



Route 96 – SP2

YARRA TRAMS

Heritage Impact Assessment

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Document history and status

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Abbreviations

CHL	Cultural Heritage List
CIP	Centre Island Platform
CMP	Conservation Management Plan
COP	Central Offset Platform
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Commonwealth)
Heritage Act	<i>Heritage Act 1995</i> (Victoria)
HV	Heritage Victoria
Jacobs	Jacobs Group (Australia) Pty Ltd
m	metres
MHO	Moreland Heritage Overlay
NHL	National Heritage List
OHP	Overhead Pole
PTV	Public Transport Victoria
RNE	Register of the National Estate
the Project	Route 96 Premium Line Project
SP	Separable Portion
VHI	Victorian Heritage Inventory
VHR	Victorian Heritage Register
WHL	World Heritage List
YHO	Yarra Heritage Overlay

Executive Summary

Introduction

Yarra Trams have engaged Jacobs Group (Australia) Pty Ltd (Jacobs) to prepare a historical heritage impact assessment for the Route 96 Upgrade Project (the Project). The Project has been divided into nine sections, referred to as Separable Portions (SP). This report will address the heritage issues for SP2.

The designs for Stops 20 (Reid Street), 21 (Scotchmer Street) and 22 (Holden Street) on Nicholson Street have been developed as part of the Route 96 – Upgrade Project to upgrade Route 96 to be Melbourne’s first fully accessible route. Tram upgrades will improve access and journey time reliability along the route. The Project also creates the opportunity to incorporate an integrated design solution around the tram stops.

The design has consequently been developed with a collaborative delivery approach between Public Transport Victoria (PTV), Yarra Trams, the City of Yarra and the City of Moreland.

The Project involves the upgrade of tram stops 20, 21, 22 through the installation of the Centre Island Platforms (CIP) at Stops 20 and 21 and a Central Offset Platform (COP) at Stop 22 and approximately 650 metres (m) of track renewal alignment design.

This HIA report was updated in 2018 to assess new impacts to six shop awnings at 699A, 700, 702-704, 705, 709 and 711 Nicholson Street, North Carlton and North Fitzroy.

The following works are proposed for each of the stops:

Stop 20 (Richardson Street/Reid Street)

- Road side parking to be removed adjacent to the proposed CIP, seven parking spaces to be removed from the outbound road side (Richardson Street) and nine spaces to be removed from the inbound road side (Reid Street) although this will be offset by two additional new spaces to be provided. Existing blue stone pitchers will need to be removed and the asphalt road service extended to the invert of kerb as specified on the design drawings to provide a suitable road surface for trafficable road lanes.

Stop 21 (Scotchmer Street/Pigdon Street)

- Road side parking to be removed adjacent to the CIP, eleven parking spaces to be removed from the outbound road side (Pigdon Street) and eleven spaces to be removed from the inbound road side (Scotchmer Street). Existing bluestone pitchers will need to be removed and the asphalt road service extended to the invert of kerb as specified on the design drawings to provide a suitable road surface for trafficable road lanes.
- Cutting back/removal of shop awnings is proposed due to clearance requirements of anything within 600 mm of the 2.8 m wide kerbside lane for safety reasons. Shop awnings at 700, 702-704, 705 and 709 Nicholson Street are within the clearance distance and either have to be removed or cut back. In order to minimise impacts it is proposed to cut back the modern cantilevered awnings at 702-704 and 705 Nicholson Street from the front of the awning. The shop awnings at 700 and 709 Nicholson Street are supported by poles. In this instance, it is proposed that part of the awning from the back (closest to the building) will be removed, while keeping the front of the awning intact, and the supporting poles will be reinstated into the pavement.
- Removal and installation of overhead poles (OHP) is proposed due to clearance requirements of anything within 600 mm of the 2.8 m wide kerbside lane for safety reasons. Shop awnings at 711 and 699A Nicholson Street require the OHPs to pass through the shop awnings approximately 300 mm from the front of the awnings. It is not possible to locate the OHPs closer to the road due to clearance requirements.

Stop 22 (Brunswick Road/ Holden Street)

- Road side parking to be removed adjacent to the 67 m long COP, three parking spaces to be removed from the outbound road side (Brunswick Road) and four spaces to be removed from the inbound road side (Holden Street). Existing bluestone pitchers will need to be removed and the asphalt road service extended

to the invert of kerb as specified on the design drawings to provide a suitable road surface for trafficable road lanes.

The excavation across the site will be to a depth of 0.5 m, except the areas where local services works require deeper excavation, and will extend approximately 650 m along Nicholson Street in three sections. The width of the excavation will vary from 5.8 m width (along the standard straight track) to 10 m wide at the location of the new stops.

Desktop assessment

Five historical heritage places are located within the Project area, two of these are listed on the Yarra Heritage Overlay (YHO) (North Carlton Precinct – HO326 and North Fitzroy Precinct – HO327), one is registered on the Victorian Heritage Inventory (VHI) (Former Nicholson Street Cable Tram Car Shed Track – H7822-2253), one is listed on the Moreland Heritage Overlay (MHO) (Janet Hillman Reserve – HO133) and one is listed with the National Trust (NT) (Inner and Outer Circle Railway – B5436). Three historical heritage places are located adjacent to the Project area: these places are registered on the YHO (658 Nicholson Street (residence) – HO423), the VHI (Former Nicholson Street Cable Tram Car Shed and Workshop) and the Register of National Estate (RNE) (Family Butchers Shop – 14943).

Impact assessment

A site inspection was undertaken to obtain information about the potential for impacts of the activities on the heritage values of places within and adjacent to the Project area.

The proposed works will impact on the **bluestone kerbing and guttering** on Nicholson Street within the North Carlton and North Fitzroy Precincts. The bluestone kerbing and guttering contributes to the aesthetic values of the precincts. Due to the existing width of the road reserve in Nicholson Street and minimum clearance requirements for trams and Disability Discrimination Act (DDA) accessibility on the tram platform, it is not possible to accommodate the minimum 2.8 m trafficable lane widths without impacting on the bluestone pitchers. The existing pitchers are not an appropriate trafficable surface, due to their uneven surface, for the carrying capacity and speed of Nicholson Street which is an arterial road managed by VicRoads. Therefore, the design being proposed is to remove all bluestone pitchers for a length of approximately 100 m (west) and 70 m (east) alongside Stop 20, for a length of approximately 90 m (west) and 60 m (east) alongside Stop 21 and for approximately 105 m (west) alongside Stop 22 to enable construction of 2.8 m wide trafficable lanes on both sides of the road.

The proposed works will impact on **six shop awnings** within the North Carlton and North Fitzroy Precincts. Elements which contribute to the heritage significance of the North Carlton and North Fitzroy Precincts include attached Victorian-era and Edwardian-era mainly two-storey shop and residence rows in the major north-south street, having typically post-supported, mainly Corporation Style iron street verandahs. The row of shops impacted by the proposed works is significant as a major shopping centre of grand shop rows, extending from Macpherson Street (south of the Project area) to Park Street (in the northern section of the Project area), which were built along the cable tram route.

The cutting back of the front of the modern awnings at 705 and 702-704 Nicholson Street, and removal of part of the rear of the awnings at 700 and 709 Nicholson Street will not affect the significance of North Carlton or North Fitzroy Precincts as while physical change to the awnings/verandahs will occur, the modified forms would only have negligible impact on their significance.

The proposed installations of two OHPs at 699A and 711 Nicholson Street will pierce the awnings approximately 300 mm from the front of the awnings. The OHPs will not provide any structural capacity to the awnings. During construction a 250 mm diameter hole will be cut into the shop awnings. Once the OHPs have been placed through the holes in the awnings, flashing will be added around the outside of the OHPs to protect the awnings from water seepage. The process will not impact on any other part of the awnings apart from the area where the holes are located. The physical impact to the buildings is minimal and will not impact on the significance of the North Carlton Precinct.

The northern section of Stop 21 proposed works will impact on the **Former Nicholson Street Cable Tram Car Shed Track** which is located on Nicholson Street. The proposed works include excavation at the site to a depth of 0.5 m and a width of 5.8 m width. The Former Nicholson Street Cable Tram Car Shed Track will be directly impacted by the proposed works. The remains of the cable tram network have the potential to include tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, and inspection and access manholes having cast iron covers. Archaeological monitoring by an appropriately qualified historical archaeologist during the excavation works within the extent of the VHI site is required to identify and record any archaeological artefacts present in the area.

The proposed works will impact on track remnants of the **Inner Circle Railway** (HO133 and NT). The existing section of railway track extends from the Janet Hillman Reserve into Nicholson Street and is approximately 12.6 m long. A 3.1 m section of the railway track from the middle of Nicholson Street will be required to be cut out of the road to allow for widening of the tram tracks, which will leave a section of track approximately 9.5 m in length. The section of track can be removed without damaging the remainder of track which will stay in the road. As new tram tracks for the Project are required to be constructed in this area it is not possible to retain the 3.1 m section of rail track, due to engineering constraints. The Conservation Management Plan (Allom Lovell and Associates and John Patrick Pty Ltd 2005) for the Inner Circle Railway outlines policies for the management of remnant features of this heritage item. The Inner Circle Railway line was assessed as being of *primary significance* and recommendations were to: *Retain and conserve remaining track, gateposts and fencing. Reconstruct fencing where lacking and where practical given existing conditions.*

Recommendations

A summary of the impacts, mitigation measures and statutory requirements related to the two heritage precincts and the other historical heritage places identified within and adjacent to the proposed works is presented in Table 1 below.

The works are within the North Carlton Precinct (HO326) and North Fitzroy Precinct (HO327); however the *Tramway Infrastructure Upgrades Incorporated Document* (2017) outlines exemptions from planning scheme requirements which relate to the Route 96 – SP2 proposed works. The exemption is subject to the condition that a statement describing any impacts of the development on the significance of the heritage place is submitted to the responsible authority. This heritage impact assessment report, along with the proposed design drawings, should be submitted to City of Moreland and City of Yarra to meet the requirements of this condition.

Table 1 : Historical heritage places within and adjacent to proposed works, impacts, mitigation measures and statutory requirements.

Item name	Number	Impact description	Site-specific mitigation measures	Statutory requirements
North Carlton Precinct	HO326	<p>Direct impact:</p> <p>Removal of bluestone pitchers (gutter stones);</p> <p>Removal of part of the Inner Circle Railway track</p> <p>Minor physical impact to two buildings of contributory significance through removal of a rear section of shop awning and reinstatement of support poles, and removal of front section of shop awning</p> <p>Minor physical impact to two buildings of contributory significance through installation of OHPs.</p>	<p>Retain bluestone kerb stones</p> <p>Archival photographic recording of existing bluestone pitchers prior to removal</p> <p>No prudent or feasible alternative to removal of bluestone pitchers on Nicholson Street</p> <p>Archival photographic recording of Inner Circle Railway track</p> <p>Upon agreement the track section that is removed may be retained incorporated into an interpretive display</p> <p>The proposed construction method of cutting back shop awnings at 705 and 709 Nicholson Street must be undertaken in a manner that will have minimal impact upon the</p>	<p><i>Tramway Infrastructure Upgrades Incorporated Document</i> (2017) outlines exemptions from planning scheme requirements subject to the condition that a statement describing any impacts of the development on the significance of the heritage place is submitted to the responsible authority. This heritage impact assessment report, along with the proposed design drawings, should be submitted to City of Moreland to meet the requirements of this condition.</p>

Item name	Number	Impact description	Site-specific mitigation measures	Statutory requirements
			<p>fabric of the building. If it is not possible to reinstate the existing poles at 709 Nicholson Street, due to their age and condition, new poles of a similar design and materials should be used.</p> <p>The proposed construction method of cutting a 250 mm hole into the shop awnings of the properties located at 699A and 711 Nicholson Street must be undertaken in a manner that will have minimal impact upon the fabric of the building.</p>	
North Fitzroy Precinct	HO327	<p>Direct impact:</p> <p>Removal of bluestone pitchers (gutter stones)</p> <p>Removal of part of the Inner Circle Railway track</p> <p>Minor physical impact to two buildings of contributory significance through removal of a rear section of shop awning and reinstatement of support poles, and removal of front section of shop awning</p>	<p>Retain bluestone kerb stones</p> <p>Archival photographic recording of existing bluestone pitchers prior to removal</p> <p>No prudent or feasible alternative to removal of bluestone pitchers on Nicholson Street</p> <p>Temporary fencing to protect post box from indirect impacts from machinery</p> <p>Archival photographic recording of Inner Circle Railway track</p> <p>Upon agreement the track section that is removed may be retained incorporated into an interpretive display</p> <p>The proposed construction method of cutting back shop awnings at 700 and 702-704 Nicholson Street must be undertaken in a manner that will have minimal impact upon the fabric of the building.</p>	<p><i>Tramway Infrastructure Upgrades Incorporated Document (2017)</i> outlines exemptions from planning scheme requirements subject to the condition that a statement describing any impacts of the development on the significance of the heritage place is submitted to the responsible authority. This heritage impact assessment report, along with the proposed design drawings, should be submitted to City of Yarra to meet the requirements of this condition.</p>
Former Nicholson Street Cable Tram Car Shed Track	VHI H7822-2253	<p>Direct impact:</p> <p>Archaeological remains are potentially directly under the road surface and will be impacted by excavation</p>	<p>Monitoring by an appropriately qualified historical archaeologist must occur while the initial excavation works which may reveal the remains of the cable tram network within the VHI boundary take place. Additional management measures may be required by HV, which will be outlined on the consent when it is issued.</p>	Consent required from Heritage Victoria
Janet Hillman Reserve and Inner Circle	HO133 NT B5436	<p>Direct impact:</p> <p>Removal of track remnants</p>	<p>Archival photographic recording of Inner Circle Railway track</p> <p>Upon agreement the track section that is removed may be retained</p>	<p><i>Tramway Infrastructure Upgrades Incorporated Document (2017)</i> outlines exemptions from planning scheme requirements subject to the condition that a statement describing</p>

Item name	Number	Impact description	Site-specific mitigation measures	Statutory requirements
Railway			and incorporated into an interpretive display Temporary fencing to protect picket fencing and gateposts from indirect impacts from machinery	any impacts of the development on the significance of the heritage place is submitted to the responsible authority. This heritage impact assessment report, along with the proposed design drawings, should be submitted to City of Moreland to meet the requirements of this condition.

