

## Historical Heritage Impact Statement

Document no: IA371700

Version: C

Department of Transport and Planning

Droop Street Corridor Upgrade

19 May 2026



## Historical Heritage Impact Statement

**Client name:** Department of Transport and Planning  
**Project name:** Droop Street Corridor Upgrade  
**Project no:** IA371700  
**Document no:** IA371700  
**Version:** C  
**Date:** 19 May 2026

**Project manager:** [REDACTED]  
**Prepared by:** [REDACTED]  
**File name:** IA371700 - Droop Street - HH  
HIA\_final V2.docx

## Document history and status

Version	Date	Description	Author	Reviewed	Approved
A	5/5/2026	Draft for client review	[REDACTED]	[REDACTED]	[REDACTED]
B	14/5/2026	Updated to incorporate stakeholder feedback and review comments.	[REDACTED]	[REDACTED]	[REDACTED]
C	19/5/2026	Final version incorporating all stakeholder feedback and approved for issue	[REDACTED]	[REDACTED]	[REDACTED]

## Distribution of copies

Version	Issue approved	Date issued	Issued to	Comments

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## Executive summary

### Introduction

Jacobs Group (Australia) Pty Ltd (Jacobs) has been engaged by the Department of Transport and Planning to undertake a Historical Heritage Impact Assessment for the Droop Street Corridor Project to accompany a planning submission to the Minister for Planning on behalf of the Head, Transport for Victoria.

The Droop Street Corridor Project involves targeted improvements to tram stop infrastructure along Route 82 within Footscray. The works are proposed to facilitate safe, accessible and compliant tram operations, including the introduction of new level access platforms and associated road and tram infrastructure. The upgrade comprises works at a number of tram stops along Droop Street and surrounding intersections, including Stops 57 through 62. These works generally include platform construction, track modifications, footpath and kerb works, and associated infrastructure upgrades.

The primary purpose of this Historical Heritage Impact Statement (HIS) is to evaluate the impacts of the proposed works at Stops 60 and 62 on the significance of the relevant heritage overlay areas, and to determine whether those impacts are acceptable having regard to the heritage values of each precinct.

Additionally, this HIS also considers potential impacts to adjacent heritage places, although these are not subject to planning approvals requirements.

### Heritage places

Results of the historical heritage register searches found the Project will involve construction activities within two places listed on in the Schedule to the Heritage Overlay (HO) in the Maribyrnong Planning Scheme:

- Upper Footscray Residential Heritage Area (HO11), which has local historic and aesthetic significance associated with Victorian and Edwardian period, such as its Edwardian single-storey detached housing, pre-motor car era streetscape, housing estates, villas, mixture of working-class and middle-class residences, or the growth pattern of the precinct.
- Footscray Commercial Heritage Area (HO3), which has local historic and aesthetic significance associated with Victorian and Edwardian precinct, with one- and two-storey shops (with residences), with Italianate design influences, parapeted forms, and repeating modules, along with the precinct's landmark buildings providing focal points within the streetscape, its visual continuity, and its historical expression of a shift in traffic routes due to the establishment of the railway.

The broader Project will also involve works adjacent to the following heritage places:

- Kinnears Ropeworks Footscray (VHR H2067/Maribyrnong HO90), which a rope-making factory (1909) of historical, social, scientific (technological) and architectural significance to the State of Victoria
- Footscray Fire Station Complex (Maribyrnong HO116), which is an architecturally accomplished inter-war fire station, and is significant at a local level
- The Pebbles (VHR H1308/Maribyrnong HO35), which is a Californian bungalow (1920) of architectural significance to the State of Victoria
- Redcourt (Maribyrnong HO115), which is a substantial Edwardian-era suburban house and stable which is significant at a local level.

### Heritage impact assessment

The proposed works will potentially impact upon the two intersected HO areas:

- Upper Footscray Residential Heritage Area (HO11):
  - There is **low potential for visual impacts** to the historic and aesthetic significance of this heritage place from the construction of the tram stop at Stop 60.
  - As long as the proposed design is used with no advertising materials, and bright colours are kept to a minimum, the proposed Project **works are appropriate** under the Local Planning Policy Framework heritage strategies.
- Footscray Commercial Heritage Area (HO3):
  - There is **low potential for visual impacts** to the historic and aesthetic significance of this heritage place from the construction of the tram stop at Stop 62.
  - As long as the proposed design is used with no advertising materials, and bright colours are kept to a minimum, and care is taken during the mechanical cutting on the awnings at 143-145 Hopkins Street and 144 Hopkins Street, the proposed Project **works are appropriate** under the Local Planning Policy Framework heritage strategies.

There is also one adjacent heritage place which may be subject to impacts:

- Redcourt (Maribyrnong HO115):
  - There is **low potential for visual impacts** to the heritage significance of this heritage place from the construction of Stop 61 immediately adjacent to the wrought iron fence of the heritage residence.
  - As long as the proposed design is used with no advertising materials, and bright colours are kept to a minimum, the proposed Project **works are appropriate** under the Local Planning Policy Framework heritage strategies.

General mitigation measures for the project include taking appropriate care when working close to adjacent heritage places, historical heritage awareness training and the discovery of historical archaeological sites.

## **Important note about this report**

The sole purpose of this report and the associated services performed by Jacobs is to undertake a planning assessment in accordance with the scope of services set out in the contract between Jacobs and 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.

This report should be read in full and no excerpts are to be taken as representative of the findings. No responsibility is accepted by Jacobs for use of any part of this report in any other context.

This report has been prepared on behalf of, and for the exclusive use of, the Department of Transport and Planning and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the Client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

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## 1. Introduction

Jacobs Group (Australia) Pty Ltd has been engaged by the Department of Transport and Planning (DTP) to undertake a Historical Heritage Impact Assessment for the Droop Street Corridor Project (the Project) as part of a planning submission to the Minister for Planning made on behalf of the Head, Transport for Victoria.

### 1.1 Project overview

This project aims to contribute to developing and delivering government tram infrastructure commitments, to support an integrated and accessible tram network.

DTP continues to renew and upgrade existing infrastructure to support an integrated and accessible tram network across Melbourne. New, longer G-Class trams are proposed to replace the aging Z-class fleet which will include servicing tram Route 82 from mid-2026. To facilitate safe and compliant access, a portion of this corridor will be upgraded along Droop Street, Ballarat Road and Gordon Street.

The Project is located in the suburb of Footscray, approximately 6 kilometres west of Melbourne's Central Business District (Figure 1-1), within the Maribyrnong local government area (LGA).

The Project involves targeted improvements to tram stop infrastructure along Route 82 within Footscray. The works are proposed to facilitate safe, accessible and compliant tram operations, including the introduction of new level access platforms and associated road and tram infrastructure.

The upgrade comprises works at a number of tram stops along Droop Street and surrounding intersections, including Stops 57 through 62. These works generally include platform construction, track modifications, footpath and kerb works, and associated infrastructure upgrades.

However, from a historical heritage perspective, the works are not uniformly relevant across all locations. The majority of stops are either outside heritage overlay areas or involve minor changes that do not raise substantive heritage considerations. Accordingly, the detailed heritage assessment in this report focuses on:

- Stop 60 (Tiernan Street / Droop Street) — located within the Upper Footscray Residential Heritage Area (HO11)
- Stop 62 (Nicholson Street / Droop Street) — located within the Footscray Commercial Heritage Area (HO3)

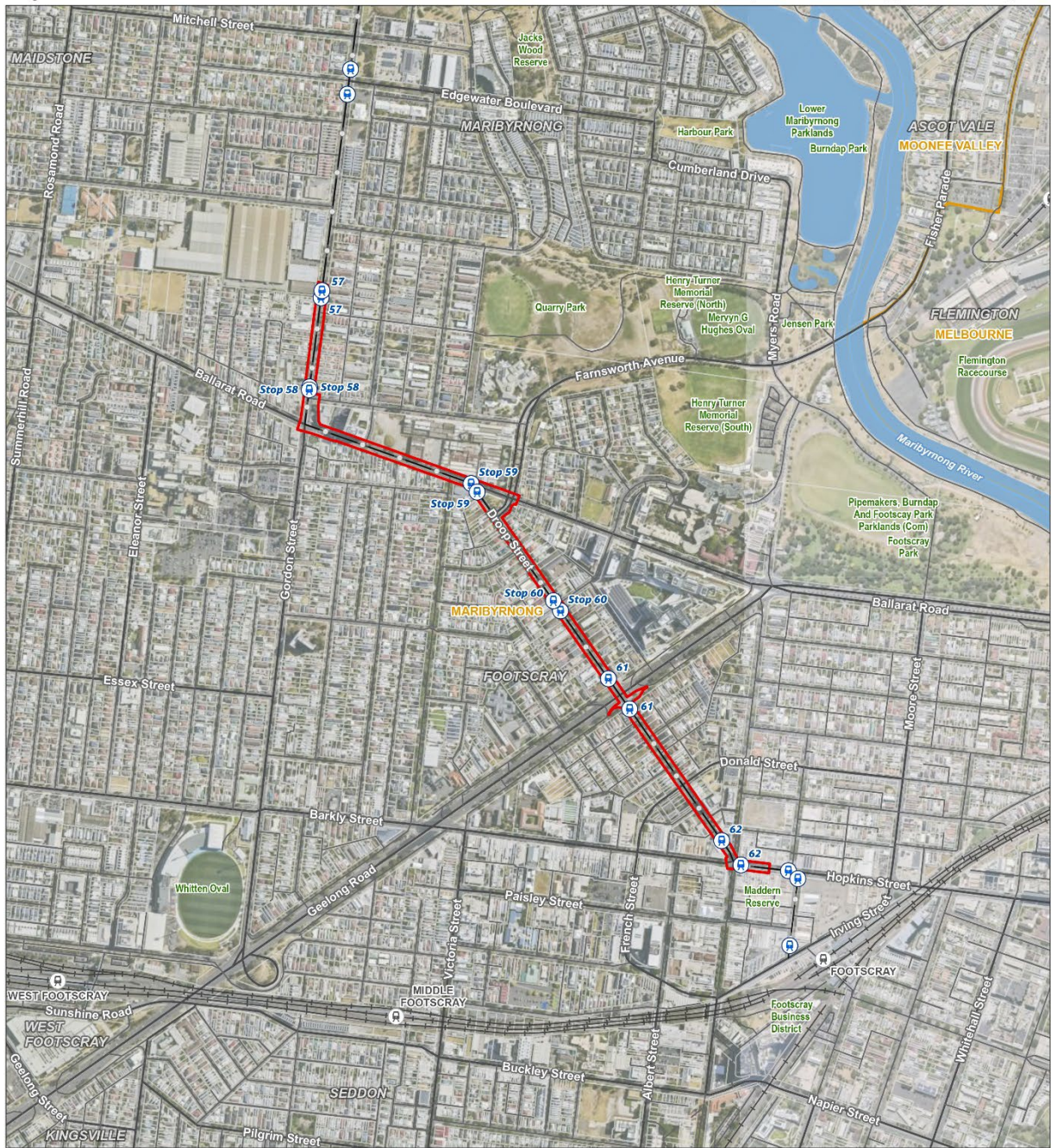
The primary purpose of this Historical Heritage Impact Statement (HIS) is to evaluate the impacts of the proposed works at Stops 60 and 62 on the significance of the relevant heritage overlay areas, and to determine whether those impacts are acceptable having regard to the heritage values of each precinct.

