

22.01

19/03/2015
C125

CULTURAL HERITAGE POLICY

This Local Planning Policy is to be used in conjunction with the MSS Heritage policy (at Clause 21.06-3).

The policy comprises the following:

- General
- HO1 – Angliss Housing Estate Heritage Area, Yarraville Policy
- HO2 – Ballarat Road Residential Heritage Area, Footscray Policy
- HO3 – Footscray Commercial Heritage Area Policy
- HO4 – Footscray Residential Heritage Area Policy
- HO5 – Munitions Worker’s Housing Heritage Area, Braybrook Policy
- HO7 – Old Footscray Township Residential Heritage Area Policy
- HO8 – Queensville Estate Heritage Area Policy
- HO9 – Seddon Residential and Commercial Heritage Area Policy
- HO10 – Somerville Road 20th Century Residential Heritage Area Policy
- HO11 – Upper Footscray Residential Heritage Area Policy
- HO12 – War Service Homes Heritage Area Policy
- HO13 – William Angliss Worker Housing Heritage Area, Footscray Policy
- HO14 – Yarraville Civic and Commercial Heritage Area Policy
- HO15 – Yarraville Residential Heritage Area Policy
- Industrial Heritage Policy

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General guidelines

Where the General guidelines apply

These General guidelines apply to all scheduled heritage sites and places which are included within the Heritage Overlay except:

- Industrial heritage sites which are developed for or being used for industrial purposes.
- Archaeological sites which are included in the Heritage Overlay only because of their archaeological values.

Specific guidance for heritage sites and places within heritage precincts should be read in conjunction with this policy.

Objectives

To protect and conserve heritage places.

To protect heritage places from adverse impacts.

To ensure demolished heritage places are documented and archived.

Policy

Assess development of heritage places against the following criteria:

- New buildings and additions should be visually recessive, supporting the visual dominance of the significant elements of the heritage place.
- Additions and new works should respect the context of the heritage place or an adjacent heritage place.
- Heritage places should be recorded if demolition is permitted. The recording should clearly demonstrate significant elements of the place and be of archival quality.
- Development should facilitate the continued use and conservation of a heritage place.
- The original subdivision patterns and street construction form including existing footpaths, kerbs, channels, crossovers and laneways should be preserved.
- Significant elements on public land within a heritage place, including roadway and footpath treatments and elements in parks and gardens should be maintained.
- Significant settings, such as fences, gates, driveways and landscape around significant buildings and places should be maintained.
- New buildings and works should include the preservation, restoration or reconstruction of original heritage buildings and elements.
- Replacement buildings or elements should respect the cultural significance of the heritage place.
- New allotments should include design envelopes that allow for the construction of buildings that conform visually to the nearest or typical contributory elements in the place.
- New traffic treatments and signs should respect the heritage character of the place.
- Significant fabric should be preserved unless demolition is necessary due to damage or structural defect. This should be verified by a written report by a Structural Engineer with recognised experience in heritage places.
- Any demolition or removal should contribute to the long term conservation of significant fabric.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The relevant policy for the heritage place.
- The citation of a heritage place along with the Statement of Significance.

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HO1 – Angliss Housing Estate Heritage Area, Yarraville Policy

Where the policy applies

This policy applies to all land included in the Angliss housing estate heritage area labelled HO1.

Policy basis

The Angliss Inter-war housing estate is among the best physical expression of the Californian Bungalow estates created between the two wars in the City. It is significant for its high degree of integrity and for its representation of the transport linked development era.

The estate has a high proportion of substantially intact, original buildings and streetscapes. These houses are typically Californian Bungalows and Mediterranean style villas, often with original fences and gardens to match. The majority of homes of this area are detached, single storey in scale and are constructed from timber with either corrugated iron or Marseilles pattern terra-cotta unglazed tile roofing.

Streetscape elements include nature strips, street planting and concrete footpaths, kerb and channelling. The street widths and allotment sizes are regular with each property having a centrally located dwelling in a garden setting with common front and side setbacks. Garages are located to the rear of the blocks accessed from a single side driveway.

Tossas, at 12 Lincoln Street is an individually significant property that exemplifies the street's original state.

Historically, the Angliss estate is associated with the industrialist Sir William Angliss, who developed the estate in the post First World War housing boom. This period of development was assisted by the arrival of a tramway in nearby Williamstown Road that was built to bring passengers and workers into Footscray.

The design characteristics of the contributory buildings also include:

- Timber framed windows in grouped or single vertical rectangle format;
- Painted horizontal weatherboard walls with limited use of stucco and pressed red imperial size brick cladding;
- Timber framed verandahs of skillion profile or integral with the main roof pitch; and
- Hipped or gabled roof forms of nominally 33 to 45 degrees.

Objectives

To conserve and enhance the contributory elements in the area and individually significant places, as perhaps the best physical expression of the Californian Bungalow estates created between the two wars in the City.

To conserve the individually significant place Tossas, at 12 Lincoln Street.

To maintain and conserve the streetscape qualities of the area which includes regular allotments sizes and dwellings in garden settings with common front and side setbacks.