Important note about your report

The sole purpose of this report and the associated services performed by Jacobs is to complete a Heritage Impact Assessment of the proposed works to upgrade Route 96 – SP2 on Nicholson Street, Carlton North in accordance with the scope of services set out in the contract between Jacobs and the Client. That scope of services, as described in this report, was developed with the Client.

In preparing this report, Jacobs has relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client and/or from other sources. Except as otherwise stated in the report, Jacobs has not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

Jacobs derived the data in this report from information sourced from the Client (if any) and/or available in the public domain at the time or times outlined in this report. The passage of time, manifestation of latent conditions or impacts of future events may require further examination of the project and subsequent data analysis, and re-evaluation of the data, findings, observations and conclusions expressed in this report. Jacobs has prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above, however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

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1. Introduction

1.1 Project background

Yarra Trams have engaged Jacobs Group (Australia) Pty Ltd (Jacobs) to prepare a historical heritage impact assessment for the Route 96 Upgrade Project (the Project). The Project has been divided into nine sections, referred to as Separable Portions (SP). This report will address the heritage issues for SP2.

The designs for Stops 20 (Reid Street), 21 (Scotchmer Street) and 22 (Holden Street) on Nicholson Street, North Fitzroy/North Carlton have been developed as part of the Route 96 – Upgrade Project to upgrade Route 96 to be Melbourne’s first fully accessible route. Tram upgrades will improve access and journey time reliability along the route. The Project also creates the opportunity to incorporate an integrated design solution around the tram stops.

The design has consequently been developed with a collaborative delivery approach between Public Transport Victoria (PTV), Yarra Trams, the City of Yarra and the City of Moreland.

The Project involves the upgrade of tram stops 20, 21, 22 through the installation of the Centre Island Platforms (CIP) at Stops 20 and 21 and a Central Offset Platform (COP) at Stop 22 and approximately 650 metres (m) of track renewal alignment design.

This HIA report was updated in 2018 to assess new impacts to six shop awnings at 699A, 700, 702-704, 705, 709 and 711 Nicholson Street, North Carlton and North Fitzroy.

1.2 Aim and scope of assessment

The aim and scope of the assessment is to identify historical heritage items within or immediately adjacent to the Project area, assess the potential impacts on the heritage items from the tram track renewal and the associated Project activities, and develop measures to address impacts and advise on all necessary approvals.

1.3 Location of the proposed works area

The proposed works for SP2 are located along Nicholson Street from Macpherson Street, Carlton North to the southern side of Barkly Street, East Brunswick (Figure 1.1).

1.4 Limitations

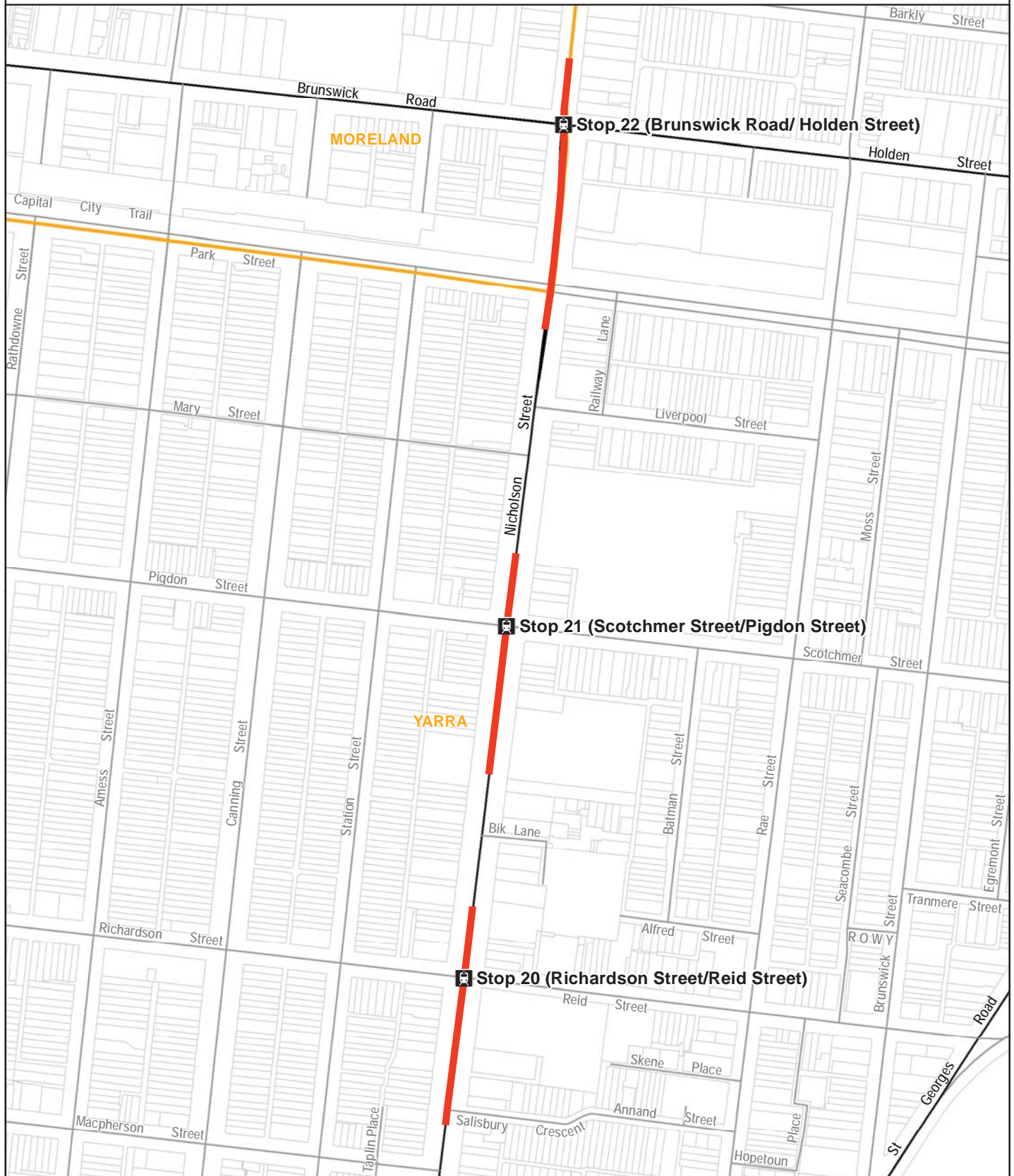
The project area is located on a major road. Due to safety considerations the site inspection was only able to take place from the safe locations of the footpaths and the tram stops.

The Heritage Impact Assessment was based on the Route 96 – Nicholson Street stops 20, 21 and 22: Macpherson Street (OHP157) Platform to Barkly Street (OHP187) Platform, Track and Overhead Renewals Draft Functional Design dated to the 17 October 2016; and Design Drawing Number IS168200-LP-SKT-0002 Rev P3; and OH Plan (Drawing Number IS168200-LO-DRG-0505 Rev P2).

1.5 Authorship of the report

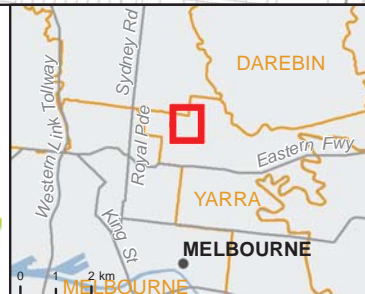
The assessment was prepared by Andrew Wilkinson (Project Archaeologist, Jacobs) and Jennifer Chandler (Project Archaeologist, Jacobs). Mapping was prepared by Ashlea Davy (Spatial Consultant, Jacobs). A quality and practice review of the assessment was undertaken by Dr Karen Murphy (Technical Leader (Historical Heritage), Jacobs).

Figure 1.1: Location of the Project Area



Legend

- Tram Stop
- Proposed Works Area
- Major road
- Minor road
- Property Boundary
- LGA Boundary



IS168200
GDA 1994 MGA Zone 55
0 50 100
metres

DATA SOURCES
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2. Legislative framework

2.1 Commonwealth heritage legislation

2.1.1 *Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)*

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) includes 'national heritage' as a Matter of National Environmental Significance and protects listed places to the fullest extent under the Constitution. It also establishes the National Heritage List (NHL) and the Commonwealth Heritage List (CHL).

The following is a description of each of the heritage lists and the protection afforded places listed on them.

2.1.1.1 National Heritage List

The NHL is a list of places with outstanding heritage value to Australia, including places overseas. Any proposed actions on NHL places must be assessed for their impact on the heritage values of the place in accordance with *Matters of National Environmental Significance (Significant Impact Guidelines 1.1)*. The guidelines require the proponent to undertake a self-assessment process to decide whether or not the action is likely to have a significant impact on a matter of National Environmental Significance, including the national heritage value of places. If an action is likely to have a significant impact an EPBC Act referral must be prepared and submitted to the Minister for approval.

2.1.1.2 Commonwealth Heritage List

The CHL is established under the EPBC Act. The CHL is a list of properties owned by the Commonwealth that have been assessed as having significant heritage value. Any proposed actions on CHL places must be assessed for their impact on the heritage values of the place in accordance with *Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies (Significant Impact Guidelines 1.2)*. The guidelines require the proponent to undertake a self-assessment process to decide whether or not the action is likely to have a significant impact on the environment, including the heritage value of places. If an action is likely to have a significant impact an EPBC Act referral must be prepared and submitted to the Minister for approval.

2.1.1.3 Register of the National Estate

The Register of the National Estate (RNE) was formerly compiled as a record of Australia's natural, cultural and Aboriginal heritage places worth keeping for the future. The RNE was frozen on 19 February 2007, which means that no new places have been added or removed since that time. From February 2012 all references to the RNE were removed from the EPBC Act. The RNE is maintained on a non-statutory basis as a publicly available archive.

2.2 State heritage legislation

2.2.1 *Heritage Act 2017 (Victoria)*

The *Heritage Act 2017* (the Heritage Act), which replaced the Heritage Act 1995 on 1 November 2017, is administered by Heritage Victoria (HV), Department of Environment, Land, Water and Planning. The main purpose of the Heritage Act is to 'provide for the protection and conservation of for the cultural heritage of the State'. The Heritage Act protects all categories of cultural heritage relating to the non-Aboriginal settlement of Victoria including shipwrecks, buildings, structures, objects and archaeological sites.

There are two categories of listing provided for under the Heritage Act:

- Victorian Heritage Register (Section 23), and;
- Victorian Heritage Inventory (Section 117).

2.2.1.1 Victorian Heritage Register

This category provides protection for those places, objects, archaeological places, archaeological artefacts or shipwrecks assessed as being of outstanding cultural significance within the State of Victoria. The Heritage Act establishes a Heritage Council, an independent statutory authority which determines which heritage places/objects are included on the Victorian Heritage Register (VHR). Nominations to the VHR can be made to the Executive Director (Heritage Victoria) who will review the nomination and make recommendations to the Heritage Council for inclusion on the VHR.

Under Section 87 and 88 of the Heritage Act it is an offence to knowingly, or negligently, remove, relocate, demolish, damage, despoil, develop, alter or excavation any part of a registered place on the VHR, unless a Permit is granted under the Heritage Act. Permit applications must be submitted to the Executive Director for consideration and determination of the matter. There is a review process for the decisions or conditions of permits through the Heritage Council. Fees for permits to carry out works to a registered place or object are detailed in Section 13 and 14 of the *Heritage Regulations 2017* and range in scale depending on the nature and costs of the works involved.

2.2.1.2 Victorian Heritage Inventory

The Victorian Heritage Inventory (VHI) includes all known archaeological sites (other than those determined to be of low archaeological value). Archaeological sites are defined as a place (other than a shipwreck) which:

- (a) contains an artefact, deposit or feature which is 75 or more years old¹; and
- (b) provides information of past activity in the State; and
- (c) requires archaeological methods to reveal information about the settlement, development or use of the place; and
- (d) is not associated only with Aboriginal occupation of the place.

Under Section 123 of the Heritage Act it is an offence to knowingly or negligently deface, damage, or otherwise interfere with an archaeological site, whether it is included in the VHI or not, without a Consent. A Consent under Section 124 is required from the Executive Director for works or activities, including excavation, in relation to an archaeological site. Fees for consents are detailed in Section 23 of the *Heritage Regulations 2017* and range in scale depending on the nature and scale of the works involved.

2.2.1.2.1 'D' listing

Heritage Victoria has introduced a 'D' classification in the VHI for places that don't meet the definitions and requirements for inclusion in the VHI as an archaeological site or those with no cultural heritage significance. There is no requirement to obtain Consent from HV for removal or damage to relics or sites provided with a 'D' classification although HV request they are notified in writing.

2.2.1.3 Discovering archaeological sites

Under Section 127 of the Heritage Act, if an archaeological site is discovered during an investigation or survey of land for a relevant survey purpose (including survey for an Aboriginal Cultural Heritage Management Plan), the person undertaking the survey or investigation must provide a site card to HV within 30 days after the discovery. Even if the survey does not reveal an archaeological site, HV must be notified and a survey report provided, in accordance with Section 31 of the *Heritage Regulations 2017*.

If an archaeological site is discovered during construction or excavation on any land, the person in charge of the construction or excavation must as soon as practicable report the discovery to HV.

¹ Archaeological sites that are less than 75 years old may also be listed on the VHI, if it is determined that the site is of archaeological value.