Additionally, this HIS also considers potential impacts to adjacent heritage places, although these are no subject to planning approvals requirements.

### 1.2 Aim and scope of assessment

The aim and scope of this historical heritage impact statement (HIS) is to assess the potential impacts from the project on significance of the heritage places within and adjacent to the Project, and provide an overview of any potential implication under the *Heritage Act 2017* or the *Planning and Environment Act 1987*. The HIS identifies the heritage significance of the of the heritage places, what impact the project will have on the places, and what measures are proposed to minimise and mitigate negative impacts.

**Project Area** **Droop Street Corridor Upgrade / Due Diligence**



**LEGEND**

- |              |                       |
|--------------|-----------------------|
| Project Area | Minor Road            |
| Tram Stop    | Watercourse Stream    |
| Tramway      | Waterbody             |
| Rail Station | Local Government Area |
| Railway      | Cadastre              |
| Major Road   |                       |



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Data Sources: Geosciences Australia (2006); DTP 2026; Imagery Sources: Aeronetrex 2026

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**Figure 1-1. Project location**

### 1.3 Limitations

A site inspection was undertaken by Michael Ford (Principal Rail Engineer, Jacobs) on 24 February 2026, and a historical heritage site inspection was undertaken by Kirsten Baumbach (Graduate Archaeologist, Jacobs), on 8 May 2026. This HIS has been undertaken using the photographs taken during these inspections.

The assessment was undertaken using the Project mapping provided on 7 April 2026 by Ethan Stone (Graduate Geospatial Consultant, Jacobs). The designs provided on 11 May 2026 by Michael Ford (Associate Rail Engineer, Jacobs):

- IA371700-82-JAC-DRG-059-TPW-0121 (P1)
- IA371700-82-JAC-DRG-060-TPW-0121 (P1)
- IA371700-82-JAC-DRG-060-TPW-0500 (P1)
- IA371700-82-JAC-DRG-060-TPW-0510 (P1)
- IA371700-82-JAC-DRG-061-TPW-0120 (P1)
- IA371700-82-JAC-DRG-061-TPW-0301 (P1)
- IA371700-82-JAC-DRG-062-TPW-0120 (P1)
- IA371700-82-JAC-DRG-062-TPW-0500 (P1)
- IA371700-82-JAC-DRG-062-TPW-0510 (P1).

The register searches were undertaken on 9 April 2026, and updated on 29 April 2026, and any findings within this report are based on those search results, and is accurate as to the date of that generation.

### 1.4 Authorship of the report

The assessment was prepared by Caroline Seawright (Senior Archaeologist, Jacobs). Mapping was prepared by Ethan Stone (Graduate Geospatial Consultant, Jacobs). A quality and practice review of the assessment was undertaken by Karen Murphy (Technical Director, Archaeology and Cultural Heritage, Jacobs).

An inspection of the Project alignment was undertaken by Michael Ford (Principal Rail Engineer, Jacobs) on 24 February 2026, and a historical heritage inspection of the Project alignment was undertaken by Kirsten Baumbach (Graduate Archaeologist, Jacobs), on 8 May 2026. The heritage places identified as being potentially impacted by the project in Section 2.1 were inspected on foot. The photographs in this section were taken by Michael Ford and Kirsten Baumbach, during their respective site inspections.

## 2. Heritage context

### 2.1 Register search results

A search of the World Heritage List (WHL), Commonwealth Heritage List (CHL), National Heritage List (NHL), Victorian Heritage Register (VHR), Victorian Heritage Inventory (VHI), Maribyrnong Heritage Overlay (HO), and Register of the National Estate (RNE) heritage registers was undertaken on 9 April 2026 by Rebecca Anderson (Graduate Heritage Consultant, Jacobs) and 29 April by Caroline Seawright (Senior Archaeologist, Jacobs).

Results of the historical heritage register searches found there are two HO-listed places that intersect with the Project works, as shown in Figure 2-1. These two HO-listed places are both heritage precincts/areas (Table 2-1). Additionally, there are two VHR- and HO-listed places, and two HO-listed places, immediately adjacent to the Project works (Table 2-2).

There are no historical places listed on the WHL, CHL, NHL, VHI or RNE in proximity to the Project works.

**Table 2-1. Historical Heritage places which are intersected by the Project works**

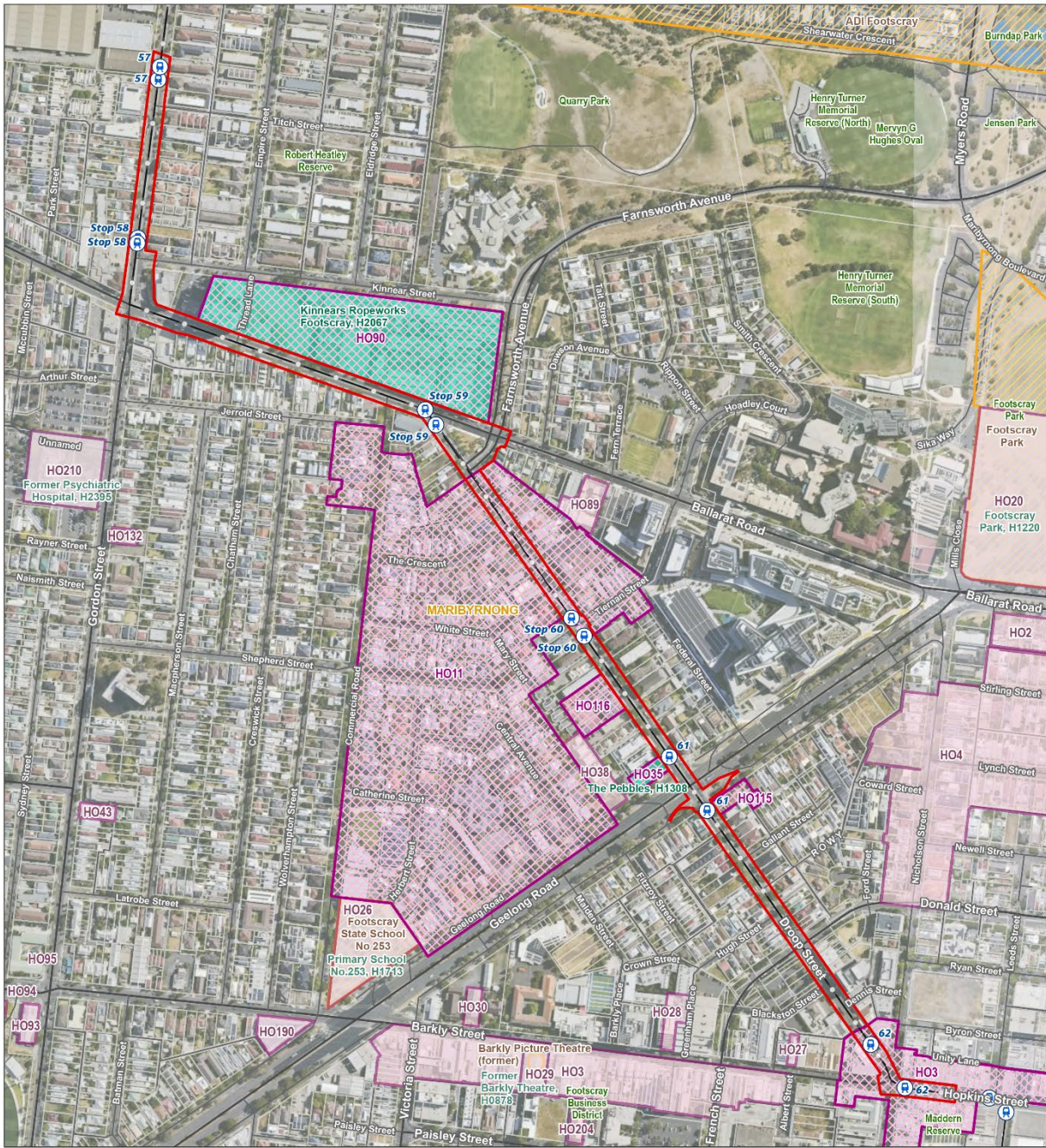
Heritage database	Register number	Place Name	Address	Description	Distance from Project works
Maribyrnong HO	H011	Upper Footscray Residential Heritage Area	Footscray	Heritage precinct	Intersected by Stop 60 and related tram track works
Maribyrnong HO	H03	Footscray Commercial Heritage Area	Footscray	Heritage precinct	Intersected by Stop 62 and related tram track works

**Table 2-2. Historical Heritage places which are immediately adjacent to the Project works**

Heritage database	Register number	Place Name	Address	Description	Distance from Project works
VHR	H2067	Kinnears Ropeworks Footscray	124-188 Ballarat Road, Footscray	Factory	Immediately adjacent to Stop 59 and related tram track works
Maribyrnong HO	H090				
Maribyrnong HO	H0116	Footscray Fire Station Complex	67-71 Droop St, Footscray	Fire station complex	Immediately adjacent between Stops 60 and 61 and related tram track works
VHR	H1308	The Pebbles	57A Droop Street, Footscray	Residence	Immediately adjacent to Stop 61 (north side of Geelong Road) and related tram track works
Maribyrnong HO	H035				
Maribyrnong HO	H0115	Redcourt	60 Droop Street, Footscray	Residence	Immediately adjacent to Stop 61 (south side of Geelong Road) and related tram track works

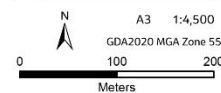
Historical Heritage

Droop Street Corridor Upgrade / Due Diligence



LEGEND

- Project Area
- Register of National Estate
- Minor Road
- Victorian Heritage Register
- Heritage Overlay
- Victorian Heritage Register
- Other Historical Heritage
- Heritage Overlay
- Tram Stop
- Tramway
- Major Road
- Waterbody
- Local Government Area
- Cadastre



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Data Sources: Geosciences Australia (2006); DTP 2026. Imagery Sources: Aerometrex 2026

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Figure 2-1. Historical Heritage Places in proximity to the Project works

### 3. Historical heritage places

Statements of significance for each of the known heritage places that are within, or intersect with, the Project works have been taken from the relevant register entries and are presented verbatim in Sections 3.1 and 3.2.