To ensure that vehicle garaging is concealed or recessive

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

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

- Retain the garden setting of the dwellings with common front and side setbacks;
- Retain or reinstate front boundary fence designs from the era;

- Encourage the retention of single, crossovers to garages set at the rear of the block;
- Encourage the retention and reinstatement of nature strips, white concrete kerbs, gutters, crossovers and footpath paving in street works; and

It is policy that new crossovers be single width and limited to one per allotment.

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HO2 – Ballarat Road Residential Heritage Area, Footscray Policy

Where the policy applies

This policy applies to all land included in the Ballarat Road Residential Heritage Area labelled HO2.

Policy basis

This area is distinguished by the architecturally notable Victorian and Edwardian villas along Ballarat Road, which are outstanding as a group in the Western Region. The heritage area includes a number of notable individually significant buildings at 53, 75 and 87 Ballarat Road.

The Ballarat Road villas exemplify the architectural and siting choice of Footscray's more affluent residents from the Victorian and Edwardian eras. The villas of masonry construction contrast with the smaller weatherboard houses to the south, representing the close juxtaposition of middle and working class residences.

The Edwardian and Victorian villas are typically detached, single and attic storey height, set on large allotments in garden settings. The villas generally have masonry (red brick and stucco) walls, the typically Edwardian main hip and projecting roof gable form in either unglazed terra-cotta Marseilles pattern tiles or slate.

Originally, the area featured picket front fences, asphalt footpaths, stone and kerb channel with no provision for on-site vehicle parking.

The design characteristics of the contributory buildings also include:

- Timber framed windows in single, vertical, rectangle or grouped rectangle format;
- Pressed red imperial size brick walls with lightly struck mortar joints and limited use of stucco and weatherboard cladding; and
- Timber framed front verandahs of a skillion profile or integral with the main roof pitch.

Objectives

To conserve and enhance the representative examples of past Victorian and Edwardian residential development from Footscray's more affluent residents of those areas.

To conserve and enhance the special character of the area which includes a number of architecturally and socially significant buildings such as 53, 75 and 87 Ballarat Road.

To maintain and conserve the streetscape qualities of the area, which include substantial villas, set on large landscaped allotments with large front setbacks.

To ensure that vehicle garaging is concealed or recessive.

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

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

- Retain the existing front and side setbacks;
- Retain the garden setting of the villas;
- Retain or reinstate boundary fence designs from the era;
- Encourage concealed or recessive motor vehicle access and garaging; and
- Encourage the retention and reinstatement of bluestone kerbs, gutters and asphalt footpath paving in the street.

It is policy that new crossovers be single width and limited to one per allotment. Finishes of the crossover are to match the surface of adjoining footpath in colour.

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HO3 – Footscray Commercial Heritage Area

Where the policy applies

This policy applies to all land included in the Footscray Commercial Heritage Area labelled HO3.

Policy basis

This commercial area of Footscray was developed from the 1880's and is typified by attached one and two storey Edwardian and Victorian shops, often with residences above. The area presents a consistent visual character including some individually significant buildings, some inter-war examples and some landmark corner buildings.

The individually significant buildings include the following properties:

- 154-162, 199-207 and 231-233 Barkly Street;
- 141-147 Hopkins Street;
- 155-157 Nicholson Street,
- 166-168 Nicholson Street, and
- 10 Paisley Street, Footscray.

The buildings in the area are consistently built to the street frontage, with facades being typically of a parapet form. The consistent parapeted form is punctuated by larger structures, such as the Barkly and Grand theatres, and corner street buildings such as the Plough Hotel and the Moderne-style Royal Hotel.

The predominant development periods can be read in the area's surviving architecture and are best expressed on the east side of Nicholson Street (No's 125-163) and the south side of Paisley Street (No's 1-31).

The design characteristics of the contributory buildings also include:

- Attached one and two storey cemented and face brick shops with consistent widths of five to six metres;
- Trabeated façades;
- Timber framed display windows with recesses, entries and plinths;
- Timber framed residential windows in a vertical rectangle format;
- Simple timber or metal post-supported street verandahs of a skillion roof profile; and

- Parapeted, hipped and gable roof forms.

Objectives

To conserve and enhance the contributory elements in the area established by the Victorian era buildings and shopfronts.

To conserve and enhance significant individual places in the area such as 154-162, 199-207 and 231-233 Barkly Street, 141-147 Hopkins Street, 155-157 Nicholson Street, 166-168 Nicholson Street, and 10 Paisley Street.

To encourage re-instatement of the original post-supported verandahs and recessed-entry shop fronts.

To encourage the removal of advertising signs that obscure contributory elements of the area.

To discourage new advertising signs on upper level parapets.

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

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

- Retain the existing zero metre setbacks;
- Retain or reinstate post-supported verandahs and recessed-entry shop fronts;
- Retain and reinstate upper level building facades;
- Encourage the removal of advertising signs that obscure contributory elements; and
- Encourage the retention and reinstatement of bluestone kerbs, gutters and asphalt footpath paving in street.

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HO4 – Footscray Residential Heritage Area Policy

Where the policy applies

This policy applies to all land included in the Footscray Residential Heritage Area shaded and labelled HO4.