2.2.2 Planning and Environment Act 1987 (Victoria)

The Project area is located within the City of Yarra and the City of Moreland. In accordance with the *Planning and Environment Act 1987*, the City of Yarra and the City of Moreland have developed a Planning Scheme and as part of their Planning Scheme, have produced a Schedule to the Heritage Overlay, which identifies heritage places. The purpose of the Heritage Overlay and Schedule is to conserve and enhance places of natural or cultural significance and those elements which contribute to their significance (both historical and Aboriginal heritage places).

The City of Yarra and the City of Moreland Planning Schemes also have Clause 52.37 (post boxes and dry stone walls), which states that a permit is required to demolish or remove a post box constructed before 1930.

Under Section 43.01-1 Heritage Overlay – Permit Requirement of the City of Yarra and the City of Moreland Planning Scheme, a permit is required for a place listed in the schedule to the Heritage Overlay to:

- Construct a building or construct or carry out works, including:
 - Road works which change the appearance of a heritage place or which are not generally undertaken to the same details, specifications and materials.
 - Street furniture other than:
 - Traffic signals, traffic signs, fire hydrants, parking metres, post boxes and seating
 - Speed humps, pedestrian refuges and splitter islands
 - Non-domestic disabled access, excluding a non-domestic disabled access ramp if the ramp is not visible from a street (other than a lane) or public park
- Externally alter a building by structural work, rendering, sandblasting or in any other way
- Construct or display a sign
- Carry out works, repairs and routine maintenance which change the appearance of a heritage place or which are not undertaken to the same details, specifications and materials

Under Section 43.01-4 Heritage Overlay – Permit Requirement of the City of Yarra and the City of Moreland Planning Scheme, no permit is required for a place listed in the schedule to the Heritage Overlay to develop a heritage place which is included on the Victorian Heritage Register, other than an application to subdivide a heritage place of which all or part is included in the Victorian Heritage Register.

Pursuant to section 6(2)(j) of the *Planning and Environment Act 1987* the Tramway Infrastructure Upgrades Incorporated Document (2017) outlines exemptions from planning scheme requirements as follows:

The use and development of the Land for a Tramway includes, but is not limited to, the

- new level access stops, including tram platforms and associated facilities, tram track and tram overhead infrastructure
- segregation treatments to better separate trams from general traffic
- roadway alterations including bluestone kerbing, building awnings and associated traffic and street furniture
- vegetation pruning and removal
- infrastructure to support improved priority for trams at traffic signals
- pedestrian operated signals and real-time passenger information
- ancillary infrastructure including sub-stations and driver facilities.

Any requirement in the planning scheme:

- which prohibits the use or development of the Land; or
- which requires the use or development of the Land to be carried out in a particular manner; or

- to obtain a permit
does not apply to:
- the use and development of the Land for a Tramway by or on behalf of a public authority, other than the subdivision or consolidation of land; or
- the display of a Promotion sign within a Tramway.

The exemption from planning scheme requirements outlined above is subject to the following conditions:

- 4.2.2 (c) if the land is in a Heritage Overlay, a statement describing any impacts of the development on the significance of the heritage place

Before deciding whether to approve plans submitted under 4.2.2 (c), the responsible authority must consider, as appropriate:

- The decision guidelines of the zone, overlay or other provision that, if not for this incorporated document, would have required a planning permit for the use and/or development.

3. Background

3.1 Historical context

3.1.1 North Carlton

The area of North Carlton was developed from the 1850s as an outpost of Melbourne Town, with a bluestone quarry reserve, an associated penal station, and the Melbourne General Cemetery. The area was surveyed in 1869 as an extension for Melbourne's residential suburbs. The new half-acre blocks extended as far as Fenwick Street, continuing the north-south grid of Carlton, with 30 metre frontage allotments served by generous 20 and 30 metre wide government roads. Reserves were set aside for public buildings and gardens. The renowned surveyor, Clement Hodgkinson, was the initiator of the 1869 North Carlton plan, as head of the Crown Lands and Survey Department (Allom Lovell and Associates 1998b).

In 1876, the area north of Fenwick Street (approximately 173 acres), was subdivided into small suburban lots typically with 15 metre frontages but each was provided with the Victorian-era amenity of rear service lanes, separating utilitarian household functions such as coal and other deliveries, nightsoil cartage and stabling, from the formal house facade. The 30 metre wide roads of Drummond, Rathdowne and Canning Streets were also continued north. The subdivision led to a distinctive form of housing development where closely spaced, sometimes richly decorated, houses are viewed over low formally arranged front gardens and fences, forming a continuous and distinctive residential Victorian era streetscape. Post 1900, infilling of North Carlton's vacant sites proceeded quickly and by about 1915 the suburb was virtually complete, with religious and educational buildings, and government services following each development surge (Allom Lovell and Associates 1998b).

The suburb, once developed, was almost entirely residential with some factory/warehouse development after 1900 serving the commercial development in Nicholson and Rathdowne Streets. As a result North Carlton is a highly homogenous 19th and early 20th century residential suburb largely occupied by dense terrace development, set within a rigid rectilinear grid of north-south and east-west streets, served by rear lanes as an obligatory feature of polite suburban life of the era (Allom Lovell and Associates 1998b).

3.1.2 North Fitzroy

North Fitzroy was first settled by quarry workers due to the number of quarries in the area, including at Clifton Hill, Carlton and Princes Hill. North Fitzroy was an open area with most traffic travelling along Queens Parade (Jacob Lewis Vines and Fitzroy Planning Office 1978: 10). Early street layout in North Fitzroy did not conform with the standard north to south and east to west grid layout, but was based on the diagonal alignment of Heidelberg Road (Jacob Lewis Vines and Fitzroy Planning Office 1978: 13). Land between Park Street and Brunswick Road (overlapping with the Project area) was subdivided into lots and sold between 1877 and 1883. Most of the construction on these lots was completed by the 1890s (Jacob Lewis Vines and Fitzroy Planning Office 1978: 15).

Construction of cable tramway routes along Queens Parade, Nicholson Street and St Georges Road began in 1883 which resulted in the subdivision of existing allotments in North Fitzroy. Quarries and farms in the area north of Holden Street also began to be subdivided at this time. By 1887, when the tram services began, the area had developed into a commercial and residential area. The opening of the Inner Circle Railway took place in 1888 and housing continued to develop. Factories were built along Scotchmer Street in the 1930s, which was by then a commercial strip (Victorian Heritage Database 2014b: 3).

3.1.3 Cable trams

The first type of tram that was in use in Melbourne was the horse tram, however these were not able to be very large, could only go short distances and subsequently were not widely used. Cable trams were approved for construction by the Colonial government in 1883. The Melbourne Tramways trust was created to build tracks and powerhouses the same year (Yarra Trams nd)

The cable trams were based on the designs by Andrew Hallidie for the San Francisco network, which commenced operation in 1873. Each of the tram sets had two cars; the front car was open and contained the mechanism which would connect the tram to the cable which was below the road surface. The cable moved continuously so the tram driver was required to connect and disconnect from the cable to allow the tram to stop, cross other tram lines and to turn corners (Tram Museum Society of Victoria nd). The trams were able to continue moving for short distances using momentum, without being connected to the cable. Each tram set was able to carry 42 people in the open front car (20 seated and 22 standing) and 56 people in the second car (22 seated and 34 standing). The trams were able to operate to a very high frequency, with trams arriving every two minutes on the busiest lines at peak times (Yarra Trams nd).

To construct infrastructure for the cable trams, the road had to be excavated to a depth of 4 feet (1.2 m) and tunnels were constructed to house the cables running in both directions. The cables consisted of six strands of seven-steel wires with a hemp core (Yarra Trams nd). There were white marble marker stones installed in the roadway at the locations where the tram driver was required to disconnect from the cable in order to go through an intersection of two tram routes or around a corner. The tram would rely on momentum to continue moving before it could safely reconnect to the cable (Tram Museum Society of Victoria nd).

3.1.4 Inner Circle Railway

The Inner Circle Railway opened in Melbourne on 8 May 1888 with the aim of transporting passengers from the north of the city, through Carlton and then connecting with other trains at Princes Bridge. The railway line began north of Royal Park Station where it split off from the Coburg line, then continued northeast crossing under The Avenue and Royal Parade. The railway line crossed over Bowen Crescent and Park Street before continuing east along Park Street to Rushall Crescent, North Fitzroy. From here it ran southeast along Merri Creek before joining up with the Alphington and Heidelberg line at Clifton Hill. A line also branched off in a southerly direction, passing through the middle of the Edinburgh Gardens and terminating at the Fitzroy station, located in Queens Parade (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 9).

The infrastructure (platforms, tracks, signal boxes, fences, station buildings, crossings and overhead lines) required for the operation of the Inner Circle Railway was designed by the Victorian Railways drafting office (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 9). Two railway platforms and stations were constructed on Park Street in North Carlton and North Fitzroy and were designed according to the Maldon group design. This design can be seen today at Jewell, Brunswick, Moreland, Coburg and Clifton Hill railway stations (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 11).

The railway tracks and sleepers, signals and lights were built in 1888. Railway crossings were built at Bowen Crescent and at intersections along Park Street including Wilson, Lygon, McIlwraith, Rathdowne, Amess, Nicholson, Rae, Brunswick, Bennett Streets, and St George's Road. The railway crossings were marked out by picket fences. The picket fence and gatepost that formed the Nicholson Street crossing are still present within the Janet Hillman Reserve, adjacent to the Project area. The railway design also included landscaping (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 11).

Steam trains operated on the Inner Circle Railway from 1888 until the 1920s when the railway system was electrified (with the exception of the Fitzroy branch line, which remained un-electrified). Electricity substations were constructed during the changeover, including a large electric substation on the north side of Park Street in 1915. The passenger services between Royal Park and Clifton Hill ceased in 1948, although the Inner Circle Railway was reopened during the Olympic Games in 1956 to transport passengers from Flinders Street to the Carlton football oval (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 11-14).

The tracks and sleepers on the North Carlton section of the Inner Circle Railway were removed in the 1980s when the railway station was converted into a community house and the platform area was landscaped. The existing Canary Island Date Palms were retained. Some of the physical elements of the site were relocated to the Janet Hillman Reserve, located immediately adjacent to the Project area. The Janet Hillman Reserve is located on the site of the previous North Fitzroy Railway Station. Station remains include an elevated area of the former station platform constructed with bluestone and concrete edging, bluestone footings of the station building, a concrete base of the signal mast, and steel power line stanchions (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 16).

The North Carlton Station was converted into a community house between 1982 and 1984. The railway platform and tracks were removed. Remnants of the Inner Circle Railway along Park Street at the intersection of Nicholson Street (within Project area) and other intersections (Wilson Street, McIlwraith Street, Lygon Street, Amess Street, Nicholson Street, Rae Street, Brunswick Street North, St George's Road and Bennett Street) include remnant level crossings, tracks and signage. A shared walking path in the Janet Hillman Reserve was created in 1992-3 (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 17).

3.2 Heritage context

3.2.1 Previous studies and assessments

Vines (2011a) completed a Melbourne Metropolitan Tramway Study which included the Project area. The study included a thematic history, identification of buildings, structures, moveable objects (including rolling stock) and archives, assessment of significance of places, components and networks and recommendations for statutory protection. The study also included a compilation of surviving heritage places including horse tramways, cable tram engine houses, cable tram car sheds, electric tram depots, waiting shelters, substations, overhead and electricity supply, sidings and track work, bridges, workshops, offices, recreation buildings and accommodation buildings. Vines (2011b: 216) recommended that the Former Nicholson Street Cable Tram Car Shed and Workshop be listed on the Heritage Overlay.

A Conservation Management Plan (Allom Lovell and Associates and John Patrick Pty Ltd 2005) was undertaken for the Inner Circle Railway Linear Park Reserve within the City of Yarra to inform a proposed masterplan. The former Inner Circle Railway crosses the Project area. The report assessed the significance of various components of the former Inner Circle Railway Line as being of primary, contributory or of no significance. The policies outlined in the report (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 54) are to 'provide direction and guidelines for the retention of the heritage values of the place, their conservation and future management'. Allom Lovell and Associates and John Patrick Pty Ltd (2005: 32) described the remnants of the Inner Circle Railway where it crosses Nicholson Street as 'gateposts, and fragments of early fencing remain on both sides of the crossing. Some of the track across Nicholson Street is visible, embedded in the roadway'. Allom Lovell and Associates and John Patrick Pty Ltd (2005: 32) assessed the remnants as being of *primary significance* and the Conservation Management Plan policy as: 'Retain and conserve remaining track, gateposts and fencing. Reconstruct fencing where lacking and where practical given existing conditions'.

Primary significance is defined in the report (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 54) as:

Places or elements of primary significance are those which contribute in a fundamental way to an understanding of the cultural significance of the buildings and the site, as it exists. They may be predominantly intact in building form and fabric, and/or are particularly demonstrative of the original design or functional concept with regard to form or fabric. Places and elements regarded as being of primary significance would warrant inclusion on a national or state register of places of significance, in addition to local planning scheme protection. As such, they should be retained and, if altered, then it should be done with minimal impact on significant fabric.

A heritage review for the City of Yarra was prepared by Allom Lovell and Associates (1998a) shortly after the City of Yarra was formed. The review included a thematic history, building citations for buildings outside the proposed Heritage Overlay area, street surveys of the entire municipality except for the former City of Fitzroy (already surveyed), and included heritage precincts, and landscape citations.

A local heritage places review was undertaken for the City of Moreland (Context 2008) to review and assess places of potential heritage significance that were unassessed from previous heritage studies. The study also reviewed previously assessed places. Over 1,900 properties were assessed by the review. In the summary of key findings, the Janet Hillman Reserve (immediately adjacent to the project area) was listed as having potential significance and rated as having 'medium priority' (Context 2008: 39).