The potential impacts of the proposed works on the heritage significance of these heritage areas are considered in Section 4. Heritage citations for the two heritage areas that will be directly impacted by works have been provided in Appendix A.

#### 3.1 Upper Footscray Residential Heritage Area (Maribyrnong HO11)

##### 3.1.1 Statement of significance

The Upper Footscray Residential Heritage Area is significant historically and aesthetically to the City of Maribyrnong because:

- It is a relatively unaltered Victorian and Edwardian precinct of both working and middle class housing which offers a cohesive cultural and visual character reflective of two growth eras in the City including:
  - small generally Edwardian single-storey 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,
  - 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 scale,
  - surviving examples of original asphalt footpaths and stone kerb and channel,
  - the evocation of the pre motor car era with no original provision for on-site vehicle parking for most of the identified housing, with some exceptions along Geelong Road where stables were provided at the rear, and
  - built form of the typical Edwardian villa main hip and projecting gable roof form combination (Criterion A4);
- it 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 (Criterion A4);
- there are individually significant places within the precinct such as the Geelong Road group of large Victorian & Edwardian-era villas and individually notable civic architecture which provide architectural focus within the area (Criterion F1);
- it demonstrates the egalitarian nature of 19th century Footscray by the juxta-posing of worker and middle class housing plus adjacent industry in Footscray Road within the one locality (Criterion A3); and
- it illustrates the growth patterns engendered by the siting of railway stations, schools and prestigious residences (Criterion A4).

##### 3.1.2 Description from HO heritage citation

The description from the HO heritage citation of the Heritage Area of relevance to the Project works is as follows:

*In Droop Street, there is mixed development at the south end but otherwise the streetscape is largely of Edwardian and 1920s houses. Both houses at the corner of the Crescent are individually notable. One is*

*weatherboarded Edwardian (number 105<sup>1</sup>) with bayed verandahs and gablets at the verandah (once the Rollinson house) and the other is an attic Bungalow style house (number 101<sup>2</sup>) which has unusual and important glass set under a distinctive bracketed hood (former house of Dr. Orthostat). It also has additions in the roofline which have been contrived to match. New development includes numbers 95 and 93 which is a block of flats (once early housing) beside another contributory group including number 91<sup>3</sup> (residence of Kendall, the financier) and number 89<sup>4</sup>. Edwardian period development commences on the east side at number 82<sup>5</sup>, on the corner of Tierney [Tiernan] Street, which is highly ornamented (once the Jamieson house). There is a mixture of new development which extends past the new motel and then, from number 96<sup>6</sup>, Edwardian and 1920s villas extend north. Substantial 1920s houses such as number 102<sup>7</sup> and unusual detailed houses such as number 108<sup>8</sup> (Edwardian timber) are included. The last contributory house in the streetscape is number 114<sup>9</sup> (former home of Ms. Wagnall, music teacher).*

Google Street View (January 2026) shows that the houses at 82, 89, 91, 101, 102, 105, 108 and 114 Droop Street are still extant, along with the houses between 96 and 114 Droop Street. None of these residences intersect with the Project works (Figure 2-1).

Of the significant features of the Upper Footscray Residential Heritage Area which may be applicable to the Project works, the site card also notes in the physical description that the original basalt kerbing and channels/gutters are found along Herbert Street and Johnston Street, with some still present along Shepherd Street and The Crescent. The asphalt footpath is only mentioned along Shepherd Street, where it has been largely replaced by concrete footpaths. There is no mention of these features being found along Droop Street. As such, they do not appear to intersect with the Project works.

### **3.1.3 Description within the Project works alignment at Stop 60**

#### **3.1.3.1 Site inspection, 24 February 2026**

The Project works are situated within the Upper Footscray Residential Heritage Area (Maribyrnong HO11) along Droop Street from just south of Farnsworth Avenue in the northwest to around Tiernan Street in the southeast. The Project works encompasses the roadway with central tram tracks, and pavement with nature strip (including street trees) on both sides (Figure 3-1). Residences, along with a motel and serviced apartments, are situated adjacent to the pavement (typically behind fences or walls) along both sides of the street. There are two tram stops associated with Stop 60, one of which is located on the northern corner of the Droop and Tiernan Streets intersection, which includes a tram shelter with a tram flagpole (Figure 3-2). The other stop is directly opposite, across Droop Street, and only comprises a tram flagpole. Concrete kerbs and channels are found along both sides of Droop Street; Google Street View (not provided) shows that there are no stone kerbing and channelling present in the Project works alignment. The majority of the footpaths along this section of Droop Street are concrete, except where asphalt from the wombat crossing at Tiernan Street extends northwest and southeast for a couple of metres along the Droop Street footpaths. The asphalt matches that found on the wombat crossing itself, and does not appear to be historical in nature (Figure 3-3, Figure 3-4). Google Street View shows that the wombat crossing and adjacent asphalt footpath was installed after December 2017. Features along the roadway include powerlines and streetlights, underground services and utilities, and street signage.

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<sup>1</sup> 105 Droop Street

<sup>2</sup> 101 Droop Street

<sup>3</sup> 91 Droop Street

<sup>4</sup> 89 Droop Street

<sup>5</sup> 82 Droop Street

<sup>6</sup> 96 Droop Street

<sup>7</sup> 102 Droop Street

<sup>8</sup> 108 Droop Street

<sup>9</sup> 114 Droop Street



Figure 3-1. Within the Upper Footscray Residential Heritage Area (Maribyrnong HO11) precinct, facing northwest towards Tiernan Street



Figure 3-2. Within the Upper Footscray Residential Heritage Area (Maribyrnong HO11) precinct, facing southeast towards Tiernan Street



Figure 3-3. Wombat crossing within the Upper Footscray Residential Heritage Area (Maribyrnong HO11) precinct, facing north



Figure 3-4. Wombat crossing within the Upper Footscray Residential Heritage Area (Maribyrnong HO11) precinct, facing northwest up Droop Street



Figure 3-5. 91 Droop Street, with house is set back from fence line, facing southwest



Figure 3-6. Fence lines of 101 and 105 Droop Street, facing southeast

The aspects of the significance of HO11 that are demonstrated in proximity to the Project works are the notable, substantial and contributory historical buildings which are found along Droop Street. These houses are all set back from their fence lines (Figure 3-5, Figure 3-6), and thus from the road corridor, and do not intersect with the Project works. There is also no evidence of surviving original asphalt footpaths or basalt kerbing and channels. As such, there are no significant features of the heritage precinct found within the Project works alignment. It continues to demonstrate the precinct's egalitarian nature of residential housing in Footscray, and the growth patterns formed during the Edwardian industrial boom. The roadways are not of significance.

### 3.1.3.2 Site inspection, 8 May 2026

The historical heritage site inspection within the Upper Footscray Residential Heritage Area (Maribyrnong HO11) examined the proposed location of Stop 60, which would be situated outside 85 to 91 Droop Street. Of these addresses, 91 Droop Street is a corner historical residence (Figure 3-5, Figure 3-7), situated at the intersection of Droop and White Streets. The adjacent property, 89 Droop Street, is also a historical residence (Figure 3-8, Figure 3-9, Figure 3-10). 85 Droop Street is not historical; it comprises an apartment block (Figure 3-10). Both 89 and 91 Droop Street are partially screened from Droop Street by the presence of the existing street trees adjacent to the property, and from vegetation planted within both properties. Both houses are set back from their respective fence lines, behind this vegetation. The most visible of these two historical residences is the corner residence at 91 Droop Street, due to it being a corner property.



Figure 3-7. 91 Droop Street, with house is set back from fence line, facing southeast



Figure 3-8. 89 and 91 Droop Street from opposite White Street, facing southwest

The existing tram shelter and tram flagpole are situated in line with the existing nature strip, with the footpath being situated between the shelter and the adjacent property at 84 Droop Street (Figure 3-10, Figure 3-11). The historical residence at 84 Droop Street is set back from the fence line.

There is an extant wombat crossing over Tiernan Street. This confirms that the asphalt is associated with the wombat crossing (Figure 3-12).

The results of the historical heritage site inspection confirmed that there were no bluestone drains or kerbs along Droop Street. The only visible bluestone drainage and kerbing was found along The Crescent, beginning outside 101-103 and 105 Droop Street (Figure 3-13, Figure 3-14) and running along much of both sides of The Crescent. These bluestone features will not be subject to Project works. There were no other historical buildings in this heritage precinct situated within proximity to the proposed works.



Figure 3-9. 89 Droop Street and existing tram line, facing southwest



Figure 3-10. View of 85 to 91 Droop Street from Tiernan Street, facing west



Figure 3-11. Existing tram stop and shelter on Droop Street, facing southeast



Figure 3-12. Tiernan Street wombat crossing (84 Droop Street in the background), facing northwest



Figure 3-13. Bluestone kerb and drain at 101-103 Droop Street (The Crescent), facing southwest



Figure 3-14. Closeup of bluestone kerb and drain at 105 Droop Street (The Crescent), facing southwest

### 3.1.4 Local Planning Policy Framework which applies to HO11

The heritage strategies of the Local Planning Policy Framework of the Maribyrnong Planning Scheme relevant to the Project are outlined in Table 3-1.