Policy basis

The area is historically and architecturally significant to the City as a clear expression of two major and distinguished growth periods in the City's development. It is also significant as it demonstrates typical Victorian and Edwardian era residential siting preference, close to the workplace, transport routes and outlets.

The area achieves a visual cohesiveness which derives from simple, often conservative house designs. Dwellings are mainly small, single storey, detached, timber homes with corrugated iron roofing. They have the typical Edwardian villa main hip and projecting gable roof form with timber framed front verandah of skillion or bullnose profile. These homes are set on narrow block frontages with regular front and side setbacks.

The street widths and allotments size are based on the typically rectangular grid layout with intact original rear blue stone laneways. The setting includes, nature strips, street planting and original asphalt and stone kerb and channelling which survive in parts of the area. The original front fencing was picket style with no provision for on-site vehicle parking.

The Footscray Residential Heritage area has two buildings of individual significance, a former residence at 45 Nicholson Street and Mnome at 49 Nicholson Street.

The design characteristics of the contributory building also include:

- Timber framed windows in vertical rectangle format; and
- Horizontal weatherboard wall cladding with limited use of red imperial size bricks and stucco.

Objectives

To conserve and enhance the contributory elements in the area, which include a combination of relatively unaltered single storey Victorian and Edwardian working class homes.

To retain and enhance the rear bluestone laneways.

To conserve the individually significant places such as Mnome at 49 Nicholson Street and a former residence at 45 Nicholson Street.

To maintain and conserve the streetscape qualities of the area which include wide streets, with regular allotment sizes and dwellings with common front and side setbacks.

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building design that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

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

- Retain the regular allotments with consistent front and side setbacks;
- Retain or reinstate front boundary fence designs from the era; and
- Retain bluestone kerbs, gutters and asphalt footpath paving in street works or for new works, the use of bluestone kerbing with matching tray or channel profiles, surface finish and colours in concrete.

It is policy that new crossovers be single width and limited to one per allotment. Finishes of the crossover are to match the surface of adjoining footpath in colour.

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HO5 - Munitions Worker's Housing Heritage Area, Braybrook

Where the policy applies

This policy applies to all land included in the Munitions Worker's Housing Heritage Area labelled HO5.

Policy basis

The area is historically significant as it is part of a Federal Government initiated housing scheme for workers in the munitions industry. At the beginning of World War II the Maribyrnong–Footscray area had the largest concentration of defence production in Australia.

The munition workers housing estate was established to house the growing number of munitions workers that serviced the expanding armaments industries. The estate was among the first major Commonwealth war housing schemes to be undertaken and was one of the few large-scale housing schemes undertaken in Victoria during World War II.

The estate extends across Duke Street from Sunshine in the City of Brimbank to Braybrook in the City of Maribyrnong. The housing estate is a good example of contemporary mass house planning and estate layout principles. This is reflected in the provision of parklands, curvilinear street patterns, street trees and cul-de-sacs.

The area demonstrates a high degree of integrity with uniformity of house design, siting, lot layout, early landscape and concrete road construction. Elements of the estate include single storey, detached and duplex houses of brick (red or clinker brick) or concrete construction, Marseilles pattern terracotta tiled, hipped or gabled roofs and timber framed windows. Original planting from the era includes Italian cypress and privet in gardens and ash street trees. The homes are in garden settings with regular front and side setbacks on regular blocks. Vehicles are garaged at the rear of the block accessed by single side drives.

The estate is historically significant in providing an understanding of the scale and impact the defence industry had on the historical development of the City.

Objectives

To conserve and enhance the contributory elements in the area as an expression of war time housing in the city.

To maintain and promote linkages with the area's munitions worker wartime history by ongoing oral and record research and publication of the findings.

To maintain and conserve the streetscape qualities of the area which include uniformity of design, street trees and cul-de-sac subdivision layout.

To ensure that vehicle garaging is concealed or recessive.

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

It is policy to give preference to applications that:

- Retain existing front and side setbacks;
- Retain and reinstate low wire fabric fences or hedges from the era;
- To ensure that vehicle garaging is concealed or recessive;
- Retain and reinstate concrete kerbs, gutters, channelling, footpaths and roadways in street works or for new works;
- Retain street trees (ash) and curvilinear street forms and cul-de-sac subdivision layout; and

- Follow the original subdivision pattern of the area and maintain the typical allotment size at street frontage.

It is policy that if a crossover needs to be replaced it be constructed in concrete in the same configuration as the original.

It is policy that the introduction of new crossovers not be supported.

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HO7 – Old Footscray Township Residential Heritage Area Policy

Where the policy applies

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

Policy basis

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

The general character of the old Footscray Township includes small Victorian and Edwardian single-storey attached and detached housing with brick and weatherboard wall cladding, corrugated iron and slate roofing, front verandahs, similar front and side setbacks and narrow street frontages. The predominant built forms are the typical Victorian hipped roof and Edwardian hipped main roof and projecting gable roof form combination.

Originally, the area featured asphalt footpaths and stone kerb and channel with picket front fences and no provision for on-site vehicle parking.

