012 that there were at least 25 identified Quonset Warehouses in Victoria alone (NT file).

#### *Immigration in Australia*

In 1947, Australia took in a large number of immigrants, which meant housing needed to be provided. Huts were the solution during this period of material shortages, with many huts bought from the British Ministry of Works. Nissen, Romney and Quonset huts were all imported for use (Stuart 2005). Quonset Warehouses are also known to have been purchased by the Commonwealth from the American army base at Manus Island, around 1951 (NT File No. B5438).

Sara Wills (eMelbourne) discusses migration and housing in Victoria:

*Controlled by the Commonwealth Department of Labour and National Service, and managed from 1951 by Commonwealth Hostels Ltd, Melbourne's migrant hostels were mostly Nissen and Quonset huts, prototype buildings, army huts or converted wool stores built in the 1940s. Through the 1950s and 1960s they provided accommodation for between 500 and 1500 residents, with a maximum stay of twelve months. Located in industrial or underdeveloped outer suburbs - Altona, Broadmeadows, Brooklyn, Fishermans Bend, Holmesglen, Maribyrnong, Nunawading and Preston - their plainly furnished rooms, communal washing and eating facilities provided little privacy. Many of these hostels were closed in the 1960s.*

By the early 1950s there was a surplus of huts, at which point the Commonwealth offered huts for sale to the public (Stuart

2005).

## *Huts in the City of Brimbank*

After World War II, Braybrook Council (superseded by Sunshine Council in 1951) purchased a number of prefabricated huts for the area. They served mostly as community-use buildings. This is demonstrated by a number of articles the local newspaper, the *Sunshine Advocate*, and local histories.

In 1949, the Maribyrnong Migrant Hostel was established in part of the former Maribyrnong Explosives Factory. The place had many Nissen huts, which were 'prefabricated buildings of corrugated steel in the shape of a half cylinder. They were cheap, strong and easy to erect' (Ford 2012:124-5). In 1954, the place was described in the Melbourne *Herald* as 'a collection of steel and brick huts in Williamson's Road, Maribyrnong, housing 1,000 migrants' (Ford 2012:127). The Brooklyn Migrant Hostel on Millers Road began as a hostel for migrant men c1950 and was also the location of many Nissen huts (Ford 2012:134-138).

The *Sunshine Advocate* illustrated the broad uses of huts within the area in the late 1940s and '50s, after World War II. In 1945 the *Sunshine Advocate* (9 Nov 1945:1) reported that the Braybrook Council had purchased 'one of the old army huts' at Sunshine Park, to be retained for the use of occupants of the park, including the Sunshine Band, cricket clubs and baseball club. In February 1952, Sunshine Council accepted an offer from the Railways Department to provide a Nissen hut for the proposed South Road Kindergarten [Braybrook] (at a cost of £212/10/0) (*Sunshine Advocate* 22 Feb 1952:4). Another hut served as the Sunshine Football Club clubroom on Barclay Reserve (1954, owned by the Council) (*Sunshine Advocate* 28 May 1954:1; 18 Jun 1954:7).

On 17 September 1954, Sunshine City Council decided to make representations to the Government for a Nissen hut to be placed on the Lily Street Reserve East Sunshine [Braybrook] (*Sunshine Advocate* 17 Sep 1954:7). In the same year, Sunshine City Council approved the use of three Nissen huts that would serve as temporary Roman Catholic Churches in West Sunshine. These were located on Blanche Street [Ardeer], Holt Street [Ardeer] and Armstrong Street [Sunshine West] (*Sunshine Advocate* 21 May 1954:1). While the 'Tin Shed' (HO192), a community youth club at St Albans moved to a Nissen hut in 1956 (Ford & Vines 2000:79). (Note that some sources refer to it as a 'Quonset hut', but considering its internal span of 30 feet, it appears to be a Nissen hut.)

Historical sources do not mention any Quonset huts in the area, but that may be due to 'Nissen hut' being the term in common use for both of these similar structures.

## **Place history:**

The dimensions of the hut at 134 Hampshire Road are 13 metres wide by 31 metres long. These dimensions correspond to the American manufactured Quonset Warehouse, Utility Building or SAAR, which measured 40ft wide by 100ft long. This type of structure had a 4ft distance between internal ribs that were 6 inches wide, made of lightweight steel with two L-shaped flanges welded to top and bottom (Stuart 2005).