Table 3-1. Heritage strategies under the Maribyrnong Planning Scheme applicable to HO11

Clause	Strategies applicable to HO11
15.03-1S	Encourage appropriate development that respects places with identified heritage values.
	Retain those elements that contribute to the importance of the heritage place.
	Ensure an appropriate setting and context for heritage places is maintained or enhanced.
15.03-1L-01	Design and site new buildings and additions to be visually recessive and maintain the visual dominance of the significant elements of the heritage place.
	Design and site additions and works to respect the context of the heritage place or an adjacent heritage place.
	Support use or development that maintains significant settings, such as fences, gates, driveways and landscape around significant heritage buildings and places.
	Support replacement buildings or elements that respect the significance of the heritage place.
	Design new signs to respect the significance of the heritage place.
	Encourage development to retain trees and landscapes of cultural significance.
	Preserve significant fabric unless demolition is necessary due to damage or structural defect.
	Discourage demolition or removal unless it contributes to the long term conservation of significant fabric.
15.03-1L-03	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.
	Conserve and enhance the view of the corner contributory buildings along Droop Street and contributory buildings in Geelong Road.

## 3.2 Footscray Commercial Heritage Area (Maribyrnong HO3)

### 3.2.1 Statement of significance

The Footscray Commercial Precinct is significant historically and aesthetically within the City because:

- the identified commercial buildings (particularly the upper level facades) within the precinct are the City's best expression of its two major commercial growth eras, the precinct being largely built up by World War One with a consistent visual character made up of:
  - attached one and two storey cemented and face brick Edwardian and Victorian era shops and residences over,
  - some individually significant inter-war examples and landmark buildings,
  - all built to the street frontage,
  - typically a trabeated facade evocative of Italianate design influences,
  - near universal parapeted form,
  - a repeating module determined by the Victorian-era shopfronts of 5-6 m, and

- no provision for on site motor vehicle parking as an indication of the pre-motor era. (Criterion A4)
- of the significant architectural contribution of individual developments such as the Barkly Hotel, Royal Hotel, Griffith's jeweller's shop and Carroll & Douglas (number 234-6 Barkly Street) which provide major focal points within the streetscape (Criterion F1);
- of the visual continuity and architectural ornament of the upper facades in Nicholson Street east and Paisley Street south, highlighted by individually notable examples such as number 155-7 Nicholson Street (Criterion E1);
- of the precinct's historical expression of the physical effect of a shift in major traffic routes and outlets, specifically the railway (Criterion A4) and
- it was the commercial centre of the former City of Footscray and the region over a long period (Criterion G1).

### 3.2.2 Description from HO heritage citation

The description from the HO heritage citation of the Heritage Area of relevance to the Project works is as follows:

*The general character of the Footscray Commercial Precinct is of attached one and two storey cemented and face brick Edwardian and Victorian era shops with residences over; in the precinct there are some individually significant inter-war examples and landmark buildings. All buildings are built to the street frontage and there is typically a trabeated facade evocative of Italianate design influences. Properties show a near universal parapeted form and a repeating module is determined by the Victorian-era shopfronts of 5-6m. The above character is punctuated by large structures (like the Barkly Theatre) and/or landmark corner buildings like the Moderne style Royal Hotel at the Droop St corner, and the Edwardian-era Plough Hotel and Greens Buildings. The last two buildings make up the corners of the Geelong Road and Barkly St crossing and provide an entry point to the precinct.*

Google Street View (January 2026) shows that Edwardian and Victorian era shops are found lining Hopkins Street, immediately adjacent to the Project works. Of the larger landmark and/or street corner structures, only the Royal Hotel is found within proximity to the Project works. The Royal Hotel is situated immediately adjacent to the Project works at the northwest corner of the intersection of Droop, Nicholson, Barkly and Hopkins Street. Notable buildings, such as 155-7 Nicholson Street, and the upper facades of buildings along Nicholson Street, are not within proximity to the Project works.

### 3.2.3 Description within the Project works alignment at Stop 62

#### 3.2.3.1 Site inspection, 24 February 2026

The Project works intersects with part of the Footscray Commercial Heritage Area (Maribyrnong HO3) along Droop Street and Hopkins Street, and is predominantly commercial in nature. The Project works runs along the road corridor, which contains the tram structure adjacent along the centre of the road, with adjacent pavement on both sides of the road. A bus lane is also present on Droop Street. Droop Street typically comprises commercial properties, such as the Royal Hotel (Figure 3-16). Stop 62 is situated on Droop Street, and comprises a tram shelter on the northeast side of the street, and a tram flagpole opposite it on the other side of the street. Street trees are limited to the intersection of Droop, Nicholson, Barkly and Hopkins Streets, as well as along Droop Street. The footpath has street signage, waste bins, underground services and power poles and lights. The buildings within the Hopkins Street part of the commercial heritage area are typically shops (Figure 3-17).

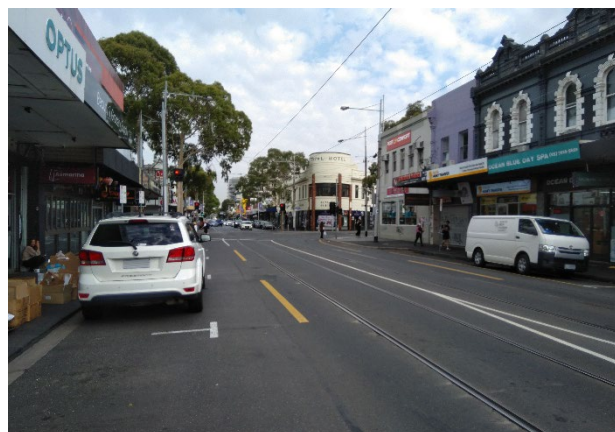


**Figure 3-15. Tramlines running between the shops with post-supported verandahs along Hopkins Street in 1924, facing west towards Droop Street (John Young Collection 1924)**

The cantilever verandah-style awnings overhanging the footpath are replacements of the original post-supported verandahs (Figure 3-15, Figure 3-16, Figure 3-17). Features including powerlines and streetlights, underground services and utilities, and street signage are also present.



**Figure 3-16. Within the Footscray Commercial Heritage Area (Maribyrnong HO3) precinct, facing northwest towards Droop Street**



**Figure 3-17. Within the Footscray Commercial Heritage Area (Maribyrnong HO3) precinct, facing west on Hopkins Street**

The aspects of significance of HO3 that are demonstrated within proximity to the Project works are the Edwardian and Victorian commercial buildings along Hopkins Street, and the architecturally significant Royal Hotel at the intersection of Droop, Nicholson, Barkly and Hopkins Street. These significant features are found immediately adjacent to the Project works. These features demonstrate the physical effect of a shift in major traffic routes and outlets, and that the historical precinct continues to be one of Footscray's commercial centres. The roadways themselves do not form part of the significance of the precinct.

### 3.2.3.2 Site inspection, 8 May 2026

The historical heritage site inspection within the Upper Footscray Residential Heritage Area (Maribyrnong HO3) examined the proposed location of Stop 62, which proposes a tram stop situated outside both the Royal Hotel at 158 Barkly Street and at 76 Nicholson Street.

The Royal Hotel (Figure 3-18, Figure 3-19) façade runs along Droop Street, consisting of small black tiles at ground level, with the upper floor painted in cream. The upper storey at the rear of the Royal Hotel is brick, while the front half of the façade has Moderne style elements. The Royal Hotel appears to be in good condition, with the shopfront along the ground floor along Droop Street comprising number of shops. These shops currently house a range of businesses, including a beauty parlour, a café, a shipping company, two hair salons, and a real estate agency. Outdoor seating is situated in front of the café, adjacent to the pedestrian crossing.

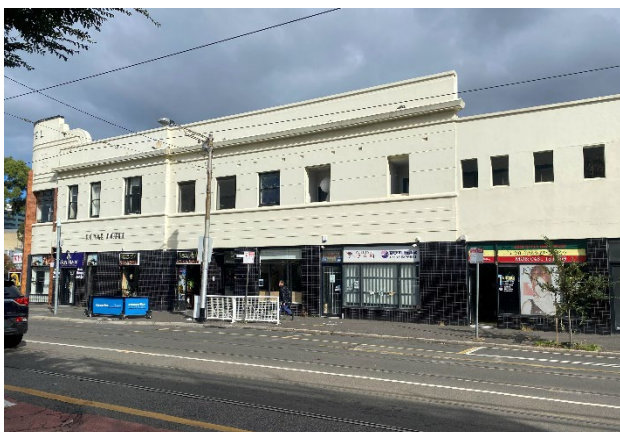


Figure 3-18. The Royal Hotel, facing south towards the corner of the building at Barkly Street

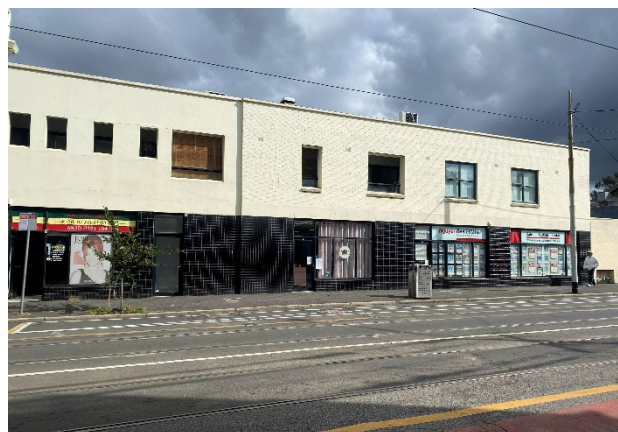


Figure 3-19. The Royal Hotel, facing southwest towards the rear of the building



Figure 3-20. 76 Nicholson Street and the existing tram stop and tram flagpole, facing northeast



Figure 3-21. 76 Nicholson Street towards tram stop, facing northwest

The property at 76 Nicholson Street was undergoing works, with the historical commercial building covered in temporary fencing with mesh blue screening and plywood on the upper storey (Figure 3-20). The existing tram stop is situated on the pavement adjacent to the heritage building, with some footpath between the shelter and the historical building. The large awning along Droop Street does not appear to be extant, and appears to have been removed as part of the works to the building. The upper level appears to have been repainted a creamy yellow colour. The existing awning on the historical building appears to be immediately adjacent to, but above, the tram shelter roof (Figure 3-21).