The design characteristics of the contributory buildings also include:

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

Objectives

To conserve and enhance the contributory elements in the area as the best physical expression of the Victorian and Edwardian residential development from the early years of Footscray's history.

To conserve and enhance the mature street trees in Bunbury Street.

To discourage further subdivision of land except to realign boundaries between lots or to reinstate the subdivision existing at the end of the significant period.

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

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

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

It is policy that new crossovers be single width and limited to one per allotment. Finishes of the crossover are to match the surface of adjoining footpath in colour.

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HO8 – Queensville Estate Heritage Area Policy

Where the policy applies

This policy applies to all land included in the Queensville Estate Heritage Area shaded and labelled HO8.

Policy basis

The Queensville Estate provides a distinctive physical expression of two important eras of residential speculation and growth in the area. The narrow fronted 1880s “land boom” subdivisions and the post World War One residential building boom.

The uniformity of building stock in the estate allows comprehension of the rapid rise of a community from paddocks in the post First World War era. This period of growth reflects the spread of tramways in nearby Somerville Road and the influence of new transport networks in the area.

The visual effect of closely spaced gabled Bungalow forms on narrow 19th century lots creates a distinct streetscape, which is unusual in the metropolitan area compared to other Bungalow era estates.

The Estate has a strong visual cohesion arising from its relatively unaltered housing stock from the immediate post World War One era and the use of two basic house styles.

The general character of the Estate is that of detached, single storey, timber Edwardian and Post First World War era homes. Elements of the Estate are narrow streets with narrow fronted regular lots laid out on a grid-iron pattern. Streetscape elements also include common setbacks from front and side boundaries, original rear bluestone, right-of-ways, asphalt footpaths and stone kerbs and channels.

The area is also distinct for the absence of off-street vehicle accommodation within the streetscape. Original fences were low simple timber picket or timber framed wire fences.

The design characteristics of the contributory buildings also include:

- Corrugated iron or metal sheet roofing with hipped and gabled roof forms of nominally 33 to 63 degrees;
- Groups of, or single, timber framed windows in vertical rectangle format;
- Timber weatherboards with some use of red imperial size bricks or stucco; and
- Timber framed front verandahs of a skillion, convex or bullnose profile.

Objectives

To conserve and enhance the contributory elements in the area, as a good and distinctive expression of a “land boom” era subdivision designed for maximum return superimposed with later eras of housing from two major periods of growth in the region.

To conserve and enhance the original Queensville Estate subdivision pattern.

To conserve and enhance the area’s Edwardian and Post First World War era style residential dwellings.

To ensure that vehicle garaging is concealed or recessive.

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

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

- Retain the existing front and side setbacks;
- Retain or reinstate boundary fence designs from the era;
- Encourage garaging and storage of vehicles at the rear of the blocks;
- Encourage the retention and reinstatement of bluestone kerbs, gutters and asphalt footpath paving in street and laneways; and
- Retain or reinstate the Queensville Estate subdivision pattern.

It is policy that the introduction of new cross-overs not be supported.

22.01-9
15/09/2011
C82(Part 1)

HO9 – Seddon Residential and Commercial Heritage Area Policy

Where the policy applies

This policy applies to all land included in the Seddon Residential and Commercial Heritage Area labelled HO9.

Policy basis

The area is significant to the City of Maribyrnong because it is one of the best preserved Edwardian residential enclaves and thus it is expressive of this area’s major growth period in the City’s history and the parallel development of the railway facilities.

The area contains both residential and commercial development clustered around the railway line and station and is evocative of residential patterns related to transport options. The irregular street patterns created mainly in the nineteenth century reflect the failure of the 1880’s boom period as well as the role of small speculators in shaping the City.

The general character of the area is that of small single storey detached and some attached Victorian and Edwardian era homes. The dwellings are predominantly of weatherboard with corrugated iron or unglazed pattern terracotta tile roofing. The houses are usually set on small lot frontages with gable and hip form combinations inherent in Edwardian housing.

Streetscape elements include some early bluestone kerb and channels with asphalt footpaths and fences. The majority of homes have no provision for on-site vehicle parking.

The related strip commercial development along the railway line is comprised of masonry constructed buildings of one or two storey. Typical of most commercial buildings of this era they are built to their front boundaries and have front verandahs and parapets.

Within the Seddon Residential and Commercial Heritage Area there are a number of buildings of individual significance. These are:

- 124 and 126 Albert Street;
- 19 Bellairs Street;
- 23 and 30 Charles Street;
- 9 Hobbs Street;
- Tintagell House at 54 Pentland Parade; and
- 28 Somerville and 34 Somerville Road (Tolquhoun).

The design characteristics of the contributory buildings also include:

- Timber framed windows in vertical rectangle format for residential dwellings and timber framed display windows with recessed entries and plinths for original shops;
- Pressed red imperial size bricks walls with limited stucco and weatherboard cladding; and
- Timber framed front verandahs of a skillion convex or bullnose profile.

Objectives

To conserve and enhance the elements in the area which derive from the Edwardian and Victorian-era, as expression of this part of the City's growth period and the relationship it had with the railway line and its stations.