A heritage assessment has been undertaken for SP3 and SP4 of the Route 96 Premium Line Project (Andrews 2015). The study area was located on Nicholson Street, south of Alexander Parade and south of the current Project area. The study area included the North Carlton Precinct. Proposed works included the removal of

bluestone kerbing and channels on the edge of Nicholson Street. A series of options to minimise impact to the bluestone pitchers were considered. From a road safety point of view the recommended option was the removal of all existing bluestone pitchers and asphalt road surface being extended to the existing bluestone kerb (Andrews 2015: 25).

3.2.2 Register results

A search of the following heritage registers and databases was undertaken on 21 October 2016 and 22 January 2018:

- Victorian Heritage Register (VHR)
- Victorian Heritage Inventory (VHI)
- Heritage Overlay of the Moreland Planning Scheme (MHO)
- Heritage Overlay of the Yarra Planning Scheme (YHO)
- Register of the National Estate (RNE)
- Commonwealth Heritage List (CHL)
- National Heritage List (NHL)
- World Heritage List (WHL)
- National Trust Register (NT)

There are eight heritage places that are within or immediately adjacent to the proposed works for the Project (Table 3.1, Figure 3.1 - Figure 3.3). One heritage place (Former Nicholson Street Cable Tram Car Shed Track H7822-2253) registered on the VHI is located within the Project area. Two heritage precincts overlap with the works areas of SP2: Carlton North Precinct (HO326) and Fitzroy North Precinct (HO327). One heritage place (Janet Hillman Reserve MHO133) is located immediately adjacent to the Project area but one of the Reserve's elements – remnant railway track from the Inner Circle Railway- extends into the Project area. The Inner Circle Railway is also registered with the National Trust (B5436). The remaining three heritage places Former Nicholson Street Cable Tram Car Shed and Workshop (H7822-2237), 658 Nicholson Street (HO423) and Family Butchers Shop (14943) are located adjacent to the Project area.

Table 3.1 : Heritage places within or immediately adjacent to the project area

Item number	Name	Register	Number	Location	Within/overlapping/ adjacent to project area
1	North Carlton Precinct	YHO	HO326	West of Nicholson Street	Overlapping
2	North Fitzroy Precinct	YHO	HO327	East of Nicholson Street	Overlapping
3	Former Nicholson Street Cable Tram Car Shed Track	VHI	H7822-2253	Nicholson Street, Fitzroy North	Within
4	Former Nicholson Street Cable Tram Car Shed and Workshop	VHI	H7822-2237	734-768 Nicholson Street, Fitzroy North	Immediately adjacent
5	Janet Hillman Reserve	MHO	HO133	Corner of Park Street and Nicholson Street, East Brunswick. Extends west along Park Street.	Immediately adjacent, with one element within
6	658 Nicholson Street (residence)	YHO	HO423	658 Nicholson Street, North Fitzroy	Immediately adjacent
7	Family Butchers Shop	RNE	14943	745 Nicholson Street, Carlton North	Immediately adjacent
8	Inner and Outer Circle Railway	NT	B5436	Parkville	Boundary of this listing is unknown as heritage place is not mapped on register; however, the Inner Circle

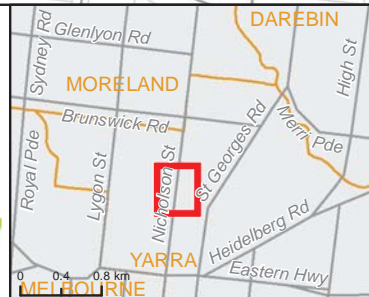
Item number	Name	Register	Number	Location	Within/overlapping/ adjacent to project area
					Railway extends into the project area

Figure 3.1: Location of heritage places within and adjacent to the Project area (South)



Legend

- Tram Stop
- Proposed Works Area
- Register of National Estate
- Heritage Overlay
- Major road
- Minor road
- Track
- Property Boundary
- LGA Boundary

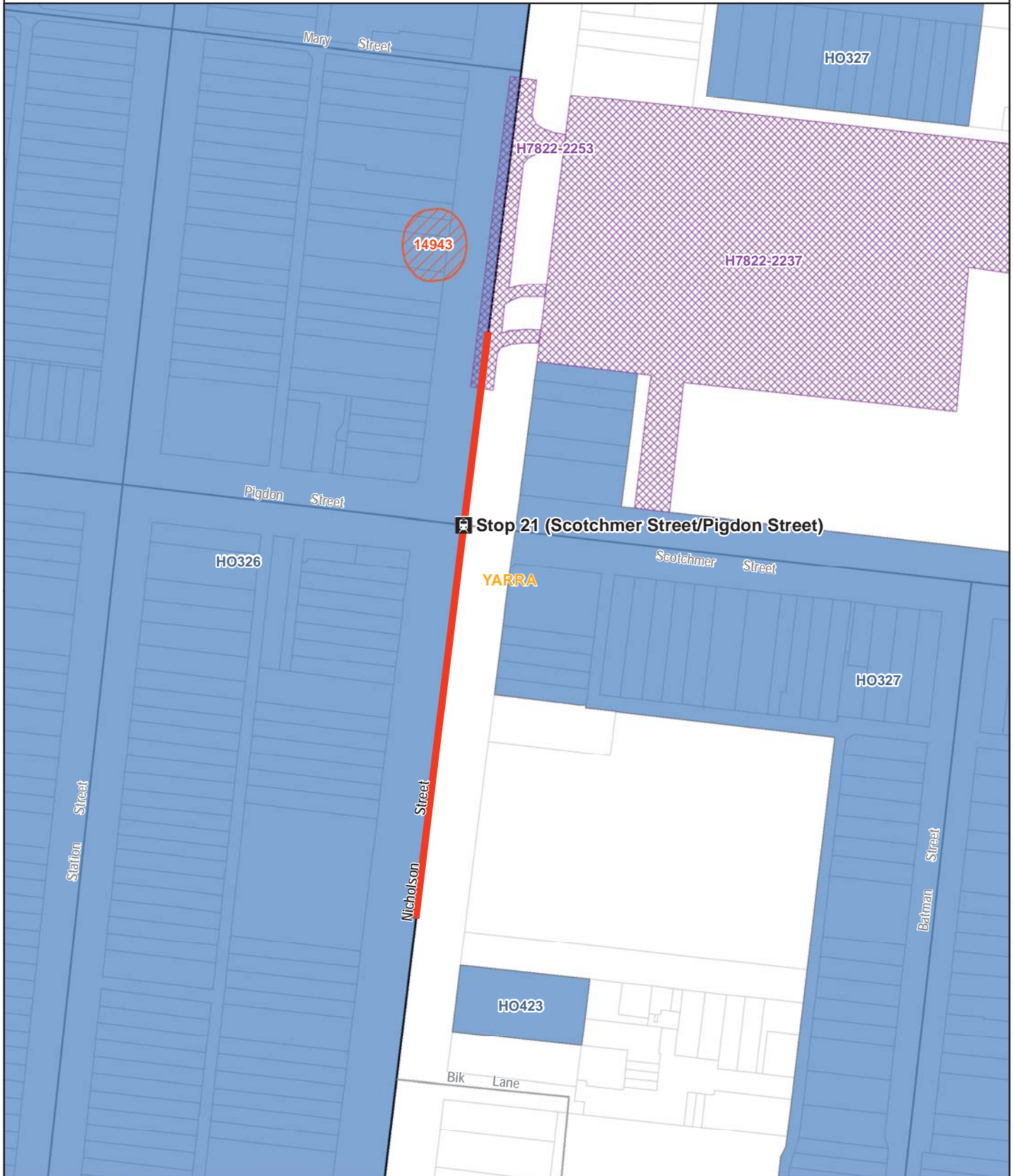


IS168200
GDA 1994 MGA Zone 55
0 5 10 20
metres

DATA SOURCES
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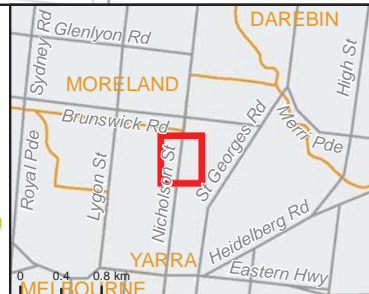
Figure 3.2: Location of heritage places within and adjacent to the Project area (Central)



Legend

- | | |
|-----------------------------|-------------------|
| Tram Stop | Major road |
| Proposed Works Area | Minor road |
| Heritage Inventory | Track |
| Register of National Estate | Property Boundary |
| Heritage Overlay | LGA Boundary |

yarra trams
JACOBS

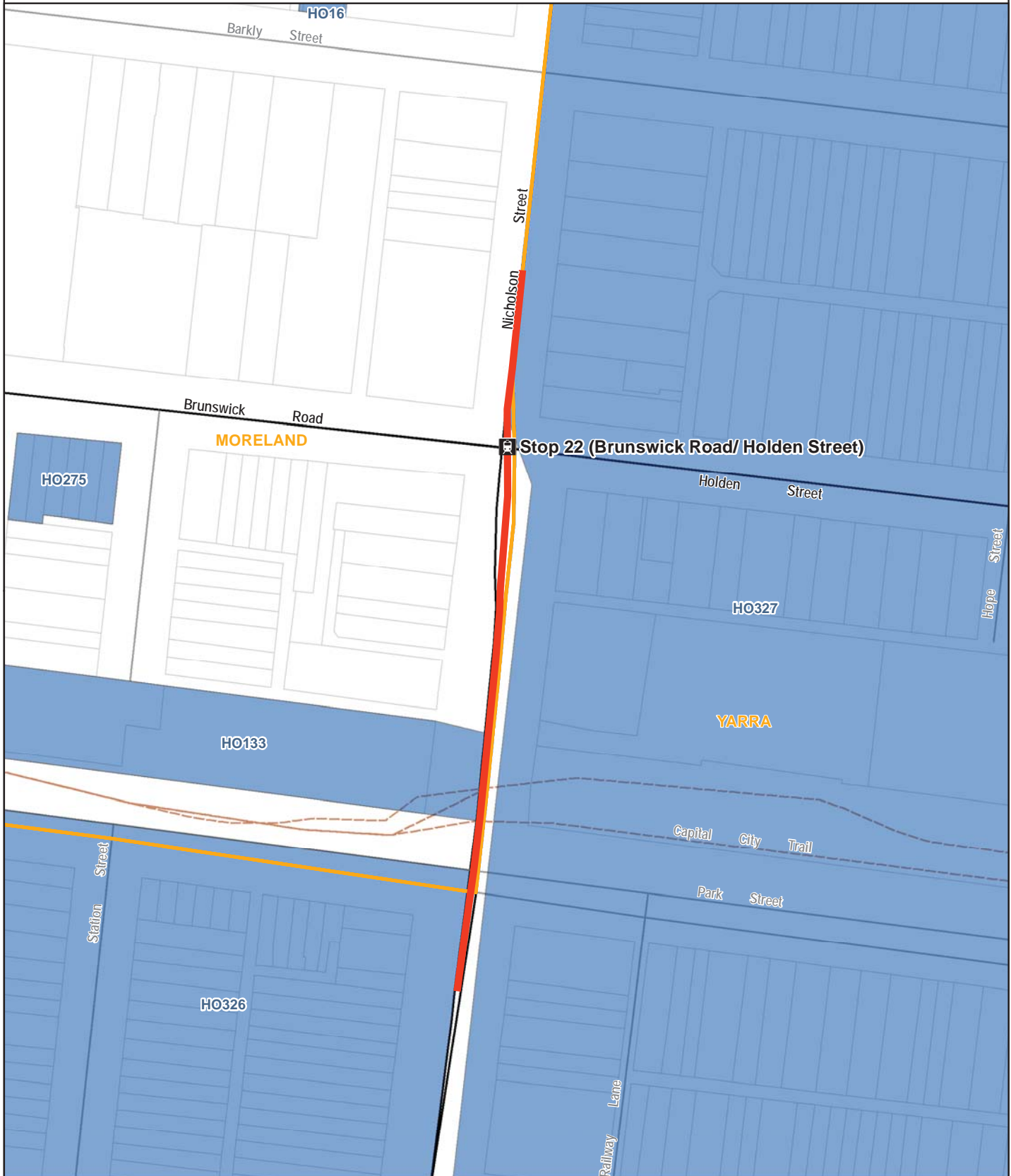


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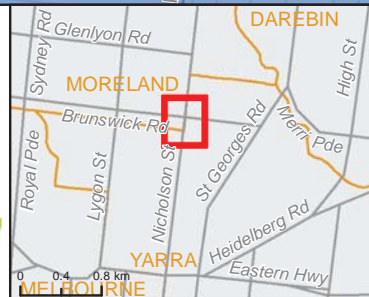
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Figure 3.3: Location of heritage places within and adjacent to the Project area (North)



Legend

- Tram Stop
- Proposed Works Area
- Heritage Overlay
- Major road
- Minor road
- Track
- Property Boundary
- LGA Boundary



IS168200
GDA 1994 MGA Zone 55

0 5 10 20
metres

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4. Site inspection

A site inspection of the Project area was undertaken by Karen Murphy and Andrew Wilkinson on 25 October 2016, and on 25 January and 8 February 2018 by Jennifer Chandler. Photographs below were taken by Andrew Wilkinson and Jennifer Chandler. The aim of the site inspection was to understand the nature and location of the proposed activities and to provide information about the potential for impacts of the activities on the heritage values of any heritage places located within the Project area.

4.1 Results

4.1.1 Item 1: North Carlton Precinct (HO326)

At Park Street the remnant Inner Circle Railway track extends from the current tram track structure and across in a westerly direction towards the footpath, where it ends (Figure 4.1 - Figure 4.2). This section of track is approximately 12.6 m long. There is a metal and timber paling fence on the footpath (Figure 4.3) and a post located on the western side of Nicholson Street (Figure 4.5). A light post is located on the corner of Nicholson Street and Scotchmer Street (Figure 4.6). On the west side of Nicholson Street there is a pitched bluestone channel, four pitchers wide (Figure 4.7).