Historic aerials dating to 1945 indicate that the hut had not been moved to 134 Hampshire Road by this date (Uni of Melb map collection, 1945 photo maps).

In the 1950s and 60s, the street numbers at the north end of Hampshire Road were often omitted in the Sands & McDougall directories. However, in 1969, No. 132-4 Hampshire Road is occupied by Hampshire Car Sales, used motor cars, which is listed just to the south of Sunshine overpass and Sun Crescent, and north of the Sunshine Picture Theatre and Jupiter Service Station.

In 1967, No 132 was occupied by Walcars, used motor cars, indicating an earlier name. Prior to 1966, properties are listed under an earlier numbering system.

In 1965, the used cars business between Jupiter Service Station and the Sunshine bypass was called Ace Investments Pty Ltd, indicating another earlier name. Ace Investments Used Cars appears in the directories by 1960 (is not listed in 1955)

(S&Mc). This suggests that the hut was relocated to the current site, serving as a used cars business, between 1955 and 1960. This is supported by the local histories, which states that many prefabricated huts were brought into the area during the post-war period, serving many uses (Ford 2012:passim).

In 2014, the Quonset warehouse continues to serve a used car sales business, 'Hampshire Panels', indicating that it still had a car-related use. The lot appears to be leased, as the Victorian Rail Track (VicTrack), Docklands, are the owners of the property (LV:V11494/824).

## Sources:

Ford, Olwen & Gary Vines, Melbourne's Living Museum of the West, in association with Graeme Butler & Francine Gilfedder (2000), 'Brimbank City Council Post-Contact Cultural Heritage Study'.

Heritage Victoria, response to nomination of 'Former Quonset Warehouse, 175-185 Marong Road, Golden Square', Feb 2012, cited in the National Trust File 'B5438'.

Land Channel, Interactive Map, <<http://services.land.vic.gov.au/maps/interactive.jsp>>, accessed 14 July 2014.

Land Victoria, Certificate of Title, as cited above.

National Trust (NT) File, No. B5438 for 'Former Quonset Huts, Auto Workshop & Repairs, 175-185 Marong Road, Golden Square, Greater Bendigo City'. Folder cited 29 July 2014.

Ribarow, Joseph, ed (2004), *St Albans: Oral History from the Tin Shed Archives*.

University of Melbourne map collection, 'Melbourne 1945 Photo-maps', <<http://www.lib.unimelb.edu.au/collections/maps/historical/1945melb/>>, accessed 11 Aug 2014.

Sands & McDougall Directory: 1950, 1955, 1960, 1965, 1967, 1968, 1969, 1970.

Stuart, Iain (2005), 'Of the hut I bolted: A preliminary account of prefabricated semi-cylindrical huts in Australia', in *Historic Environment*, Vol. 19, Number 1, pp51-56.

Stuart, Iain (2009), 'The Diffusion of the Quonsets to Australia (1942-1948)' in *Construction History Society Newsletter*, Vol 85, pp12-14.

*The Sunshine Advocate* [Vic].

Wills, Sara, 'Migrant Hostels', eMelbourne, <<http://www.emelbourne.net.au/>>, accessed July 2014.

## Description

### Physical Description

<b>Description:</b>

The Quonset warehouse-type hut is situated on the east side of Hampshire Road, adjacent to the new Sunshine Railway Station and the overpass over the railway line. The site is paved, to allow for the display of parked cars, and surrounded by a high chain-link fence that allows clear views into the site. The site is surrounded by roads on three sides, making the building a prominent element of this intersection with views to all elevations.

The warehouse has the semi-cylindrical, bow-roofed form typical of the Quonset hut. It is clad in corrugated steel - installed with the corrugations vertical to the two end walls. The bow roof has horizontal sheets to the bottom two-thirds of the walls, with curved sheets in a vertical orientation on the top - a typical configuration for Quonset warehouses. At the crest of the roof is a row of whirly-bird metal ventilators. The building has a long, rectangular plan of about 13 by 31 metres.



The north end wall has a central vehicular door clad in corrugated steel, set between two horizontal-format steel windows (each with eight lights). The rear (south) end wall has a similar arrangement of openings, but the windows have been covered over. This configuration of openings, as well as the eight-light steel windows, corresponds to the original configuration of Quonset warehouses. The join between the end walls and the bow roof is covered with a crimped metal flashing.