The historical commercial building at 144 Hopkins Street has a historical façade above the ground level, identical in pattern to the adjacent shops. The historical façade, which evidences the parapeted form and repeating module of Victorian-era shopfronts (Figure 3-22) noted in the heritage citation's description of the shopfronts, has been painted in a light brown, white, and cream colours above the more recent awning. The awning itself appears to have a corrugated metal underside, through which the extant overhead pole is situated. The overhead pole cutting in the awning is perfectly aligned to the pole, with no extraneous cutting around the pole. A sign for the restaurant hangs from the modern awning to the north of the overhead pole. The shopfront of the historical building is currently being used as a pho restaurant (Figure 3-23).



Figure 3-22. 144 Hopkins Street with overhead pole through the awning, facing north



Figure 3-23. Overhead pole through the awning at 144 Hopkins Street, facing east

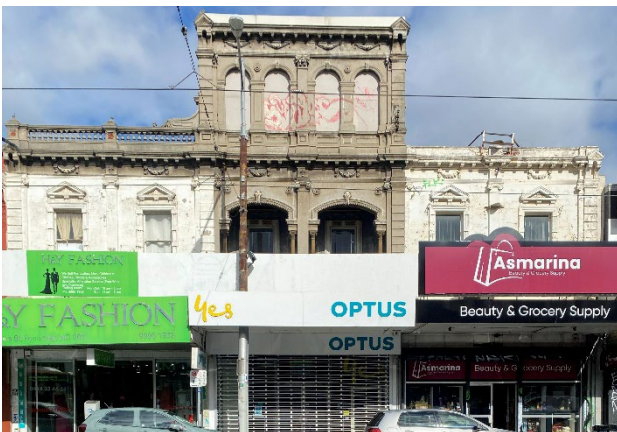


Figure 3-24. 143-145 Hopkins Street with overhead pole through the awning, facing south



Figure 3-25. Overhead pole through the awning at 143-145 Hopkins Street, facing east

The historical commercial building at 143-145 Hopkins Street also has a historical façade above ground level. This is a three-storey building, with an Italianate style design above the ground floor with a verandah on the first floor (Figure 3-24). The arches at the top floor have been closed off, but the Italianate style, as noted in the heritage citation's description of the shopfronts, is still evident in the design. The underside of the more modern awning is made of white-painted panels, through which the overhead pole is situated. Similar to 144 Hopkins Street, the cutting in the awning for the overhead pole is perfectly aligned to the pole, with no extraneous cutting around the pole. The shop's sign is set back from the pole, at the end of the modern awning. The shopfront of the historical building is currently being used as a mobile phone store (Figure 3-25).

The results of the historical heritage site inspection confirmed that there were no other historical buildings in this heritage precinct situated within proximity to the proposed works.

### 3.2.4 Local Planning Policy Framework which applies to H03

The heritage strategies of the Local Planning Policy Framework of the Maribyrnong Planning Scheme relevant to the Project are outlined in Table 3-2.

Table 3-2. Heritage strategies under the Maribyrnong Planning Scheme applicable to H03

Clause	Strategies applicable to H03
15.03-1S	Encourage appropriate development that respects places with identified heritage values.
	Retain those elements that contribute to the importance of the heritage place.
	Ensure an appropriate setting and context for heritage places is maintained or enhanced.
15.03-1L-01	Design and site new buildings and additions to be visually recessive and maintain the visual dominance of the significant elements of the heritage place.
	Design and site additions and works to respect the context of the heritage place or an adjacent heritage place.
	Support use or development that maintains significant settings, such as fences, gates, driveways and landscape around significant heritage buildings and places.
	Support replacement buildings or elements that respect the significance of the heritage place.
	Design new signs to respect the significance of the heritage place.
	Encourage development to retain trees and landscapes of cultural significance.
	Preserve significant fabric unless demolition is necessary due to damage or structural defect.
	Discourage demolition or removal unless it contributes to the long term conservation of significant fabric.
15.03-1L-03	Conserve and enhance the contributory elements in the area established by the Victorian era buildings and shopfronts.
	Conserve and enhance significant individual places in the area including the Royal Hotel (154-162 Barkly Street), and 141-147 Hopkins Street (which includes the Optus shop at 143-145 Hopkins Street).

## 4. Impact Assessment

The impact assessment lists those heritage places which may be impacted by the project, focussing on where the Project works intersects with a heritage place as identified in Section 2.1 and described in Section 3. Potential impacts are described in relation to the heritage fabric of each site as well as to the heritage significance of each heritage place or site (Section 3).

There is no planned works occurring within the heritage boundaries of the historical heritage places immediately adjacent to Project works, and there will be no impact to the heritage values of these places. The works found adjacent to these heritage places comprise the following works, and a summary of potential indirect impacts, are included in Section 4.3.

Mapping of the proposed Project works and tram stop numbers, in relation to historical heritage places, is found in Figure 4-1.

The type of shelter proposed for Project works is the Stoddart Evo shelter.

Historical Heritage

Droop Street Corridor Upgrade / Due Diligence

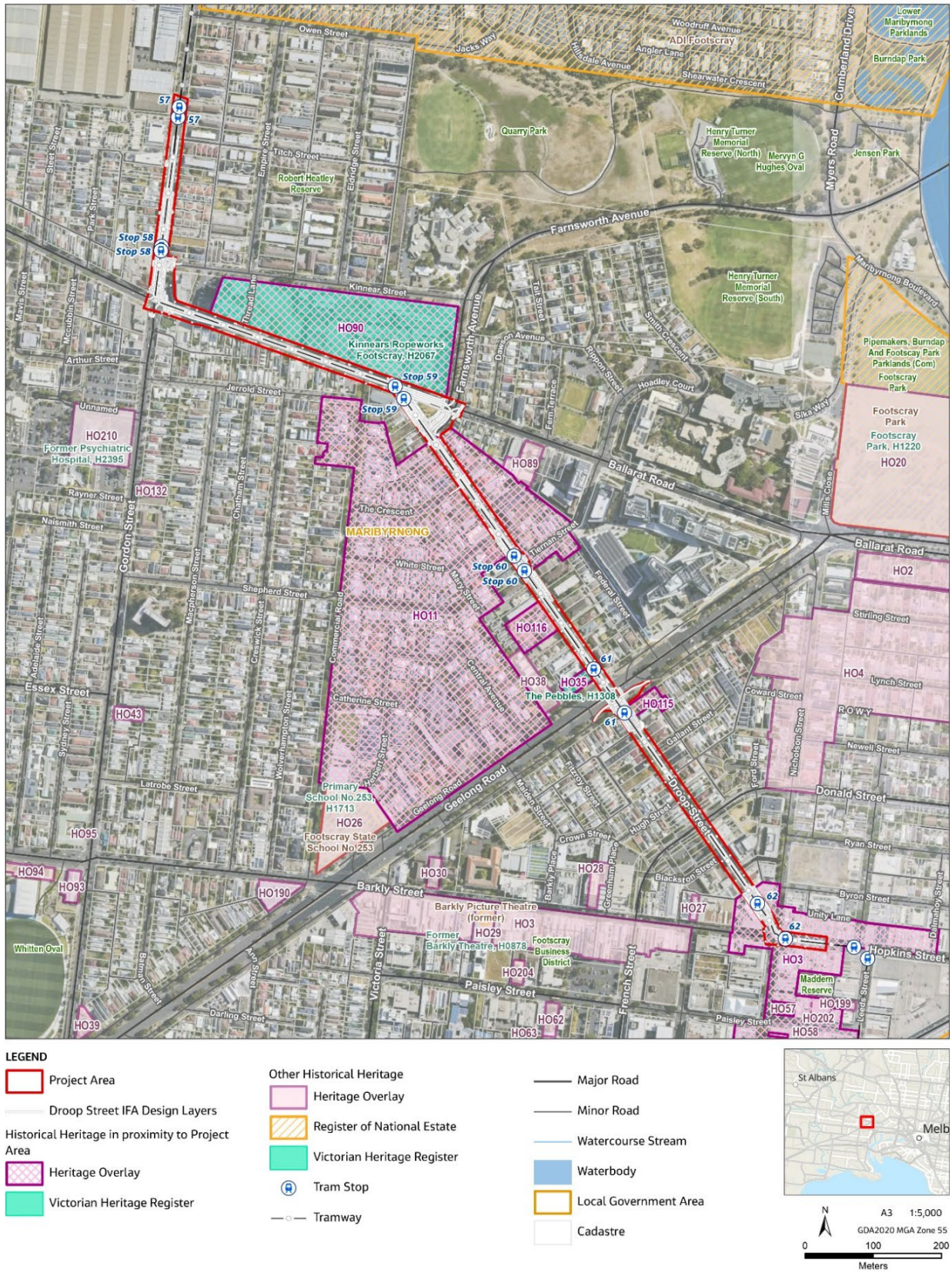


Figure 4-1. Proposed works along the Project works, in proximity to historical heritage places

## **4.1 Stop 60: Upper Footscray Residential Heritage Area (Maribyrnong HO11)**

### **4.1.1 Proposed works**

A new pair of Kerb Outstand Platforms are proposed in this location mid-block along Droop Street, on the immediate departure side of Tiernan Street in either direction (Figure 4-2).

The platforms have been staggered to avoid impacting driveways in the vicinity of the stop, while maintaining close connections to Tiernan Street and the nearby Footscray Hospital and Victoria University campus. Stop 60 will be the primary stop for both Victoria University and the new Footscray Hospital.