Four shop awnings located at 699A, 705, 709 and 711 Nicholson Street were inspected. The awning at 705 Nicholson Street is flat, with a corrugated iron roof and two decorative poles supporting the awning at the front (Figure 4.11). The awning at 709 Nicholson Street is cantilevered, flat and modern in appearance (Figure 4.12). The awning at 699A is cantilevered, flat and modern in appearance (Figure 4.15). The awning at 711 Nicholson Street is also cantilevered, flat and modern in appearance (Figure 4.16).

4.1.2 Item 2: North Fitzroy Precinct (HO327)

A post box is located on the western side of Nicholson Street near the reserve on Park Street (Figure 4.4). On the eastern side of Nicholson Street there is a pitched bluestone channel, two pitchers wide (Figure 4.8).

Two shop awnings located at 700 and 702-704 Nicholson Street were inspected. The awning at 700 Nicholson Street is corrugated iron and curved in shape, with three poles supporting the awning at the front (Figure 4.13). The awning at 702-704 Nicholson Street is cantilevered, flat, modern in appearance and extends over both shop fronts (Figure 4.14).

4.1.3 Item 3: Former Nicholson Street Cable Tram Car Shed Track (H7822-2253)

The Fitzroy bus depot is located on the eastern side of Nicholson Street (Figure 4.9). There are tram tracks which extend from the depot into Nicholson Street (Figure 4.10).

4.1.4 Items 5 and 8: Janet Hillman Reserve / Inner Circle Railway

The Inner Circle Railway crosses over the Project area, with the section located west of Nicholson Street falling within the Janet Hillman Reserve and the North Carlton Precinct, and the section located east of Nicholson Street falling within the North Fitzroy Precinct. Features relating to the remnants of the former Inner Circle Railway were noted as described above and relating to remnant tracks (Figure 4.1, Figure 4.2), picket fence and gate post (Figure 4.3, Figure 4.5).



Figure 4.1 : Remnant railway tracks within Nicholson Street, facing east, away from Janet Hillman Reserve.



Figure 4.2 : Section of railway track which ends at the footpath on the western side of Nicholson Street, in Janet Hillman Reserve.



Figure 4.3 : Picket fence and post on Nicholson Street on edge of footpath, in Janet Hillman Reserve, facing northwest.



Figure 4.4 : Post box on Nicholson Street and Park Street intersection, facing east.



Figure 4.5 : Gate post, at edge of Janet Hillman Reserve, facing north.



Figure 4.6 : Light post on Scotchmer Street, facing west.



Figure 4.7 : Bluestone channel on west side of Nicholson Street, facing north.



Figure 4.8 : Bluestone channel on east side of Nicholson Street, facing north.



Figure 4.9 : Site of Former Nicholson Street Cable Tram Car Shed and Workshop, facing east.



Figure 4.10 : Site of Former Nicholson Street Cable Tram Car Shed and Workshop, and Former Nicholson Street Cable Tram Car Shed Track, facing northeast.



Figure 4.11 : The shop awning at 705 Nicholson Street, facing north.



Figure 4.12 : The shop awning at 709 Nicholson Street, facing south.



Figure 4.13 : The shop awning at 700 Nicholson Street, facing south.



Figure 4.14 : The shop awning (white) at 702-704 Nicholson Street, facing south.



Figure 4.15 : The shop awning and OHP at 699A Nicholson Street, facing south.



Figure 4.16 : The shop awning and OHP at 711 Nicholson Street, facing south.

5. Cultural heritage significance

5.1 Basis for assessment

The concept of cultural heritage significance helps in estimating the value of places. Places which are likely to be significant are those which 'help an understanding of the past or enrich the present, and which will be of value to future generations (Australia ICOMOS 2000). In Australia, the significance of a place is generally assessed according to the following values:

- Aesthetic value
- Historic value
- Scientific value
- Social value

The criteria for the Victorian Heritage Register are listed in Appendix A.

5.1 Significance assessment and statements of significance

Statements of significance for each of the four known heritage items have been taken from the relevant register entries and are presented in Table 5.1. When available, detailed significance assessments have also been provided for each place in Appendix A. All of the heritage items are of local significance. The potential impact of the proposed works on the heritage significance of these heritage items is considered in Section 6.

Table 5.1 : Summary heritage significance for heritage items

Name	Statement of significance
North Carlton Precinct (HO326)	<p>The North Carlton Precinct is significant for:</p> <p>its association with Melbourne's early history, as seen in the former Collingwood Stockade quarry reserve sites (such as Curtain Square), and the Penal Station (later the Lee St. Primary School site).</p> <p>as a demonstration, in plan form (south of Fenwick St), of 1869 urban design and the formal aesthetic of colonial urban planning for orderly development and suburban amenity within Melbourne's 5-mile township reserve, with the wide streets and intersections (laid out in a north south grid) providing a superb framework for the ornamental, highly cohesive built form of the precinct, with its intact 19th century terraces, corner shops, hotels, and the plan's provision for public, garden and religious building reserves, all enhanced by the adjoining public landscape of the Melbourne General Cemetery;</p> <p>the association with Clement Hodgkinson, the initiator of the 1869 North Carlton plan, who was head of the Lands and Survey Department and an important figure in the development of Melbourne's inner-urban suburbs, parks, and 19th century infrastructure;</p> <p>the historical importance of the 1876 government subdivision (North of Fenwick St) for its deliberate inclusion of much smaller, affordable allotments in order to capture the rising market of small investors, then aided by Building Society finance. This yielded the rapidly built, dense Boom-era terrace housing, and the later similarly dense attached Edwardian housing. No parks or reserves for religious use were provided;</p> <p>inclusion in this subdivision of larger, 1/2 acre allotments, as elevated sites along the wide streets of Lygon, Drummond and Park Streets. The residual adjacent quarry-damaged areas delayed the sale and development of these allotments such that they became superb sites for large detached inter-war villas;</p> <p>the representation in the subdivisions of the conventions of Victorian and Edwardian life where utilitarian features such as coal sheds, privies, stables/garages, rubbish containers, vehicular entrances or driveways, were concealed off lanes from public view;</p> <p>the early engineering and infrastructure such as the strict grid formation of street, lane and allotment layouts, dressed bluestone kerbs, pitched bluestone guttering, lanes and crossovers, asphalt footpaths and roads, and the presence of formally planted street trees which provided an important setting for a fine collection of residential, community and commercial buildings;</p> <p>the high aesthetic value of the precinct as evident in the continuous rows of similarly designed Victorian and</p>

Name	Statement of significance
	<p>Edwardian-era architecture, the regular street pattern and wide north south streets;</p> <p>the valuable landscape features such as Curtain Square, with its monuments and large trees, views to the Melbourne General Cemetery, the formal 20th century European tree and palm plantations in Drummond, Canning, and Rathdowne Streets, and plane trees planted in Newry and Nicholson Streets, plus important private gardens;</p> <p>as a highly intact example of a residential suburb built substantially between 1868 and c1915, reflecting well the 1880-1891 Boom era and the Federation recovery period of 1900-1915, a fine physical illustration of its major development period, with shops and hotels built on corners to the residential streets, providing Victorian-era, pre motor car convenience within walking distance;</p> <p>as evidence of the effect on development of public transport in the form of cable trams in Nicholson and Rathdowne Streets, and the Inner Circle Railway (1888) that promoted dense, rapid development of the precinct and the distinctive late Victorian commercial shopping strips in these streets;</p> <p>as the largest and most cohesive collection of small Victorian and Edwardian terrace and attached housing forms of any suburb in the State, with many small row houses and pairs sited in the longer, narrower streets of the 1876 northern subdivision;</p> <p>the many examples of grandiose terrace housing, contrasting with the simplicity of the less common early terrace forms;</p> <p>the important landmark buildings and community focal points in the locality that include public buildings such as the Lee St Primary School, 19th century churches and halls, corner shops and hotels, and the 20th century meeting places for immigrants, including Serbian Orthodox, Ukrainian Orthodox Church communities, the 1932-3 Kadimah (former Jewish centre), St. John the Baptist's Greek Orthodox Church, and the more recent Albanian Mosque in Drummond Street; and</p> <p>the individually significant buildings from all eras and well preserved building examples, from pre-World War Two, that express a rich assembly of architectural design within the characteristics of Victorian and Federation era residential styles, some factories and warehouses, Moderne style flats, and large inter-war villas (Victorian Heritage Database 2014a).</p>
North Fitzroy Precinct (HO327)	<p>The Government planned section of Fitzroy North (south of Holden St) is significant for:</p> <p>as a demonstration of the earliest stages in the development of North Fitzroy, commencing with the 1850s Yan Yean tramway and the quarry route of Nicholson St, the establishment of North Fitzroy's first churches and its pre-Boom suburban mixture of small residential and commercial buildings coinciding with provision of horse drawn public transport.;</p> <p>its late 19th century buildings that represent rapid growth and change in the character of the relatively remote suburb to an established residential and business area with a range of commercial and institutional buildings serving the wider population of North Fitzroy;</p> <p>the aesthetic value of its suburban planning, with the combination of curving streets and garden reserves, and the vistas created by the intersections of standard rectilinear subdivision with the strong diagonals formed by St Georges Road and Queens Parade, the exceptionally wide streets and crescents, the triangular garden reserves, and focal views to buildings and parkland. This aesthetic is underscored by the built form seen in the construction of commercial and institutional buildings to the property alignment along a number of streets and on corners;</p> <p>the generous public domain, with street plantings of historic elms and 20th century plane trees,</p> <p>its low rise streetscapes of intact Victorian and Edwardian buildings one and two-storey terrace and villa housing;</p> <p>the range of Victorian and Edwardian-era building form and finish, from the modestly decorated timber cottages and stuccoed Italianate style houses, simply designed corner hotels and shops, to the rich variety of decorative buildings including an extraordinary concentration of decorative bi-chrome and polychrome brickwork and flamboyantly decorated Italianate residential and commercial terraces, banks and hotels, interspersed very occasionally with dominating narrow spire and tower elements of religious, commercial and institutional buildings.</p> <p>as one of Melbourne's early residential commuter suburbs served by train and cable tram services linking it to the city by 1888, with extensive Boom era terrace buildings and closely built row housing within this sub-area providing evidence of the effects of public transport on early development;</p>

Name	Statement of significance
	<p>as essentially a well preserved Boom-era suburb that, despite the abrupt economic collapse of the early 1890s, continued developing during the Great Depression years and into the first decades of the 20th century due to the amenity of its planning, parkland, local schools and shops and extensive public transport. This yielded both the generous frontages and sizes of the post-Depression villa houses and the row house forms and narrow frontages of the Boom era;</p> <p>its traditional Victorian-era residential character, evoked by the formal presentation of the decorated facade to the street with its small ornamental front garden, low front fence, pedestrian gateway and front path, with the functional necessities of delivering coal, removal of nightsoil and occasional stabling provided by the back lanes;</p> <p>landmark buildings and sites that formed key meeting places in the area during the main development era of the 1860s to the 1930s, including religious institutions, schools, monasteries and churches, and the buildings associated with charitable bodies such as the Salvation Army, Church of Christ Bible School, and the temperance movement. Also the former North Fitzroy Police Station, the former Licensed Victualler's School and Asylum site and complexes such as the Old Colonists Homes;</p> <p>the asphalt footpaths, pitched lanes, gutters and lane crossovers and mature street and individual plantings (such as mature elms, planes, palms, and Kurrajongs) that reinforce the unified character of the dense, relatively low-rise residential development;</p> <p>the 19th century landscape of Edinburgh Gardens and its representation of Fitzroy's cultural history in its plantings, memorials, recreation sports club grounds and pavilion buildings, plus the Inner Circle Railway reserve as a cultural landscape strip across the north of the area;</p> <p>the outstanding Victorian and Edwardian-era streetscapes such as those surrounding the Edinburgh Gardens (Alfred Crescent, St Georges Road, Brunswick and Freeman Streets) that include a rich collection of Victorian-era Gothic and Italianate style buildings interspersed with fine buildings from the Edwardian period;</p> <p>the important views and vistas within the area, including those of the Edinburgh Gardens, its mature trees and historic structures, as seen from many parts of the Heritage Overlay Area, and views obtained from Edinburgh Gardens to the many significant buildings at its curtilage and the city skyline, the vista from the elevated position of the Cricket Club grandstand toward the upper facades of buildings in Freeman and Brunswick Streets, and the Brunswick Street vistas (south to the spire of St Patrick's Cathedral, and north to St Luke's spire)</p> <p>the contribution of well-preserved inter-war buildings, particularly the small intact inter-war houses where the building design has adapted to the prevailing built character of the area in siting, scale, decorative quality and stylistic variety (Victorian Heritage Database 2014b).</p>
Former Nicholson Street Cable Tram Car Shed Track (H7822-2253)	<p>The tracks and engine houses of the Melbourne cable tram network were constructed by the Melbourne Tramways Trust (MTT) during 1885-91. It was considered to be the world's largest cable tramway network under single ownership. The cable tram car sheds were built by the Melbourne Tramway and Omnibus Company which leased the lines from the MTT between 1885 and 1916 and operated the tram services. The precinct in the streets outside the former cable tram sheds has potential to contain significant 19th century archaeological remains (such as tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, and inspection and access manholes having cast iron covers). They are less likely to be intact for sites where the cable tramway was replaced by an electric tramway because the cable tram infrastructure was unsuitable for electric trams and was generally removed for construction of the electric tracks.</p> <p>The remains in the tram track precinct are highly significant as they display how Melbourne's cable tram system operated (Heritage Victoria site card H7822-2253 2009).</p>
Janet Hillman Reserve and Inner Circle Railway (HO133)	<p>The remains of the Inner Circle Railway Line, including its alignment, the former North Carlton Station, remnants of the North Fitzroy Station, benches, tracks, stanchions, crossings and associated infrastructure, gatekeeper's cottage and significant trees are of metropolitan historic, social and aesthetic significance in respect to the municipalities through which it passes.</p> <p>The Inner Circle Railway Linear Reserve is of historic significance as a remnant of the railway network instigated to connect inner city suburban passengers to the Outer Circle Line which in turn was designed to</p>

Name	Statement of significance
	<p>connect passengers to the Gippsland line (through Caulfield) during the peak of Melbourne's Boom in the 1880s.</p> <p>The Inner Circle Railway Line is of social significance as part of a wider scheme, the Outer Circle Railway, constructed during the Boom period of 'Marvellous Melbourne'. While never providing the financial returns anticipated by its creators, it became a means of transport for generations of residents of Carlton and Fitzroy to the city and outer suburbs of Melbourne, including transport to the Melbourne Cricket Ground, Flinders Street Station and the 1956 Olympic Games. Rather than an efficient passenger service, it became an important goods line which operated until 1981. The Linear Reserve is also of some local social significance as evidenced by community agitation in the 1970s to retain its open spaces for public use. Today it is well-used as a community resource being utilized by local residents as a community garden, walking and cycling paths, and other recreation activities. Sections of introduced native and exotic vegetation provide a level of amenity.</p> <p>Elements of the Inner Circle Railway Linear Reserve are of aesthetic significance, as a collection of remnant railway infrastructure (alignment, benches, tracks, stanchions, crossing gates, gatekeeper's cottage, footings) which clearly demonstrates the presence, and former operation, of the passenger railway from 1888-1948 and the goods line until 1981. The North Carlton Railway Station, one of only a small number of 'Maldon' style station buildings extant in suburban or country Victoria, is of particular individual significance.</p> <p>The Inner Circle Railway Linear Reserve Park and its heritage elements are of significance at the local level (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 50).</p>

6. Impact assessment

6.1 Proposed works

The Project involves the upgrade of tram stops 20, 21, 22 through the installation of the CIP's at Stops 20 and 21 and a COP at Stop 22 and approximately 650 m of track renewal alignment design.