There are a number of skillion-roof additions to the east and west sides of the warehouse. The addition on the west side is finished in render. On the east side there is a gable-roofed projection allowing for a large roller door. Beside it is a small gabled office extension. Both are clad in corrugated steel. The dates of these additions are not known, but they may have followed shortly after the relocation of the Quonset warehouse to Sunshine to ensure its appropriateness for a new use.

## Comparative Analysis

<b>Comparative analysis:</b>

There are two cylindrical huts already in Brimbank's Heritage Overlay. These are:

. HO192 - St Albans Community Hall (the 'Tin Shed'), Main Road East, St Albans. A 'war surplus Nissen hut' purchased 'from the wharves' and erected on Errington Reserve in 1956 with a brick front wall (Ribarow, 2004: 64). The brick front wall was replaced with bluestone in the 1970s following a fire. Some time later a large, Federation-style verandah was added to the front. The hut has served as a community centre since 1956.

. HO111 - Standard Steel, 18 Market Road, Sunshine. A large factory complex with the main building constructed in the 1950s of two Nissen huts (with the characteristic curved corrugated sheets with a vertical alignment) joined together. The overall form is similar to the Quonset Multiple Utility Building, but the centre bay is raised, indicating the joining of warehouses took place after the war. There is a brick skillion addition along most of the east side to allow for windows, and the west side is joined to a later corrugated-iron shed. A similar use of multiple Quonset huts is seen at 175-185 Marong Road, Golden Square (HO449, City of Greater Bendigo).

Also identified during the Brimbank City Council Post-Contact Cultural Heritage Study, but not on the Heritage Overlay, are:

. Store/factory, 9 Western Avenue, Sunshine. Described as a bow-topped outbuilding (possibly a Nissen or Quonset hut) located at the rear of the site and built in on all sides. A search of 2014 Google aerials and streetview images indicate that this building has been removed.

. Brambles, 27-35 McDonald Road (corner of Bunting Road), Brooklyn. Two Nissen (or Quonset) profile corrugated iron clad factory buildings. They survive in 2014. The two stand in a linked row of four warehouse sheds, all joined along their long axis. The outermost Nissen/Quonset hut has a skillion addition along its east side to allow for windows. It appears that the openings to the end walls have been altered, replaced with a single, massive roller door.

In comparison, the Quonset warehouse at 134 Hampshire Road is the most legible and intact example of a wartime bow-roofed metal hut identified in the City of Brimbank. It retains its original configuration of openings to the end walls, and apparently its original steel windows. The additions to it are discrete and easily identifiable as such. The other known survivors have either been reconstituted (HO111), hidden behind a new facade (HO192), or joined together into a larger structure (Brambles). The two huts at 27-35 McDonald Road (Brambles) come as a close second, as their original form is still largely legible.

## Statement of Significance

### Statement of significance:

#### *What is significant?*

The Quonset warehouse located at 134 Hampshire Road, Sunshine. It was purchased from the US military's sell-off of infrastructure from their Asia-Pacific bases after World War II, and was brought to Sunshine in the late 1950s to house a used car business. It remains in use for the same type of business to 2014.

The later additions are not of heritage significance.

## *How is it significant?*

The Quonset warehouse is of local historical and architectural significance to the City of Brimbank.

## *Why is it significant?*

Historically the building has significance for its connection with World War II, and the post war shortage of building materials. Quonset huts and the larger warehouse model were manufactured by the United States as part of the war effort and sent to military bases in the Asia-Pacific region, including bases in Queensland and on Manus Island. After the war in the 1950s they were dismantled and sold off for private and government purposes, and served new uses ranging from migrant hostels, churches and halls, to light industry or storage.

Architecturally the building has representative significance for demonstrating the strongly identifiable design qualities associated with the demountable semi-cylindrical military huts. These include the semi-cylindrical and bowed roof form that terminates at ground level, lapped galvanised corrugated steel roof and wall construction, and the arrangement of a vehicular door with steel windows to either side on the flat end walls. While once ubiquitous, surviving examples of Quonset, Nissen and other ex-army huts of barrel-vaulted form, whether adapted to other purposes or still in military or government use, are becoming increasingly rare. (Criteria D & B)

## **Recommendations:**

Recommended for inclusion in the Heritage Overlay of the City of Brimbank Planning Scheme. The recommended extent is to the title boundaries. No specific controls are recommended for the HO Schedule.

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