To conserve the individually significant places such as 124 and 126 Albert Street, 19 Bellairs Street, 23 and 30 Charles Street, 9 Hobbs Street, Tintagell House at 54 Pentland Parade, 28 Somerville and 34 Somerville Road (Tolquhoun).

To conserve and enhance the inter-relationship of the residential, commercial and transport uses arising from the Victorian and Edwardian era.

To encourage the restoration and reinstatement of original shop verandahs and display windows.

To encourage the retention of the subdivision pattern including right of ways as at circa 1920.

To conserve and enhance landscaping on public reserves.

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

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

- Retain and restore original shop fronts with recessed entries, display windows and parapets;

- Retain and restore cantilevered street verandahs on commercial buildings;
- Retain trees or planting on public reserves (such as the railway reserve);
- Maintain the prominence of the Seddon railway station, railway reserve and key corner commercial buildings along Pentland Parade and Bellairs Avenue;
- Retain or reinstate boundary fence designs from the era;
- Encourage the retention and reinstatement of bluestone kerbs, gutters and asphalt footpath paving in street; and

It is policy that new crossovers be single width and limited to one per allotment. Finishes of the crossover are to match the surface of adjoining footpath in colour.

22.01-10 HO10 – Somerville Road 20th Century Residential Heritage Area Policy

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Where the policy applies

This policy applies to all land included in the Somerville Road 20th century Heritage Area labelled as HO10.

Policy basis

The area is significant to the City as one of the best preserved of the city's middle class inter-war residential enclaves and is highly expressive of this era in the City's development.

The area contains individually historically significant places such as the former St Lukes church and residence.

The small but distinct heritage area set on a major road is characterised by large allotments and comparatively large homes originally catering to the housing needs of middle class employers and managers of the early twentieth century. This area is a contrast to surrounding earlier development of predominantly working class homes of the Victorian and Edwardian eras.

The large, detached inter-war houses are well setback in landscaped blocks with typical inter-war planting such as clipped evergreen shrubs and conifers with three metre side driveways to garages set at the back of the block. The housing styles range from Tudor Revival to Mediterranean Villa with decorative masonry and stucco walling with tiled cladding on hipped and gabled roof forms. The lots vary in frontages but have identical depth. Masonry front fences are predominately low.

The design characteristics of the contributory buildings also include:

- Timber framed windows in grouped or single vertical rectangle format;
- Stucco, natural or coloured, and pressed brick (of red imperial size) wall cladding; and
- Front porches or verandahs of a skillion profile or integral with the main roof pitch.

Objectives

To conserve and enhance the contributory elements in the area, which derive from the interwar period, and together form the best preserved of the City's middle class inter-war residential enclaves.

To conserve the individually significant places such as the former St Lukes Anglican Church and residence.

To maintain and conserve the streetscape qualities of the area which include some wide allotments, large setbacks and mature landscaping.

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building design that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

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

- Retain the existing front and side setbacks;
- Retain or reinstate low brick or rendered masonry pier and panel fence styles, or chain wire on timber framing from the inter-war era;
- Retain mature gardens and trees in the area; and
- Follow the original subdivision pattern of the area and maintain the typical allotment size at street frontage.

It is policy that new crossovers be single width and limited to one per allotment. Finishes of the crossovers are to match the original paving of the footpaths, being typically concrete in interwar areas.

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HO11 – Upper Footscray Residential Heritage Area Policy

Where the policy applies

This policy applies to all land included in the Upper Footscray Residential Heritage Area shaded and labelled HO11.

Policy basis

This area north of Footscray is a relatively intact Victorian and Edwardian area of both working and middle class housing which demonstrates a cohesive cultural and visual character reflective of two growth eras of the city, with secondary contributions offered by 1920's housing.

The area includes a group of Victorian era housing in White Street. The Footscray Primary School, Number 48 and 64 Geelong Road and 9 Central Avenue are all individually significant Victorian and Edwardian buildings in the area.

The area illustrates the fundamental influence of the Edwardian industrial boom in Footscray, which made the City the foremost industrial centre in the state and led to an expanded local workforce and new housing estates. The major Edwardian housing group in the area lies along Central Avenue and parts of Commercial Road.

The Geelong Road streetscape differs from the rest of the area as it contains relatively large houses, mainly on very large allotments. This highlights Geelong Road's traditional place as a siting for Footscray's well to do.

The general character of the area is one of small Edwardian single story detached housing with mainly weatherboard wall cladding, corrugated iron roofing, similar front and side setbacks and narrow block frontages outside of Droop Street and Geelong Road. There are many notable civic and residential buildings along Geelong Road with wide frontages, deeper setbacks, masonry construction (red brick), some slate and Marseilles pattern unglazed terra-cotta tile roofing and generally larger in scale.

Originally, the area featured picket front fences, asphalt footpaths, stone and kerb channel with no provision for on-site vehicle parking apart from some exceptions in Geelong Road where stables may have been provided at the rear. The built form is of the typical Edwardian villa main hip and projecting gable roof form combination.

The design characteristics of the contributory buildings also include:

- Timber framed windows in vertical rectangle format;
- Hipped and gabled roof forms of nominally 33 to 63 degrees; and
- Timber framed front verandahs of a skillion or bullnose profile.