The following works are proposed for each of the stops:

Stop 20 (Richardson Street/Reid Street)

- Road side parking to be removed adjacent to the proposed CIP, seven parking spaces to be removed from the outbound road side (Richardson Street) and eight spaces to be removed from the inbound road side (Reid Street). Existing blue stone pitchers will need to be removed and the asphalt road service extended to the invert of kerb as specified on the design drawings to provide a suitable road surface for trafficable road lanes.

Stop 21 (Scotchmer Street/Pigdon Street)

- Road side parking to be removed adjacent to the CIP, ten parking spaces to be removed from the outbound road side (Pigdon Street) and ten spaces to be removed from the inbound road side (Scotchmer Street). Existing blue stone pitchers will need to be removed and the asphalt road service extended to the invert of kerb as specified on the design drawings to provide a suitable road surface for trafficable road lanes.
- Cutting back/removal of shop awnings is proposed due to clearance requirements of anything within 600 mm of the 2.8 m wide kerbside lane for safety reasons. Shop awnings at 700, 702-704, 705 and 709 Nicholson Street are within the clearance distance and either have to be removed or cut back. In order to minimise impacts it is proposed to cut back the modern cantilevered awnings at 702-704 and 705 Nicholson Street from the front of the awning. The shop awnings at 700 and 709 Nicholson Street are supported by poles. In this instance, it is proposed that part of the awning from the back (closest to the building) will be removed, while keeping the front of the awning intact, and the supporting poles will be reinstated into the pavement.
- Removal and installation of overhead poles (OHP) is proposed due to clearance requirements of anything within 600 mm of the 2.8 m wide kerbside lane for safety reasons. Shop awnings at 711 and 699A Nicholson Street require the OHPs to pass through the shop awnings approximately 300 mm from the front of the awnings. It is not possible to locate the OHPs closer to the road due to clearance requirements.

Stop 22 (Brunswick Road/ Holden Street)

- Road side parking to be removed adjacent to the 66 m long COP, six parking spaces to be removed from the outbound road side (Brunswick Road) and four spaces to be removed from the inbound road side (Holden Street). Existing blue stone pitchers will need to be removed and the asphalt road service extended to the invert of kerb as specified on the design drawings to provide a suitable road surface for trafficable road lanes.

The excavation across the site will be to a depth of 0.5 m, except the areas where local services works require deeper excavation, and will extend approximately 650 m along Nicholson Street in three sections. The width of the excavation will vary from 5.8 m width (along the standard straight track) to 10 m wide at the location of the new stops.

6.2 Potential impacts

6.2.1 Item 1: North Carlton Precinct (HO326)

The proposed works will impact on the bluestone kerbing and guttering on Nicholson Street within the North Carlton Precinct. The bluestone kerbing and guttering contributes to the aesthetic values of the precinct. Other

contributing features include the asphalt footpaths, pitched lanes, lane crossovers, back lanes and the architecture within the precinct. Currently there is a pitched bluestone channel four pitchers wide on the western side of Nicholson Street. The proposed works require the retention of the bluestone kerbs through the Project area, but change to the bluestone pitchers in the gutters and road surface would be required.

Due to the existing width of the road reserve in Nicholson Street and minimum clearance requirements for trams and Disability Discrimination Act (DDA) accessibility on the tram platform, it is not possible to accommodate the minimum 2.8 m trafficable lane widths without impacting on the bluestone pitchers. The existing pitchers are not an appropriate trafficable surface, due to their uneven surface, for the carrying capacity and speed of Nicholson Street which is an arterial road managed by VicRoads. Therefore, the design being proposed is to remove all bluestone pitchers for a length of approximately 100 m (west) and 70 m (east) alongside Stop 20, for a length of approximately 90 m (west) and 60 m (east) alongside Stop 21 and for approximately 105 m (west) alongside Stop 22 to enable construction of 2.8 m wide trafficable lanes on both sides of the road.

There is a post box located on the corner of the intersection of Park Street and Nicholson Street. Although the proposed works are restricted to the edge of the footpath, the post box may be subject to indirect impacts through use of machinery in the area.

The proposed works will impact on four shop awnings on the western side of Nicholson Street. Elements which contribute to the heritage significance of the North Carlton and North Fitzroy Precincts include attached Victorian-era and Edwardian-era mainly two-storey shop and residence rows in the major north-south street, having typically post-supported, mainly Corporation Style iron street verandahs. The row of shops impacted by the proposed works is significant as a major shopping centre of grand shop rows, extending from Macpherson Street (south of the Project area) to Park Street (in the northern section of the Project area), which were built along the cable tram route.

The cutting back of the front of the modern awning at 705 Nicholson Street and removal of part of the rear of the awning at 709 Nicholson Street will not affect the significance of North Carlton Precinct as while physical change to the awnings/verandahs will occur, the modified forms would only have negligible impact to:

- the high aesthetic value of the precinct as evident in the continuous rows of similarly designed Victorian and Edwardian-era architecture, the regular street pattern and wide north south streets; and
- as evidence of the effect on development of public transport in the form of cable trams in Nicholson and Rathdowne Streets, and the Inner Circle Railway (1888) that promoted dense, rapid development of the precinct and the distinctive late Victorian commercial shopping strips in these streets.

The proposed installations of two OHPs at 699A and 711 Nicholson Street will pierce the awnings approximately 300 mm from the front of the awnings. The OHPs will not provide any structural capacity to the awnings. During construction a 250 mm diameter hole will be cut into the shop awnings. Once the OHPs have been placed through the holes in the awnings, flashing will be added around the outside of the OHPs to protect the awnings from water seepage. The process will not impact on any other part of the awnings apart from the area where the holes are located. The physical impact to the buildings is minimal and will not impact on the significance of the North Carlton Precinct.

The proposed works will impact on the remnants of the Inner Circle Railway line which is a component of the North Carlton Precinct. Further discussion of the Inner Circle Railway line can be found in Section 6.2.2.

6.2.2 Item 2: North Fitzroy Precinct (HO327)

The proposed works will impact on the bluestone kerbing and channel on the eastern side of Nicholson Street within the North Fitzroy Precinct. The bluestone kerbing and guttering contributes to the Victorian and Edwardian aesthetic values of the precinct. Other contributing features include the asphalt footpaths, pitched lanes, lane crossovers, the back lanes and the architecture within the precinct. Currently there are areas with two courses of bluestone pitchers on the east side of Nicholson Street. The proposed works require the retention of the bluestone kerbs through the Project area, but change to the bluestone pitchers in the gutters and road surface would be required.

Due to the existing width of the road reserve in Nicholson Street and minimum clearance requirements for trams and Disability Discrimination Act (DDA) accessibility on the tram platform, it is not possible to accommodate the minimum 2.8 m trafficable lane widths without impacting on the bluestone pitchers. The existing pitchers are not an appropriate trafficable surface, due to their uneven surface, for the carrying capacity and speed of Nicholson Street which is an arterial road managed by VicRoads. Therefore, the design being proposed is to remove all bluestone pitchers for a length of approximately 100 m (west) and 70 m (east) alongside Stop 20, for a length of approximately 90 m (west) and 60 m (east) alongside Stop 21 and for approximately 105 m (west) alongside Stop 22 to enable construction of 2.8 m wide trafficable lanes on both sides of the road.

The proposed works will impact on two shop awnings on the eastern side of Nicholson Street. Elements which contribute to the heritage significance of the North Fitzroy Precinct include attached Victorian-era and Edwardian-era shops and residences above, with post-supported, street verandahs.

The cutting back of the front of the modern awning at 702-704 Nicholson Street and removal of part of the rear of the awning at 700 Nicholson Street will not affect the significance of North Fitzroy Precinct as while physical change to the awnings/verandahs will occur, the modified forms would only have negligible impact to:

- its low rise streetscapes of intact Victorian and Edwardian buildings one and two-storey terrace and villa housing; and
- as one of Melbourne's early residential commuter suburbs served by train and cable tram services linking it to the city by 1888, with extensive Boom era terrace buildings and closely built row housing within this sub-area providing evidence of the effects of public transport on early development.

The proposed works will impact on the remnants of the Inner Circle Railway line which is a component of the North Fitzroy Precinct. Further discussion of the Inner Circle Railway line can be found in Section 6.2.2.

6.2.1 Item 3: Former Nicholson Street Cable Tram Car Shed Track (H7822-2253)

The northern section of Stop 21 proposed works will impact on the Former Nicholson Street Cable Tram Car Shed Track which is located on Nicholson Street. The proposed works include excavation at the site to a depth of 0.5 m and a width of 5.8 m width.

The Former Nicholson Street Cable Tram Car Shed Track will be directly impacted by the proposed works. The full extent of the remains of the cable tram network is unclear from the information available, however the remains may include tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, and inspection and access manholes having cast iron covers. Archaeological monitoring during the works within the extent of the VHI site boundary is required to identify and record any archaeological artefacts present in the area related to the cable tram infrastructure.

6.2.2 Items 5 and 8: Janet Hillman Reserve (HO133) and Inner Circle Railway (NT)

The proposed works will impact on the remnant section of railway track which is related to the Inner Circle Railway. The existing section of railway track extends from the Janet Hillman Reserve into Nicholson Street and is approximately 12.6 m long. A 3.1 m section of the railway track from the middle of Nicholson Street will be required to be cut out of the road to allow for widening of the tram tracks, which will leave a section of track approximately 9.5 m in length. The section of track can be removed without damaging the remainder of track which will stay in the road. As new tram tracks for the Project are required to be constructed in this area it is not possible to retain the 3.1 m section of rail track, due to engineering constraints.

As the proposed works extend only to the edge of the footpath it is unlikely that the picket fence and gate posts situated within Janet Hillman Reserve will be impacted directly, although these items may be indirectly impacted through the use of machinery in the area.

The Conservation Management Plan (Allom Lovell and Associates and John Patrick Pty Ltd 2005) for the Inner Circle Railway outlines policies for the management of remnant features of this heritage item. The Inner Circle Railway line was assessed as being of *primary significance* and recommendations were to: *Retain and conserve remaining track, gateposts and fencing. Reconstruct fencing where lacking and where practical given existing conditions.*

6.2.3 Heritage places not impacted by the proposed works

The following heritage items will not be impacted by the proposed works as the Project area is constrained within the Nicholson Street road reserve:

- Item 4 – Former Nicholson Street Cable Tram Car Shed and Workshop – 734-768 Nicholson Street, Fitzroy North
- Item 6 – 658 Nicholson Street, North Fitzroy
- Item 7 – Family Butchers Shop – 745 Nicholson Street, Carlton North

7. Mitigation and management measures

7.1 Site-specific measures

7.1.1 Items 1 and 2: North Carlton and North Fitzroy Precinct (HO326 and HO327)

The works are within the North Fitzroy Precinct and North Carlton Precinct and will impact on several elements as outlined below.

7.1.1.1 Bluestone pitchers

A heritage assessment (Andrews 2015) for another section of the Route 96 Project considered options to minimise impact on bluestone pitchers in Nicholson Street. The assessment determined that there is no prudent or feasible alternative to their removal, despite some impact on contributory heritage elements of the heritage precincts. The substantial elements of the significant Victorian and Edwardian setting of the precincts (including the layout of the streets and the substantial sections of residential, commercial and institutional buildings) would be retained. The existing bluestone kerb would not be removed, retaining some visual representation of the original bluestone kerbing and guttering in the streetscape of the precincts.

Prior to the removal of the bluestone pitchers an archival photographic record of the bluestone kerbing and guttering would be prepared to document the extent and locations of the original bluestone. This would be undertaken in accordance with Heritage Victoria's *Technical Note: Photographic Recording for Heritage Places and Objects*.

7.1.1.2 Post box

A post box is located on the Nicholson Street and Park Street intersection and may be subject to indirect impacts. The post box should be protected from indirect impacts from machinery through the implementation of temporary fencing.