The proposed works within the HO precinct comprise:

- Construction of new tracks within the road corridor
- Construction of a 33 m long platform near White Street, including:
  - vegetation area and tree plots
  - electrical cabinet
  - two Evo shelters (approximately 4.1 m wide x 1.7 m deep x 2.55 m high) on the platform, made from an aluminium frame with toughened safety glass (lava glass), with an aluminium roof
  - rubbish bin
  - flag and audio bollards
  - bike ramps.
- Provision of Tactile Ground Surface Indicators (TGSIs) on both sides of the road
- Provision of new pedestrian crossing between both sides of the road
- Pavement over existing nature strip will be a permeable pavement, and remainder of the passenger waiting area will be concrete
- Relocation of existing tram and bus stop signage
- Realignment of the kerb along Droop Street on both sides of Tiernan Street, and on both sides of the northbound tram stop
- Establishment of a pedestrian crossing with pram ramps and TGSIs on both sides of Droop Street near Tiernan Street
- Removal of existing signage, shelter, TGSIs on the northeast side of the road near Tiernan Street, and reinstatement of the area
- Provision of garden beds
- Provision of a new wombat crossing across Tiernan Street
- Provision of new feeder pits within the road corridor
- Provision of new track drainage, pits, and grated drains within the road corridor
- Reinstatement of yellow tram clearance line markings within the road corridor
- New overhead pole on footpath opposite White Street
- New pavement and road line markings on the roadway.

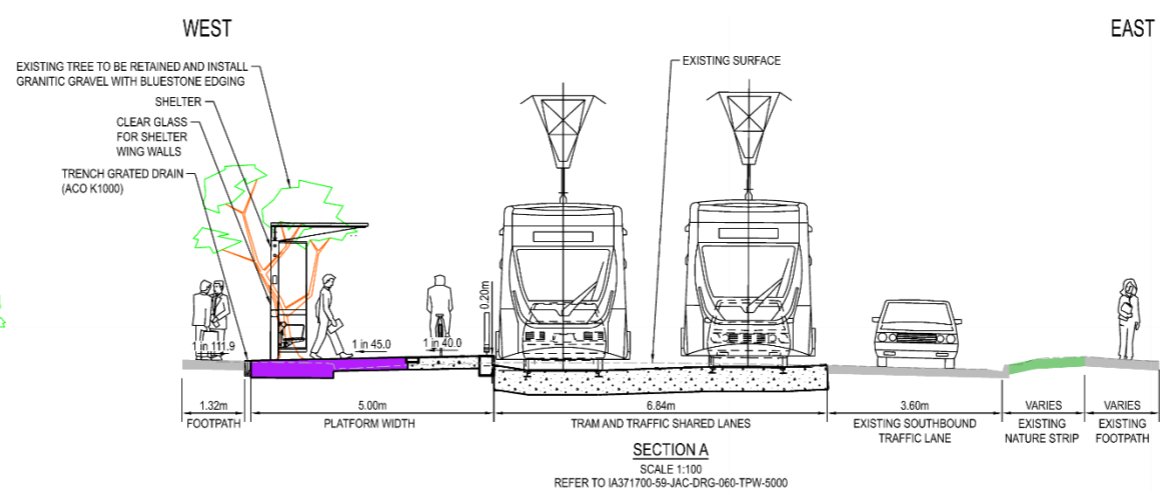
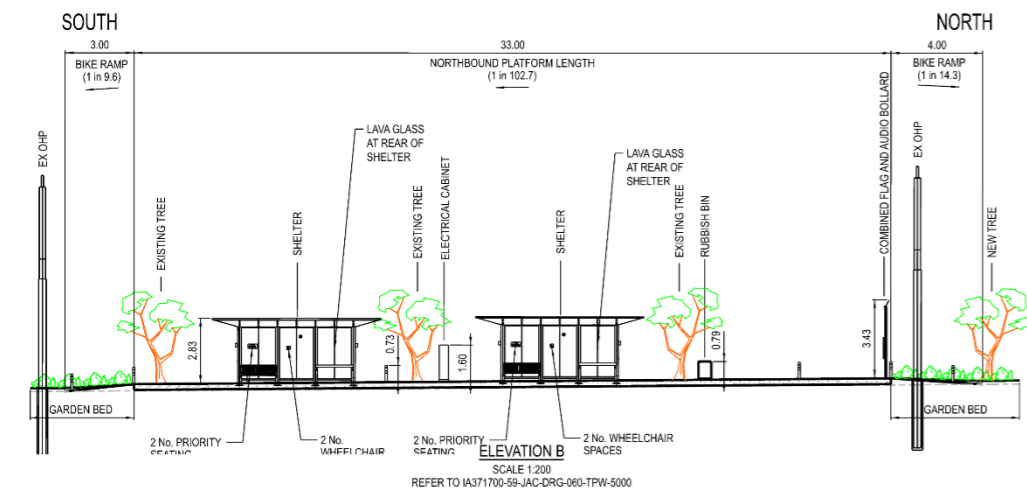
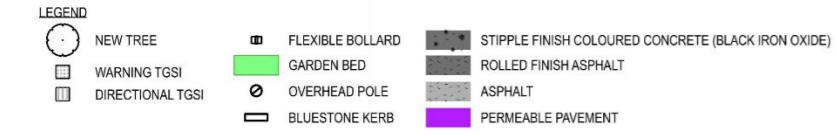
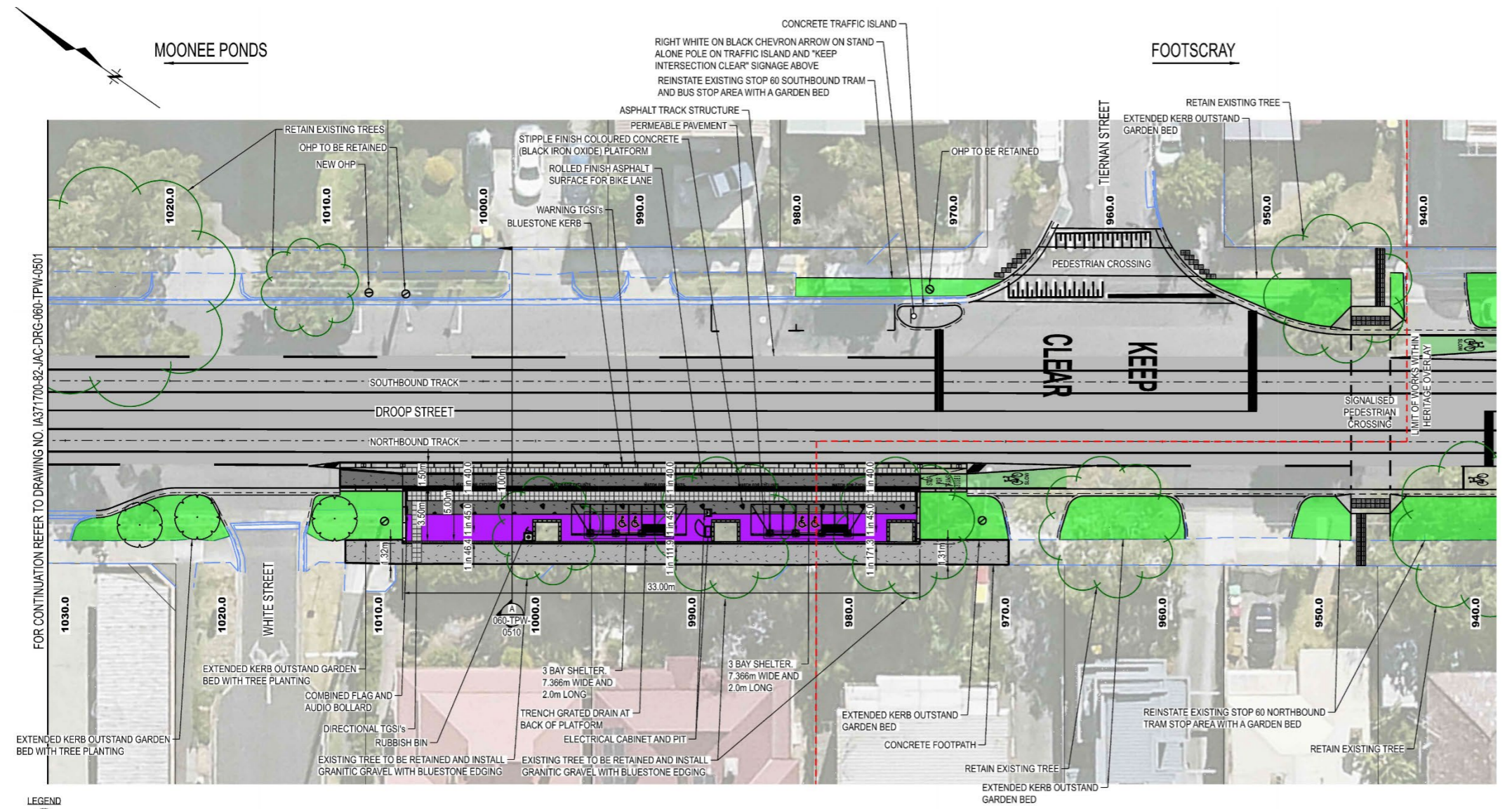


Figure 4-2. Overview plan and cross sections for the Tiernan Street / Droop Street stop (northbound)

## 4.1.2 Impacts

These works consist of minor upgrades (road markings and signage changes) and larger changes (platform upgrades and infrastructure modifications). None of the existing tram stop elements, such as the existing shelters, tram flagpoles and seating, nor the related tram infrastructure within this heritage precinct are of historical heritage significance. The existing shelter is about 4.1 m wide by 1.6 m deep, and is therefore of a comparable size to the proposed Evo shelters.

Ground disturbing works within the heritage boundary of the Heritage Area comprise the installation of new tracks along the centre of roadway, construction of a new platform on the roadway and footpath, concreting of the footpath, kerb realignment along the roadway, new drainage works, including trenching and pit installation within the roadway and platform, and relocation of one overhead pole on the nature strip. The largest works, the platform (which includes the installation of large elements, such as the two Stoddart Evo shelters), will be established in front of 85 to 91 Droop Street, and the Evo shelters will be outside 89 and 91 Droop Street (within the HO boundary) and 89 and 85 Droop Street (half within the HO boundary). The works on the kerbing (including realignment of the existing kerb) and footpaths will be established on existing concrete footpath, kerbing and guttering. No historical asphalt footpaths nor basalt kerbing and guttering are found within proximity to these planned works, as the only asphalt on the footpath is associated with the wombat crossing, both of which were constructed after December 2017.