Objectives

To conserve and enhance the identified contributory elements in the area and the individually significant places such as the buildings at Number 48 and 64 Geelong Road and 9 Central Avenue.

To maintain the streetscape qualities of the area, which include a combination of relatively intact single storey Victorian and Edwardian working class housing, middle class housing on sizeable allotments facing Geelong Road, mature elms in Commercial Road and surviving original street infrastructure.

To ensure that vehicle garaging is concealed or recessive.

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

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

- Conserve and enhance the view of the corner contributory buildings along Droop Street and contributory buildings in Geelong Road;
- Retain existing allotment frontages, side and front setbacks;
- Retain or reinstate boundary fence designs from the era;
- Retain the street trees in Commercial Road;
- Encourage concealed or recessive motor vehicle access and garaging; and
- Encourage the retention and reinstatement of bluestone kerbs, gutters and asphalt footpath paving in street.

It is policy that new crossovers be single width and limited to one per allotment. Finishes of the crossover are to match the surface of adjoining footpath in colour.

22.01-12

15/09/2011
C82(Part 1)

HO12 – War Service Homes Heritage Area Policy

Where the policy applies

This policy applies to all land included in the War Service Homes Heritage Area shaded and labelled HO12.

Policy basis

The Mitchell, Monash and Prince Street area is historically important in being the City's best example of a residential War Service estate.

The estate was established to help provide homes for ex-servicemen and their families after World War One. The houses demonstrate a high degree of homogeneity which is consistent with the standard selection of architect-designed homes on offer in the period.

The homes are simple examples of single storey, detached, Californian Bungalow and Mediterranean villa style weatherboard homes in garden settings. These are characterised by common front and side setbacks with simple low timber or wire fabric front fences. The houses are set on regular blocks with single crossovers to garages set at the back of the block.

Streetscape elements include original concrete footpaths with basalt kerb and channelling.

The area with its well preserved, simple and homogenous homes and allotments clearly illustrates its development as a War Service estate.

The design characteristics of the contributory buildings also include:

- Corrugated iron or metal sheet roofing, slate;
- Timber framed windows in grouped vertical rectangle format;
- Horizontal weatherboards with some use of stucco and pressed red imperial sized bricks;
- Timber framed front verandahs of a skillion profile or integral with the main roof pitch; and
- Hipped and gabled roof forms nominally of 33 to 63 degrees.

Objectives

To maintain the link with the area's War Service home history.

To conserve and enhance the identified contributory elements in the area and individually significant places, as expressive of the City's best example of a War Service estate.

To ensure that vehicle garaging is concealed or recessive.

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

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

- Retain the garden setting of the homes with common front and side setbacks;
- Encourage the retention and reinstatement of fences from the relevant era;
- Encourage concealed or recessive motor vehicle access and garaging; and
- Encourage the retention and reinstatement of bluestone kerbs, gutters and concrete footpaths paving in street.

It is policy that new crossovers be single width and limited to one per allotment. Finishes of the crossover are to match the surface of adjoining footpath in colour.

22.01-13 HO13 – William Angliss Worker Heritage Area, Footscray Policy15/09/2011
C82(Part 1)**Where the policy applies**

This policy applies to all land included in the William Angliss Worker Housing Heritage Area labelled HO13.

Policy basis

This small but distinctive heritage area is historically significant as the best known example of worker housing group erected by an employer in the region. The homes constructed by William Angliss to accommodate workers from his nearby meatworks are the sole reminder of the important Angliss meat complex. The area is historically expressive of a major and distinguishable growth period in the City's development, associated with industrial growth.

The simple, small, often conservative buildings are detached single storey, Edwardian dwellings with mainly weatherboard wall cladding, corrugated iron roofing, front verandahs, regular front and side setbacks, set on narrow block frontages. The homes have the repeated built form of the typical and distinct Edwardian villa main hip and projecting gable roof form combination.

The area contains surviving examples of original asphalt footpaths and stone kerb and channel. The original building siting makes no provision for on-site vehicle parking. This is an indication of the pre motor age era.

The design characteristics of the contributory buildings also include:

- Timber framed windows in vertical rectangle format;
- Timber framed front verandahs of a skillion profile or curved to match the original profile; and
- Consistent wall heights and roof ridge lines.

Objectives

To conserve and enhance the contributory elements in the area and individually significant places, such as the building at Number 15 Newell Street, as an evocation of Edwardian era worker housing in Footscray.

To involve the National Trust of Australia in heritage management of the area.

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

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

- Retain the existing front and side setbacks;
- Retain or reinstate boundary fence designs from the era;
- Retains consistent wall heights and roof ridge lines; and
- Encourage the retention and reinstatement of bluestone kerbs, gutters and asphalt footpath paving in the street.

It is policy that the introduction of new cross-overs not be supported.

22.01-14 HO14 – Yarraville Civic and Commercial Heritage Area Policy

15/09/2011
C82(Part 1)

Where the policy applies

This policy applies to all land included in the Yarraville Civic and Commercial Heritage Area and labelled HO14.