7.1.1.3 Shop awnings

The proposed construction method of cutting back shop awnings at 700, 702-704, 705 and 709 Nicholson Street must be undertaken in a manner that will have minimal impact upon the fabric of the building. If it is not possible to reinstate the existing poles at 709 Nicholson Street, due to their age and condition, new poles of a similar design and materials should be used.

The proposed construction method of cutting a 250 mm hole into the shop awnings of the properties located at 699A and 711 Nicholson Street must be undertaken in a manner that will have minimal physical impact upon the fabric of the building.

7.1.2 Item 3: Former Nicholson Street Cable Tram Car Shed Track (H7822-2253)

The proposed works are within the VHI site, therefore a consent from HV will be required. Monitoring by an appropriately qualified historical archaeologist must occur while the initial excavation works which may reveal the remains of the cable tram network within the VHI boundary take place. Additional management measures may be required by HV, which will be outlined on the consent when it is issued.

7.1.3 Items 5 and 8: Janet Hillman Reserve and Inner Circle Railway (HO133 and NT)

The Janet Hillman Reserve is immediately adjacent to the Project area and the Inner Circle Railway dissects the Project area. Therefore, prior to the removal of the Inner Circle Railway tracks an archival photographic record of the tracks would be prepared to document the extent and locations of the original tracks. This would be undertaken in accordance with Heritage Victoria's *Technical Note: Photographic Recording for Heritage Places and Objects*. Upon agreement the track section that is removed may be retained and incorporated into an interpretive display.

Other remnants of the Inner Circle Railway which are located adjacent to the Project area, such as the picket fencing and gateposts, should be protected from indirect impacts from machinery through the implementation of temporary fencing.

7.2 General measures

7.2.1 Unexpected discoveries of historical heritage

All historical archaeological sites in Victoria older than 75 years are protected by the Heritage Act, whether they are recorded on the VHI or not. It is an offence to knowingly or negligently deface, damage, or otherwise interfere with an archaeological site without obtaining the appropriate consent from the Executive Director of HV.

Under Section 127 of the Heritage Act, if an archaeological site is discovered during construction or excavation on any land, the person in charge of the construction or excavation must as soon as practicable report the discovery to HV. If any unexpected archaeological sites are uncovered during construction works, the following procedure must be followed by Yarra Trams and/or their contractors:

STOP

- Stop any activity which may impact on the discovery
- Ensure that other people working in the area are aware of it and have also stopped work in the area
- Protect the artefacts or site by erecting temporary fencing or other suitable barrier

ADVISE

- A supervisor or the cultural heritage consultant must be consulted if they are on site
- Supervisors are to contact Yarra Trams to advise of the discovery
- Supervisors are to advise HV where the discovery was made and provide a description or photograph of the discovery

MANAGE

- HV, the onsite heritage consultant or supervisor will advise on how to manage the discovery
- Management of the discovery may involve protection, recovery, recording or removal of the artefacts or features and is likely to require Consent to Damage from HV.

7.2.2 Heritage induction training

Historical heritage awareness training should be completed as part of the site induction for Yarra Trams personnel and/or contractors prior to the commencement of construction works to ensure understanding of potential heritage items that may be impacted during the project, and the procedure required to be undertaken in the event of discovery of historical heritage material, features or deposits, or the discovery of human remains.

8. Approvals requirements

8.1 Items 1 and 2: North Carlton and North Fitzroy Precinct (HO326 and HO327)

The works are within the North Carlton Precinct (HO326) and North Fitzroy Precinct (HO327) which are listed in the Heritage Overlays of the City of Moreland and City of Yarra planning schemes; however the *Tramway Infrastructure Upgrades Incorporated Document* (2017) outlines exemptions from planning scheme requirements which relate to the Route 96 – SP2 proposed works. The exemption is subject to the condition that a statement describing any impacts of the development on the significance of the heritage place is submitted to the responsible authority. This heritage impact assessment report, along with the proposed design drawings, should be submitted to City of Moreland and City of Yarra to meet the requirements of this condition.

8.2 Item 3: Former Nicholson Street Cable Tram Car Shed Track (H7822-2253)

Under section 124 of the Heritage Act, consent is required from the Executive Director of Heritage Victoria for works or activities, including excavation, in relation to a site listed on the VHI.

The application for consent is to be made to the Executive Director of Heritage Victoria and accompanied by the prescribed fee (currently up to \$2,844) and this report.

A consent may be issued with terms and conditions such as the following:

- a) That the activity authorised by the consent be supervised by a person with appropriate professional qualifications and experience as specified in the consent; and
- b) That archaeological artefacts found in the course of the activity authorised by the consent are to be conserved and curated in a way specified in the consent; and
- c) Any other terms and conditions that the Executive Director thinks fit.

The terms and conditions contained in the consent must be complied with. This heritage impact assessment report should be submitted as part of the consent application.

8.3 Items 5 and 8: Janet Hillman Reserve (HO133) and Inner Circle Railway (NT)

The works are within the Janet Hillman Reserve (HO133) which is listed in the Heritage Overlay of the City of Moreland planning scheme; however the *Tramway Infrastructure Upgrades Incorporated Document* (2017) outlines exemptions from planning scheme requirements which relate to the Route 96 – SP2 proposed works. The exemption is subject to the condition that a statement describing any impacts of the development on the significance of the heritage place is submitted to the responsible authority. This heritage impact assessment report, along with the proposed design drawings, should be submitted to City of Moreland to meet the requirements of this condition.

9. References

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Appendix A. Criteria for heritage significance

A.1 Criteria for the Victorian Heritage Register

Places with outstanding heritage values, and of a type or class of place or associated with an event, a movement, person or group that is of particular importance to the State of Victoria may be entered on the Victorian Heritage Register. Under the *Heritage Act 1995* a place is assessed by the following criteria:

- Criterion A - Importance to the course, or pattern, of Victoria's cultural history
- Criterion B - Possession of uncommon, rare or endangered aspects of Victoria's cultural history
- Criterion C - Potential to yield information that will contribute to an understanding of Victoria's cultural history
- Criterion D - Importance in demonstrating the principal characteristics of a class of cultural places or objects
- Criterion E - Importance in exhibiting particular aesthetic characteristics
- Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period
- Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions
- Criterion H - Special association with the life or works of a person, or group of persons, of importance in Victoria's history

Appendix B. Significance assessment and statements of significance

B.1 North Carlton Precinct

B.1.1 Description

The North Carlton Precinct is a grid of spacious streets with provision for public and religious buildings and public gardens reserves. The area has intact decorative one and two storey 19th and early 20th century terrace housing, decorative front fences, small corner shops and hotels. There are also small Victorian and Edwardian terrace and attached housing forms. The area displays engineering and infrastructure with grid formation of street, lane and allotment layouts. The streets have dressed bluestone kerbs, pitched bluestone guttering, lanes and crossovers, asphalt footpaths and roads, and mature exotic street trees. The area displays picturesqueness in the Italianate style with decorative cement mouldings, coloured brickwork and parapets, portico and recessed verandah elements and details or the Edwardian preference for prominent asymmetrical hipped or gabled roofs with tall chimneys, terra cotta and timber decoration, and elaborate gable ends, verandah posts and friezes. The North Carlton Precinct has a skyline of decorative parapets, entablatures, curved wing walls, chimneys and complex hipped and gabled rooflines. The northern section of the Precinct has late Victorian and Post Federation detached villas, The Precinct also has small factories and warehouses.

Public transport within the North Carlton Precinct was at first a horse-drawn omnibus service along Nicholson St to the city, which stimulated development in Canning and Station Streets where standard pattern terrace housing predominated. With population growth came the first government primary school (opening 1873, later replaced by the Lee St Primary School, 1878), shops, shop rows, and corner hotels.

The 1883 announcement of Rathdowne and Nicholson Streets as future cable tram routes meant an explosion of dense residential development of terrace housing in almost every street north to Park Street. In 1887-8 new cable tram and Inner Circle Railway services gave this area perhaps the best access to public transport of any Victorian-era inner Melbourne suburb: rows of shops and residences were built along the tram routes. At the cable tram terminus in Nicholson St, adjoining the North Fitzroy Inner Circle Railway station, a major shopping centre developed with grand shop rows, extending from Macpherson to Park Streets. Then at the fringe of suburbia, northern sections of Canning and Drummond Streets were popular for larger, detached late Victorian houses that might have been served by private transport in the form of stabling. The Inner Circle passenger train link to the Melbourne (Princes Bridge) was completed in 1901 and operated until 1948 which explains the popularity of North Carlton in the Edwardian and Interwar eras (Victorian Heritage Database 2014a).

B.1.2 Curtilage information

As shown in Figure 3.3.

B.1.3 Significance assessment

The below significance assessment was reproduced from the VHD.

Table B.1 : Significance of North Carlton Precinct

Criterion	Heritage assessment
A - Importance to the course or pattern of Victoria's cultural history	Meets this criterion (see statement of significance below).
B - Possession of uncommon, rare or endangered aspects of Victoria's cultural history	Does not meet this criterion.

Criterion	Heritage assessment
C - Potential to yield information that will contribute to an understanding of Victoria's cultural history	Does not meet this criterion.
D - Importance in demonstrating the principal characteristics of a class of cultural places or objects	Does not meet this criterion.
E - Importance in exhibiting particular aesthetic characteristics	Meets this criterion (see statement of significance below).
F - Importance in demonstrating a high degree of creative or technical achievement at a particular period	Does not meet this criterion.
G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	Meets this criterion (see statement of significance below).
H - Special association with the life or works of a person, or group of persons, of importance in Victoria's history	Does not meet this criterion.

B.1.4 Statement of significance

The North Carlton Precinct is significant for:

- its association with Melbourne's early history, as seen in the former Collingwood Stockade quarry reserve sites (such as Curtain Square), and the Penal Station (later the Lee St. Primary School site).
- as a demonstration, in plan form (south of Fenwick St), of 1869 urban design and the formal aesthetic of colonial urban planning for orderly development and suburban amenity within Melbourne's 5-mile township reserve, with the wide streets and intersections (laid out in a north south grid) providing a superb framework for the ornamental, highly cohesive built form of the precinct, with its intact 19th century terraces, corner shops, hotels, and the plan's provision for public, garden and religious building reserves, all enhanced by the adjoining public landscape of the Melbourne General Cemetery;
- the association with Clement Hodgkinson, the initiator of the 1869 North Carlton plan, who was head of the Lands and Survey Department and an important figure in the development of Melbourne's inner-urban suburbs, parks, and 19th century infrastructure;
- the historical importance of the 1876 government subdivision (North of Fenwick St) for its deliberate inclusion of much smaller, affordable allotments in order to capture the rising market of small investors, then aided by Building Society finance. This yielded the rapidly built, dense Boom-era terrace housing, and the later similarly dense attached Edwardian housing. No parks or reserves for religious use were provided;
- inclusion in this subdivision of larger, 1/2 acre allotments, as elevated sites along the wide streets of Lygon, Drummond and Park Streets. The residual adjacent quarry-damaged areas delayed the sale and development of these allotments such that they became superb sites for large detached inter-war villas;

- the representation in the subdivisions of the conventions of Victorian and Edwardian life where utilitarian features such as coal sheds, privies, stables/garages, rubbish containers, vehicular entrances or driveways, were concealed off lanes from public view;
- the early engineering and infrastructure such as the strict grid formation of street, lane and allotment layouts, dressed bluestone kerbs, pitched bluestone guttering, lanes and crossovers, asphalt footpaths and roads, and the presence of formally planted street trees which provided an important setting for a fine collection of residential, community and commercial buildings;
- the high aesthetic value of the precinct as evident in the continuous rows of similarly designed Victorian and Edwardian-era architecture, the regular street pattern and wide north south streets;
- the valuable landscape features such as Curtain Square, with its monuments and large trees, views to the Melbourne General Cemetery, the formal 20th century European tree and palm plantations in Drummond, Canning, and Rathdowne Streets, and plane trees planted in Newry and Nicholson Streets, plus important private gardens;
- as a highly intact example of a residential suburb built substantially between 1868 and c1915, reflecting well the 1880-1891 Boom era and the Federation recovery period of 1900-1915, a fine physical illustration of its major development period, with shops and hotels built on corners to the residential streets, providing Victorian-era, pre motor car convenience within walking distance;
- as evidence of the effect on development of public transport in the form of cable trams in Nicholson and Rathdowne Streets, and the Inner Circle Railway (1888) that promoted dense, rapid development of the precinct and the distinctive late Victorian commercial shopping strips in these streets;
- as the largest and most cohesive collection of small Victorian and Edwardian terrace and attached housing forms of any suburb in the State, with many small row houses and pairs sited in the longer, narrower streets of the 1876 northern subdivision;
- the many examples of grandiose terrace housing, contrasting with the simplicity of the less common early terrace forms;
- the important landmark buildings and community focal points in the locality that include public buildings such as the Lee St Primary School, 19th century churches and halls, corner shops and hotels, and the 20th century meeting places for immigrants, including Serbian Orthodox, Ukrainian Orthodox Church communities, the 1932-3 Kadimah (former Jewish centre), St. John the Baptist's Greek Orthodox Church, and the more recent Albanian Mosque in Drummond Street; and
- the individually significant buildings from all eras and well preserved building examples, from pre-World War Two, that express a rich assembly of architectural design within the characteristics of Victorian and Federation era residential styles, some factories and warehouses, Moderne style flats, and large inter-war villas (Victorian Heritage Database 2014a).

B.2 Item 2: Fitzroy North Precinct (HO327)

B.2.1 Description

The main development period evident in the heritage overlay south of Holden Street is that of the Victorian era with a substantial contribution from the Edwardian-period. There is also a contribution from some well-preserved inter-war buildings and individually significant places of all eras.

When cable tram routes along Queen's Parade, Nicholson Street and St. Georges Road commenced construction in 1883, North Fitzroy landowners began subdividing their allotments. On the Nicholson Street tram route, owners of the 1850s stone quarries and the 1839 farm allotments north of Holden St, followed suit.