The Evo shelters, which have a cantilevered roof, require wide and deep foundations, which impact positioning of platforms, and create challenges on footpaths for legacy kerbside stops. The proposed design is for a four-legged shelter, with a reviewed structural assessment to spread the load, so that foundations will be relatively shallow and the shelters can be installed closer to the back end of platforms. Shelter lighting, which will be a diffused lighting, will be incorporated into the shelter by Stoddart. The location of the shelters on the platform is also limited by the boundary fencing, street trees, the location of existing Telstra pits, and power requirements. The interior seating within the shelter will be integrated metal seating. The glass on the shelter will be standard-sized glass panels, using uncoloured etched lava glass, which will allow for the replacement of glass with metal mesh in the case of repeated vandalism. Yarra Trams has advised that clear glass has a much greater potential to be vandalised than lava glass. A network map holder will be mounted directly onto the glass, with no advertising. The shelters will not be painted.

These works are confined to the roadway and footpath within the Heritage Area. As no original asphalt footpaths, or stone kerbs and channel are present within the proposed works area, there are no potential direct impacts from these works any heritage fabric associated with Upper Footscray Residential Heritage Area (Maribyrnong HO11). However, as the shelters will be in front of 89 and 91 Droop Street, there may be some limited visual impacts as these intrusive features are likely to partially block the view of the historical houses from the roadway, particularly as etched lava glass will be used, but the heritage buildings will still remain clearly visible from most viewpoints along the adjacent roadways.

While the scale of the works includes large elements, such as the new platform with one of its two Evo shelters, the works will not directly impact upon the heritage features of the precinct. The avoidance of both static and digital advertising, and the avoidance of garish colours in favour of etched lava glass, in the Evo shelters will minimise impact to the heritage precinct from this tram stop element. The tram stop works also comprise the replacement of an existing intrusive tram stop shelter and associated infrastructure with the proposed platform design, rather than introducing completely new elements to the heritage precinct.

While the works will not directly impact upon the properties adjacent to the road corridor, the tram stop will be built on the roadway and part of the footpath in front of two historical houses. As such, there is **low potential for visual impacts** to the historic and aesthetic significance of this Victorian and Edwardian precinct, such as its Edwardian single-storey detached housing, pre-motor car era streetscape, housing estates, villas, mixture of working-class and middle-class residences, or the growth pattern of the precinct, as the significance of the precinct will remain clearly apparent despite the proposed changes (including the construction of one tram platform and associated intrusive elements) along the roadway and footpath.

Historical Heritage Droop Street Corridor Upgrade / Due Diligence



LEGEND

- |  |   |                       |
|--|---|-----------------------|
| Project Area                                     | Other Historical Heritage<br>Heritage Overlay | Tramway               |
| Droop Street IFA Design Layers                   | Register of National Estate                   | Major Road            |
| Historical Heritage in proximity to Project Area | Victorian Heritage Register                   | Minor Road            |
| Heritage Overlay                                 | Tram Stop                                     | Local Government Area |
| Victorian Heritage Register                      |   | Cadastre              |



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Data Sources: Geosciences Australia (2006); DTP 2026. Imagery Sources: Aerometrex 2026

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Figure 4-3. Proposed works intersecting with Upper Footscray Residential Heritage Area (Maribyrnong H011)

### 4.1.3 Responses to the Local Planning Policy Framework heritage strategies

Under the Local Planning Policy Framework, Clause 15.03-1L-03 applies to all land within a Heritage Overlay, including the HO11. Responses to the strategies for HO11 are outlined in Table 4-1.

Table 4-1. Responses to the Maribyrnong Planning Scheme heritage strategies for HO11

Clause	Response
15.03-1S	With appropriate mitigation and management measures in place to manage the limited visual impacts caused by intrusive tram stop features (see Section 5), the Project works respect the residential heritage precinct and its historical heritage values by limiting intrusive tram stop elements.
	The Project works retain all elements that contribute to the importance of the heritage place, as they will not impact upon any heritage elements of the heritage precinct.
	With appropriate mitigation and management measures in place to manage the limited visual impacts caused by intrusive tram stop features (see Section 5), the Project works will maintain the setting and context for this residential heritage precinct by limiting the works to the road corridor.
15.03-1L-01	With appropriate mitigation and management measures in place to manage the limited visual impacts caused by intrusive tram stop features (see Section 5), the Project works will be visually recessive and maintain the visual dominance of the significant houses by limiting intrusive tram stop elements.
	With appropriate mitigation and management measures in place to manage the limited visual impacts caused by intrusive tram stop features (see Section 5), the Project works will respect the context of the heritage precinct by limiting the works to the road corridor.
	The Project works will not impact upon the significant settings of this heritage precinct, as works will not involve historical fences, gates, driveways or the landscape around significant heritage buildings.
	The Project works include the replacement of existing tram stops, which are already situated within the heritage precinct. The existing tram stops are evidence of the historical transportation development, which is still in use through the precinct, which shaped the residential development growth pattern of the area spread by the tramways (see History in Appendix A). The existing tram structure and adjacent tram stops are not of historical heritage significance in and of themselves, but are important in reflecting historical land use patterns. As the primary stop for Footscray Hospital and Victoria University, it will continue the transportation of people to and from the area.
	The tram and road signs for Project works will not impact the significance of this heritage precinct, as they will be placed within a road corridor with existing tram and road signage.
	The Project works will retain the existing street trees and overall streetscape of the heritage precinct.
	The Project works will preserve significant fabric of the heritage precinct, as no demolition or impacts to significant features are proposed.
	The Project works will not demolish or remove any significant fabric of the heritage precinct.
15.03-1L-03	The Project works will maintain the streetscape of the heritage precinct, including historical housing.
	With appropriate mitigation and management measures in place to manage the limited visual impacts caused by intrusive tram stop features (see Section 5), the Project works will not impact upon the views of the corner contributory buildings along Droop Street.

Therefore, as long as the appropriate mitigation and management measures are followed, the proposed Project works are appropriate under the Local Planning Policy Framework heritage strategies.

## 4.2 Stop 62: Footscray Commercial Heritage Area (Maribyrnong HO3)

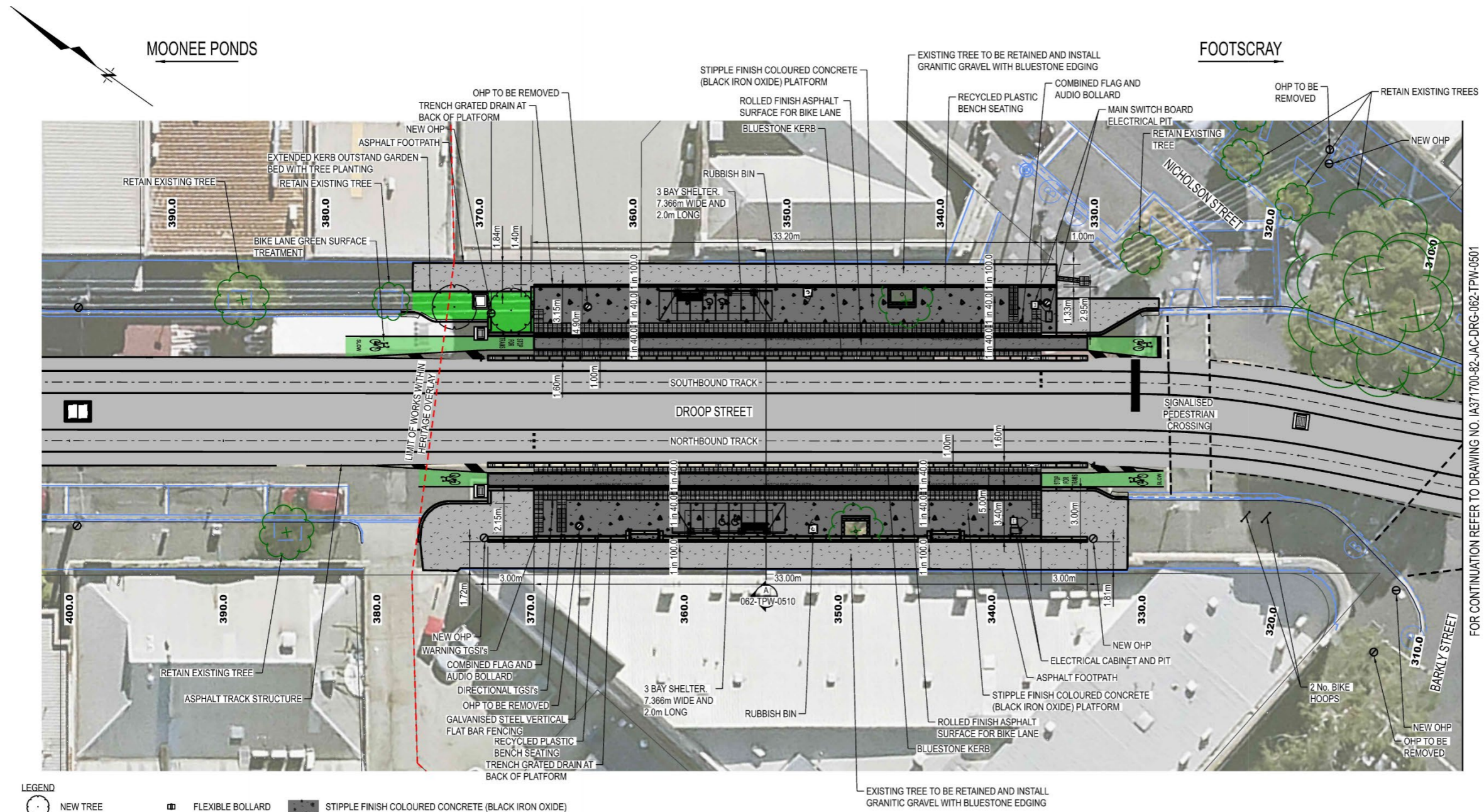
### 4.2.1 Proposed works

A new pair of Kerb Outstand Platforms are proposed at the southern end of Droop Street, adjacent to the intersection with Barkly Street and Hopkins Street, as well as nearby Nicholson Street Mall (Figure 4-4).