Policy basis

The Yarraville Civic and Commercial Heritage Area provides a distinctive physical expression of three major development periods in the City’s history ranging from Victorian, Edwardian and inter-war eras. This is reflected in the distinctively narrow streetscapes based on the 1859 Yarraville Township subdivision, to the architecturally significant commercial streetscapes centred on Anderson and Ballarat Streets. The streetscape includes individually significant places such as The Sun Theatre, the former State Savings Bank and the major corner sites such as the corner of Anderson and Ballarat Streets.

The Yarraville Civic and Commercial area has all the elements which make up an urban area emanating from the major growth periods such as the transport hub and associated entertainment, civic and commercial buildings close to the station and the surrounding residential areas.

The centre is noted for its distinct vistas such as the view north along Ballarat Street to Murray Street and the vistas west along Anderson Street to the railway gates and signal box.

The commercial buildings in the area are consistently built to the street frontage with widths of five-six metres. Buildings are predominately two storey with one storey buildings having high parapets or other architectural features to enhance the height. Originally most of the buildings had front post supported verandahs.

Streetscape elements include some early bluestone kerb and channel and some early asphalt footpaths.

Other buildings of individual significance within the Yarraville Commercial Heritage Area include shops at 37-43 Anderson Street, the former bank at 28 Murray Street and the United Free Methodist Church in Simpson Street.

The design characteristics of the contributory buildings also include:

- Slate, corrugated iron and metal sheet roofing;
- Timber framed display windows with recesses entries and plinths;
- Timber framed residential windows in a vertical rectangle format;
- Trabeated façades;
- Pressed red imperial size brick wall cladding or a stucco or render wall finish; and
- Parapeted, hipped and gable roof forms.

Objectives

To maintain the streetscape qualities of the area established by the Victorian era shopfronts.

To conserve and enhance significant individual places and vistas within the centre.

To conserve and enhance the inter-relationships of the residential, commercial and transport uses arising from the Victorian and Edwardian eras.

To encourage the restoration of the original shop fronts, recessed entries, and parapets.

To encourage the replacement of inappropriate cantilever verandahs with appropriately designed cantilever or post supported verandahs.

To conserve and enhance the expression of the 1859 Yarraville Township plan including the street and subdivision pattern and street names.

To implement the recommendations of the Yarraville Village Enhancement Project 1990 (2 vols.).

To encourage the removal of advertising signs that obscure contributory elements.

To discourage new advertising signs on upper level parapets.

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

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

- Retain or reinstate post-supported or cantilevered verandahs and recessed-entry shop fronts;
- Retain and reinstate building facades;
- Encourage the removal of advertising signs that obscure contributory elements;
- Retain the subdivision pattern from the 1859 Yarraville Township plan; and
- Encourage the retention and reinstatement of bluestone kerbs, gutters and asphalt footpath paving in street.

22.01-15 HO15 – Yarraville Residential Heritage Area Policy

15/09/2011
C82(Part 1)

Where the policy applies

This policy applies to all land included in the Yarraville Residential Heritage Area labelled HO15.

Policy basis

The area surrounding the Yarraville Commercial and Civic centre is a relatively intact Victorian and Edwardian area of working class housing established on the oldest known private township plan to be created and sold within the City, the 1859 plan of Yarraville Township Subdivision.

The area clearly illustrates the elements that make up an urban area from the Victorian and Edwardian eras, such as the transport hub and associated entertainment, civic and commercial buildings close to the station, and the surrounding residential areas.

The area also reflects the changes in the area's development with an early phase of Yarraville's commercial development that occupied prominent street corner sites in Schild, Lennox and Stephen Streets.

The Yarraville Residential Heritage Area includes individually significance buildings such as Glenara at 82 Stephen Street and residences at 1 Goulbourn Street and 12 Ovens Street.

The dwellings in the residential area are typically small, detached, single storey, Victorian and Edwardian era homes set on narrow blocks. Many of the homes are altered in detail but retain enough original fabric to express their development period. This is aided by rare, mature, public landscape elm street trees in Stephen Street.

The design characteristics of the contributory buildings include:

- Corrugated iron or metal sheet roofing, slate or similar modern equivalent;
- Timber framed windows in vertical rectangle format;
- Horizontal weatherboard wall cladding, brown and red imperial sized bricks and stucco;
- Timber framed front verandahs of a skillion, convex or bull nose profile; and
- Hipped and gabled roof forms of nominally 33 to 63 degrees.

Objectives

To conserve and enhance the contributory elements in the area as evocation of Victorian and Edwardian era worker housing in Yarraville.

To conserve the individually significant places such as Glenara at 82 Stephen Street and residences at 1 Goulbourn Street and 12 Ovens Street.

To conserve and enhance the surviving 1859 township layout as shown in the ‘Township of Yarraville’ plan including the street and subdivision pattern and street names.

To conserve and enhance the prominence of key heritage places such as the former Lyric Theatre.

To conserve and enhance the mature street trees in Stephen Street.

To ensure that new buildings and additions and extensions to contributory buildings do not detract from the character of the heritage area or overwhelm the existing contributory buildings.

To discourage new building that closely imitates, replicates or mimics the contributory buildings in the heritage area.