When tram services began in 1887 many new houses were ready for sale or under construction. North Fitzroy emerged as a late-Victorian commuter suburb with local shopping strips along the cable tram routes, the commercial strip of St Georges Road extending east and west along Scotchmer Street. Convenience shops were built on pedestrian street corners as households multiplied. The Inner Circle Railway running via Royal Park, North Carlton, Nicholson St, and Clifton Hill was completed in 1888 with a spur line dividing the Edinburgh Gardens into two, and terminating at the 'Fitzroy' station, Queen's Parade. A new rail link direct to the city (the Clifton Hill to Princes Bridge line) opened in 1901 (85) and saw Edwardian buildings filling out the suburban streets east of St. Georges Road and the revitalising of the main shopping strips. Public transport continued to support North Fitzroy as a commuter suburb during the 1920s with the opening of Rushall railway station and the electrification and extension of the St Georges Rd and Nicholson St tramways.

North Fitzroy's suburban development, especially east of St George's Road to Rushall Crescent, was far from complete when the Boom collapsed in 1893. However its good access to public transport led to a rapid recovery. A number of small factories were built in or near the 19th century commercial strip of Scotchmer Street, the best architectural examples being of the late 1930s (Victorian Heritage Database 2014b).

B.2.2 Curtilage information

As shown in Figure 3.3.

B.2.3 Significance assessment

The below significance assessment was reproduced from the VHD.

Table B.2 : Significance assessment for Fitzroy North Precinct

Criterion	Heritage assessment
A - Importance to the course or pattern of Victoria's cultural history	Meets this criterion (see statement of significance below).
B - Possession of uncommon, rare or endangered aspects of Victoria's cultural history	Does not meet this criterion.
C - Potential to yield information that will contribute to an understanding of Victoria's cultural history	Does not meet this criterion.
D - Importance in demonstrating the principal characteristics of a class of cultural places or objects	Does not meet this criterion.
E - Importance in exhibiting particular aesthetic characteristics	Meets this criterion (see statement of significance below).
F - Importance in demonstrating a high degree of creative or technical achievement at a particular period	Does not meet this criterion.
G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	Does not meet this criterion.
H - Special association with the life or works of a person, or group of persons, of importance in Victoria's history	Does not meet this criterion.

B.2.4 Statement of significance

The Government planned section of Fitzroy North (south of Holden St) is significant for:

- as a demonstration of the earliest stages in the development of North Fitzroy, commencing with the 1850s Yan Yean tramway and the quarry route of Nicholson St, the establishment of North Fitzroy's first churches and its pre-Boom suburban mixture of small residential and commercial buildings coinciding with provision of horse drawn public transport.;

- its late 19th century buildings that represent rapid growth and change in the character of the relatively remote suburb to an established residential and business area with a range of commercial and institutional buildings serving the wider population of North Fitzroy;
- the aesthetic value of its suburban planning, with the combination of curving streets and garden reserves, and the vistas created by the intersections of standard rectilinear subdivision with the strong diagonals formed by St Georges Road and Queens Parade, the exceptionally wide streets and crescents, the triangular garden reserves, and focal views to buildings and parkland. This aesthetic is underscored by the built form seen in the construction of commercial and institutional buildings to the property alignment along a number of streets and on corners;
- the generous public domain, with street plantings of historic elms and 20th century plane trees,
- its low rise streetscapes of intact Victorian and Edwardian buildings one and two-storey terrace and villa housing;
- the range of Victorian and Edwardian-era building form and finish, from the modestly decorated timber cottages and stuccoed Italianate style houses, simply designed corner hotels and shops, to the rich variety of decorative buildings including an extraordinary concentration of decorative bi-chrome and polychrome brickwork and flamboyantly decorated Italianate residential and commercial terraces, banks and hotels, interspersed very occasionally with dominating narrow spire and tower elements of religious, commercial and institutional buildings.
- as one of Melbourne's early residential commuter suburbs served by train and cable tram services linking it to the city by 1888, with extensive Boom era terrace buildings and closely built row housing within this sub-area providing evidence of the effects of public transport on early development;
- as essentially a well preserved Boom-era suburb that, despite the abrupt economic collapse of the early 1890s, continued developing during the Great Depression years and into the first decades of the 20th century due to the amenity of its planning, parkland, local schools and shops and extensive public transport. This yielded both the generous frontages and sizes of the post-Depression villa houses and the row house forms and narrow frontages of the Boom era;
- its traditional Victorian-era residential character, evoked by the formal presentation of the decorated facade to the street with its small ornamental front garden, low front fence, pedestrian gateway and front path, with the functional necessities of delivering coal, removal of nightsoil and occasional stabling provided by the back lanes;
- landmark buildings and sites that formed key meeting places in the area during the main development era of the 1860s to the 1930s, including religious institutions, schools, monasteries and churches, and the buildings associated with charitable bodies such as the Salvation Army, Church of Christ Bible School, and the temperance movement. Also the former North Fitzroy Police Station, the former Licensed Victualler's School and Asylum site and complexes such as the Old Colonists Homes;
- the asphalt footpaths, pitched lanes, gutters and lane crossovers and mature street and individual plantings (such as mature elms, planes, palms, and Kurrajongs) that reinforce the unified character of the dense, relatively low-rise residential development;
- the 19th century landscape of Edinburgh Gardens and its representation of Fitzroy's cultural history in its plantings, memorials, recreation sports club grounds and pavilion buildings, plus the Inner Circle Railway reserve as a cultural landscape strip across the north of the area;
- the outstanding Victorian and Edwardian-era streetscapes such as those surrounding the Edinburgh Gardens (Alfred Crescent, St Georges Road, Brunswick and Freeman Streets) that include a rich collection of Victorian-era Gothic and Italianate style buildings interspersed with fine buildings from the Edwardian period;
- the important views and vistas within the area, including those of the Edinburgh Gardens, its mature trees and historic structures, as seen from many parts of the Heritage Overlay Area, and views obtained from Edinburgh Gardens to the many significant buildings at its curtilage and the city skyline, the vista from the elevated position of the Cricket Club grandstand toward the upper facades of buildings in Freeman and Brunswick Streets, and the Brunswick Street vistas (south to the spire of St Patrick's Cathedral, and north to St Luke's spire)

- the contribution of well-preserved inter-war buildings, particularly the small intact inter-war houses where the building design has adapted to the prevailing built character of the area in siting, scale, decorative quality and stylistic variety (Victorian Heritage Database 2014b).

B.3 Item 3: Former Nicholson Street Cable Tram Car Shed Track (H7822-2253)

B.3.1 Description

The Former Nicholson Street Cable Tram Car Shed and Workshop was converted to a central bus depot and workshop in 1929. In 1935 the site was the Melbourne and Metropolitan Tramways Board's main bus depot and maintenance workshop. The depot provided facilities such as servicing and refuelling. Offices and amenities were built in a modernist style at the site (Vines 2011a: 95). The North Fitzroy tram and bus depot opened at the site in 1955 following the reintroduction of trams in Bourke St after conversion of these routes from cable tram. The depot serviced the 96 route but ceased operation in 1993 when the South Melbourne depot took over route 96. For around 13 years the depot was used to store privately owned trams, until 2009 when the trams were relocated. The depot is currently used to house City Circle W-Class trams (Vines 2011b: 12).

B.3.2 Curtilage information

As shown in Figure 3.3.

B.3.3 Significance assessment

The below significance assessment was reproduced from the Heritage Victoria site card.

Table B.3 : Significance assessment for Former Nicholson Street Cable Tram Car Shed Track

Criterion	Local level
Archaeological significance – A measure of the context, content, integrity, representativeness and research potential of an archaeological site	There is potential for archaeological remains that will yield information about the operation of Melbourne's cable tram system
Aesthetic significance – A consideration of form, scale, colour, texture and material of the fabric at the site, and the smells and sounds associated with the place and its use	Does not meet this criterion
Historical significance – Associated with an historical figure, event, phase or activity	The heritage item is associated with the world's largest cable tramway network under single ownership
Scientific significance – Includes both the archaeological significance and its scientific or research value more generally	Does not meet this criterion
Social significance – The qualities for which a place has become a focus of spiritual, political, national or other cultural sentiment to a majority or minority group	Does not meet this criterion

B.3.4 Statement of significance

The tracks and engine houses of the Melbourne cable tram network were constructed by the Melbourne Tramways Trust (MTT) during 1885-91. It was considered to be the world's largest cable tramway network under single ownership. The cable tram car sheds were built by the Melbourne Tramway and Omnibus Company which leased the lines from the MTT between 1885 and 1916 and operated the tram services.

The precinct in the streets outside the former cable tram sheds has potential to contain significant 19th century archaeological remains (such as tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, and inspection and access manholes having cast iron covers). They are less likely to be intact for sites where the cable tramway was replaced by an electric tramway because the cable tram infrastructure was unsuitable for electric trams and was generally removed for construction of the electric tracks.

The remains in the tram track precinct are highly significant as they display how Melbourne's cable tram system operated (Heritage Victoria site card H7822-2253 2009).

B.4 Items 5 and 8: Janet Hillman Reserve (HO133) and Inner Circle Railway (NT), (also listed as an element of HO326 and HO327)

B.4.1 Description

Allom Lovell and Associates and John Patrick Pty Ltd (2005: 32) described the remnants of the Inner Circle Railway where it crosses Nicholson Street as 'gateposts, and fragments of early fencing remain on both sides of the crossing. Some of the track across Nicholson Street is visible, embedded in the roadway'. Allom Lovell and Associates and John Patrick Pty Ltd (2005: 32) assessed the remnants as being of *primary significance* and the Conservation Management Plan policy as: *Retain and conserve remaining track, gateposts and fencing. Reconstruct fencing where lacking and where practical given existing conditions.*

Primary significance is defined in the report (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 54) as:

Places or elements of primary significance are those which contribute in a fundamental way to an understanding of the cultural significance of the buildings and the site, as it exists. They may be predominantly intact in building form and fabric, and/or are particularly demonstrative of the original design or functional concept with regard to form or fabric. Places and elements regarded as being of primary significance would warrant inclusion on a national or state register of places of significance, in addition to local planning scheme protection. As such, they should be retained and, if altered, then it should be done with minimal impact on significant fabric.

B.4.2 Curtilage information

As shown in Figure 3.3.

B.4.3 Significance assessment

The below significance assessment was reproduced from the Conservation Management Plan for the Inner Circle Railway (Allom Lovell and Associates and John Patrick Pty Ltd 2005).

Table B.4 :Significance assessment of Inner Circle Railway

Criterion	Heritage assessment
A - Importance to the course or pattern of Victoria's cultural history	The former Inner Circle Railway is demonstrative of the spread of urban development in the suburbs of North Carlton and North Fitzroy. Built during the land boom of the 1880s, the presence of a railway line to connect local residents to the nearby Clifton Hill and Whittlesea lines, enables greater mobility via an emerging rail network.
B - Possession of uncommon, rare or endangered aspects of Victoria's cultural history	Does not meet this criterion.
C - Potential to yield information that will contribute to an understanding of Victoria's cultural history	Does not meet this criterion.
D - Importance in demonstrating the principal characteristics of a class of cultural places or objects	Does not meet this criterion.
E - Importance in exhibiting particular aesthetic characteristics	The former railway stations at North Carlton and North Fitzroy, built by the Victorian Railways in the style of the Maldon railway station, exhibit the rich aesthetic of the late nineteenth century railway architecture.
F - Importance in demonstrating a high degree of creative or technical achievement at a particular period	Does not meet this criterion.

Criterion	Heritage assessment
G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	The former Inner Circle Railway Linear Reserve is of social and cultural significance as a community resource instigated by the local government to facilitate the use by communities of public land. Since the inception of the Linear Reserve, the land has been utilised by a range of social and cultural groups within the City of Yarra.
H - Special association with the life or works of a person, or group of persons, of importance in Victoria's history	Does not meet this criterion.

B.4.4 Statement of significance

The remains of the Inner Circle Railway Line, including its alignment, the former North Carlton Station, remnants of the North Fitzroy Station, benches, tracks, stanchions, crossings and associated infrastructure, gatekeeper's cottage and significant trees are of metropolitan historic, social and aesthetic significance in respect to the municipalities through which it passes.

The Inner Circle Railway Linear Reserve is of historic significance as a remnant of the railway network instigated to connect inner city suburban passengers to the Outer Circle Line which in turn was designed to connect passengers to the Gippsland line (through Caulfield) during the peak of Melbourne's Boom in the 1880s.

The Inner Circle Railway Line is of social significance as part of a wider scheme, the Outer Circle Railway, constructed during the Boom period of 'Marvellous Melbourne'. While never providing the financial returns anticipated by its creators, it became a means of transport for generations of residents of Carlton and Fitzroy to the city and outer suburbs of Melbourne, including transport to the Melbourne Cricket Ground, Flinders Street Station and the 1956 Olympic Games. Rather than an efficient passenger service, it became an important goods line which operated until 1981. The Linear Reserve is also of some local social significance as evidenced by community agitation in the 1970s to retain its open spaces for public use. Today it is well-used as a community resource being utilized by local residents as a community garden, walking and cycling paths, and other recreation activities. Sections of introduced native and exotic vegetation provide a level of amenity.

Elements of the Inner Circle Railway Linear Reserve are of aesthetic significance, as a collection of remnant railway infrastructure (alignment, benches, tracks, stanchions, crossing gates, gatekeeper's cottage, footings) which clearly demonstrates the presence, and former operation, of the passenger railway from 1888-1948 and the goods line until 1981. The North Carlton Railway Station, one of only a small number of 'Maldon' style station buildings extant in suburban or country Victoria, is of particular individual significance.

The Inner Circle Railway Linear Reserve Park and its heritage elements are of significance at the local level (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 50).