Policy

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

- Retain the existing front and side setbacks;
- Retain the subdivision layout from the 1859 Yarraville township survey plan;
- Encourage the retention and reinstatement of fences from the relevant eras;
- Conserve and reinstate the planting of mature street trees in Stephens Street; and
- Encourage the retention and reinstatement of bluestone kerbs, gutters and asphalt footpath paving in street.

It is policy that new crossovers be single width and limited to one per allotment. Finishes of the crossover are to match the surface of adjoining footpath in colour.

22.01-16 Industrial Heritage Policy15/09/2011
C82(Part 1)**Where the policy applies**

This policy applies to scheduled Heritage Overlay sites within an Industrial 1, Industrial 3, Business 3 or various other zones, which have been developed and are being used for industrial purposes or for a utility installation.

This policy does not apply to former industrial sites which have been fully converted to non-industrial uses.

Policy basis

A dominant theme in the development of Maribyrnong since the mid-nineteenth century has been the development of industry and some of Victoria's most significant industrial heritage is now found within the city. Meat and meat product processing, engineering, munitions and armaments, have been dominant industries in Maribyrnong over long periods of time.

The Maribyrnong Heritage Review 2001 has identified a wealth of industrial heritage in the area, which includes places that are no longer used for their original purpose and have been redeveloped such as the former Barnett Glass Rubber Factory, to complexes such as Sugar Australia which continue processes which originally commenced more than a century ago.

Conservation policy and practice is needed to protect and promote industrial heritage in a context of rapid change occurring at industrial sites throughout the municipality.

The conservation of industrial heritage places presents specific management issues. It is often the use of the site for the same purpose over a long period that is of the primary historical significance. While fabric such as buildings or plant may contribute to the significance of industrial heritage places by illustrating the development of the place over time, the ongoing replacement and upgrading of this fabric is often an integral part of the operation of the use. 'Conservation by use' is an important heritage principle and on this basis, there may be circumstances where it may be appropriate to permit the removal or alteration of fabric if it will facilitate the historic use of a site and ensure future viability.

Objectives

The objectives of this policy are:

To conserve industrial heritage places as an integral part of the City's heritage fabric and in a manner which is supportive of ongoing industrial activity.

To encourage development to be undertaken in accordance with the accepted conservation standards of the ICOMOS Burra Charter.

To encourage conservation and other works including maintenance, restoration, reconstruction and adaptation.

To ensure that industrial heritage places continue to be used and conserved, and that replacement and renewal occur where necessary for the continuation of an historic industrial use.

To ensure that the conservation of industrial places is balanced against other policies and objectives which may have a bearing upon the ongoing use and development of land.

To conserve infrastructure associated with industrial sites including railways, pipelines, roads, wharves and the like where this is practically achievable and will not unreasonably impact, physically or economically, upon the re-development of the site for a continued or new industrial use.

Policy

It is policy that:

Preference will be given to applications for development that:

- Support the continued viability of the historic industrial use of the site.
- Seek to achieve a balance between the achievement of conservation objectives and other relevant planning scheme policies, and objectives in relation to economic viability and occupational health and safety.
- Where possible, conserve fabric considered to be of primary significance unless the fabric has been made redundant and must be replaced by new buildings, plant or equipment associated with an ongoing or new industrial use, or its retention is outweighed by other more important policy outcomes.
- Retains redundant fabric of primary significance in-situ if there is no immediate need to remove or relocate it.

A Conservation Management Plan (CMP) be prepared for major industrial sites prior to works being undertaken to inform the development application.

An appropriate record be made of any significant fabric that is proposed to be removed or demolished. This may include a photographic survey and measured floor plans and elevations. All recordings must be of archival quality.

When a use is discontinued and a site redeveloped, preference will be given to applications for new development that:

- Retains as much significant fabric as possible;
- Creatively interprets the history of the heritage place through the design or layout of new development including buildings, subdivision, landscaping, movement systems and public art; and
- Incorporates interpretation of the heritage place, and the place within its context. This may include interpretative signage that outlines the history of the site and may include text, images or maps.

Policy

It is policy that before deciding on an application, in addition to the decision guidelines elsewhere in this policy and the Scheme, the responsible authority should also consider when relevant:

- Whether the proposed buildings, works or demolition will advance policies and objectives of the planning scheme in terms of the ongoing use and development of land for industrial or port-related purposes.
- Whether the proposed buildings, works or demolition will support the continuation of the historic industrial use carried out on the site.
- Whether the proposed buildings, works or demolition will support the viability of a new industrial use on the site.
- Whether demolition will, when balanced against other policies and objectives, achieve a net community benefit.
- Whether the demonstrated level of contamination prevents, or makes prohibitive, the repair, adaptation or re-use of a significant building or place.
- Whether there is an opportunity for redundant equipment to remain in-situ as historic evidence or for interpretation.

- Whether, when balanced against other planning policies and objectives, the historic use of the site is able to be properly recognised by interpretation.
- Whether any proposed interpretation will provide adequate information about the historic use and development of the site, including any significant links with other related industrial, commercial or residential places.
- Any framework or strategy relating to the land that is included as a reference or incorporated document in the Scheme.

22.01-17 References

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