These platforms will be directly opposite each other. They will be a total of 33 m in length, with an extension of the footpath of approximately 3.5 m to support level access boarding between the tram / bus and platform.

The proposed works within the HO precinct comprise:

- Construction of new tracks within the road corridor
- Construction of 33 m long outstand platforms on both sides of the roadway with bicycle lane, including:
  - tree plots
  - electrical cabinet
  - Evo shelters (approximately 4.1 m wide x 1.7 m deep x 2.55 high), one on each shelter, made from an aluminium frame with toughened safety glass (lava glass), with an aluminium roof
  - rubbish bins
  - flag and audio bollards
  - bike ramps.
- Provision of grated drain and modification of water valve, sewer pits, and warning TGSIs
- Installation of galvanised vertical bar steel fencing along the rear of the southwest platform
- Reinstatement of detector loops
- Provision of garden beds
- Asphalt footpaths around the platforms
- Realignment of the kerb
- Provision of new track drainage, pits, and grated drains within the road corridor
- Reinstatement of yellow tram clearance line and white line markings within the road corridor
- New and relocated overhead poles on both sides of the footpath, including through building awnings
- New pavement and road line markings on the roadway.



FOR CONTINUATION REFER TO DRAWING NO. IA371700-82-JAC-DRG-062-TPW-0501

- LEGEND**
- NEW TREE
  - WARNING TSGI
  - DIRECTIONAL TSGI
  - FLEXIBLE BOLLARD
  - GARDEN BED
  - OVERHEAD POLE
  - BLUESTONE KERB
  - STIPPLE FINISH COLOURED CONCRETE (BLACK IRON OXIDE)
  - ROLLED FINISH ASPHALT
  - ASPHALT

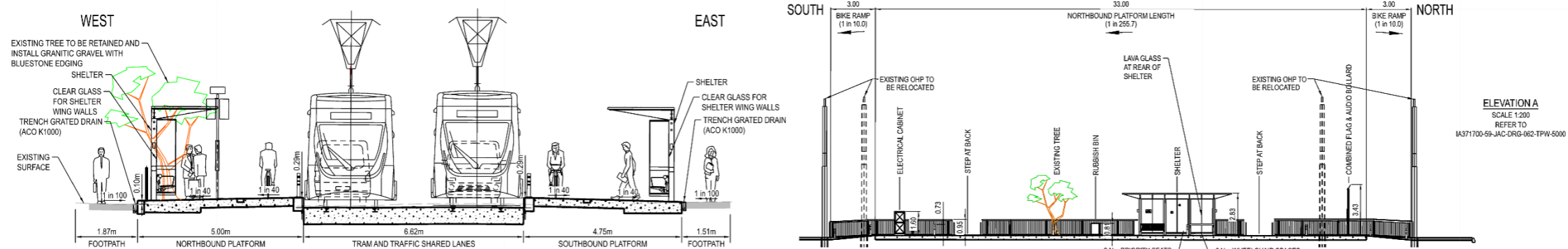


Figure 4-4. Overview plan and cross sections for Nicholson Street / Droop Street stop (northbound and southbound)

## 4.2.2 Impacts

These works consist of minor upgrades (road markings) and larger changes (platform upgrades and infrastructure modifications). None of the existing tram stop elements, such as the existing shelters, tram flagpoles and seating, nor the related tram infrastructure within this heritage precinct are of historical heritage significance. The existing shelter is about 4.1 m wide by 1.6 m deep, and is therefore of a comparable size to the proposed Evo shelters.

Ground disturbing works within Heritage Area comprise the installation of new tracks along the roadway, construction of two new platforms, garden bed provision, asphaltting the footpath, kerb realignment, new drainage works, including trenching and pit installation, and overhead pole establishment. The largest works, the platform (which includes the installation of large elements, such as the two Stoddart Evo shelters on each platform), will be established in front of the Royal Hotel (along with galvanised steel fencing at the rear of this platform), and in front of 76 Nicholson Street. Of these, the Royal Hotel is a noted landmark building. The fencing will be approximately 1.8 m away from the hotel wall, which also marks the distance of the platform from this historical building.

The footpath will be asphalted immediately adjacent to the Royal Hotel and 76 Nicholson Street, on the existing asphalt footpath, and up to the crossing on the existing tiles in front of 76 Nicholson Street; Google Street View (not provided) shows that these tiles were installed in 2017. The footpath will be resurfaced on around both platforms to the building line. The works will not take place on any noted historical features of this heritage precinct, however the footpath works will occur immediately adjacent to the Royal Hotel, a landmark building, as well as to another building within the precinct, 76 Nicholson Street.

These works are confined to the roadway and footpath within the heritage precinct. There will be two shelters (one on each platform) in front of both the Royal Hotel and 76 Nicholson Street, as well as galvanised steel fencing around the rear of the platform in front of the Royal Hotel. These may have some limited visual impacts from the intrusive features which will likely partially block the view of both of these historical buildings at ground level, particularly as uncoloured etched lava glass will be used. The Royal Hotel does not currently have any large intrusive structures in front of it along Droop Street, however the current tram shelter in front of 76 Nicholson Street will be replaced with the proposed platform. While there may be some limited visual impacts, primarily on the Royal Hotel, the heritage buildings will still remain clearly visible from most viewpoints along the adjacent roadways.

The Evo shelters, which have a cantilevered roof, require wide and deep foundations, which impact positioning of platforms, and create challenges on footpaths for legacy kerbside stops. The proposed design is for a four-legged shelter, with a reviewed structural assessment to spread the load, so that foundations will be relatively shallow and the shelters can be installed closer to the back end of platforms. Shelter lighting, which will be a diffused lighting, will be incorporated into the shelter by Stoddart. The location of the shelters on the platform is also limited by the boundary fencing, street trees, the location of existing Telstra pits, and power requirements. The interior seating within the shelter will be integrated metal seating. The glass on the shelter will be standard-sized glass panels, using etched lava glass, which will allow for the replacement of glass with metal mesh in the case of repeated vandalism. Yarra Trams has advised that clear glass has a much greater potential to be vandalised than lava glass. A network map holder will be mounted directly onto the glass, with no advertising.

There will be some impacts to the modern awnings at 143-145 Hopkins Street (currently used as a mobile phone store), and 144 Hopkins Street (currently in use as a restaurant), which would require cutting into the awnings to allow for the establishment of new overhead poles. The installation process involves assessment of the awning material for the existence of asbestos, then setting up temporary roof access, barricading, fall protection, and scaffold if necessary. The location of the cutting will then be marked. A hole is opened in the roof and ceiling of the awning at the required location. The awning structural elements will be checked to avoid cutting struts or beams. The new overhead pole would then be inserted through the awning, and flashings around pole or hole would be installed, and the awning would be made good. The roof access,

barricading, fall protection and scaffolding would be removed. The installation of the pole may be undertaken at a separate time to the cutting of the hole, and require multiple set ups of temporary requirements as required.

There will therefore be impacts to the awnings at both 143-145 Hopkins Street and 144 Hopkins Street, due to the cutting into the modern awnings for the establishment of new overhead poles. These modern awnings both are large modern awnings which have replaced the original awnings evident in 1924 photography of Hopkins Street. They are described in the heritage citation from the heritage study as 'new cantilever verandahs', and are not historical in nature. This was confirmed in the historical heritage site inspection (Section 3.2.3.2). There is a very low potential for the works to directly impact the heritage fabric of the historical shops along Hopkins Street, onto which the awnings have been connected, during the overhead pole installation at both 143-145 and 114 Hopkins Street. The new poles will be installed in the new cutting, which will be situated approximately 1 m west of the existing overhead poles, within the same awnings (Figure 4-5, Figure 4-6).

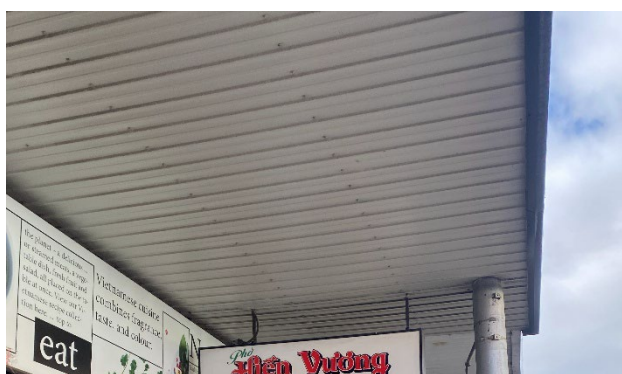


Figure 4-5. Overhead pole through the awning at 144 Hopkins Street, facing east



Figure 4-6. Overhead pole through the awning at 143-145 Hopkins Street, facing east

While the scale of the works includes large elements, such as the new platform with its Evo shelters, and steel fencing along one of the platforms, the works will not directly impact upon the heritage features of the precinct. The avoidance of both static and digital advertising, and the avoidance of garish colours in favour of etched lava glass, in the Evo shelters will minimise impact to the heritage precinct from this tram stop element. Additionally, the tram stop works also include the replacement of an existing intrusive tram stop shelter and associated infrastructure with the proposed platform design at 76 Nicholson Street, rather than introducing completely new elements to the heritage precinct. However, there is **low potential for visual impacts** associated with the works required to the awnings during the relocation of two of the overhead poles, and from footpath works in front of the Royal Hotel and 76 Nicholson Street. This is unlikely to impact upon the historic and aesthetic significance of this Victorian and Edwardian precinct, as it will not impact the precinct's one- and two-storey shops (with residences), with Italianate design influences, parapeted forms, and repeating modules, along with the precinct's landmark buildings providing focal points within the streetscape, or to its visual continuity, or its historical expression of a shift in traffic routes due to the establishment of the railway, as the significance of the precinct will remain clearly apparent despite the proposed changes along the roadway and footpath.

### 4.2.3 Responses to the Local Planning Policy Framework heritage strategies

Under the Local Planning Policy Framework, Clause 15.03-1L-03 applies to all land within a Heritage Overlay, including the HO3. Responses to the strategies for HO3 are outlined in Table 4-1.

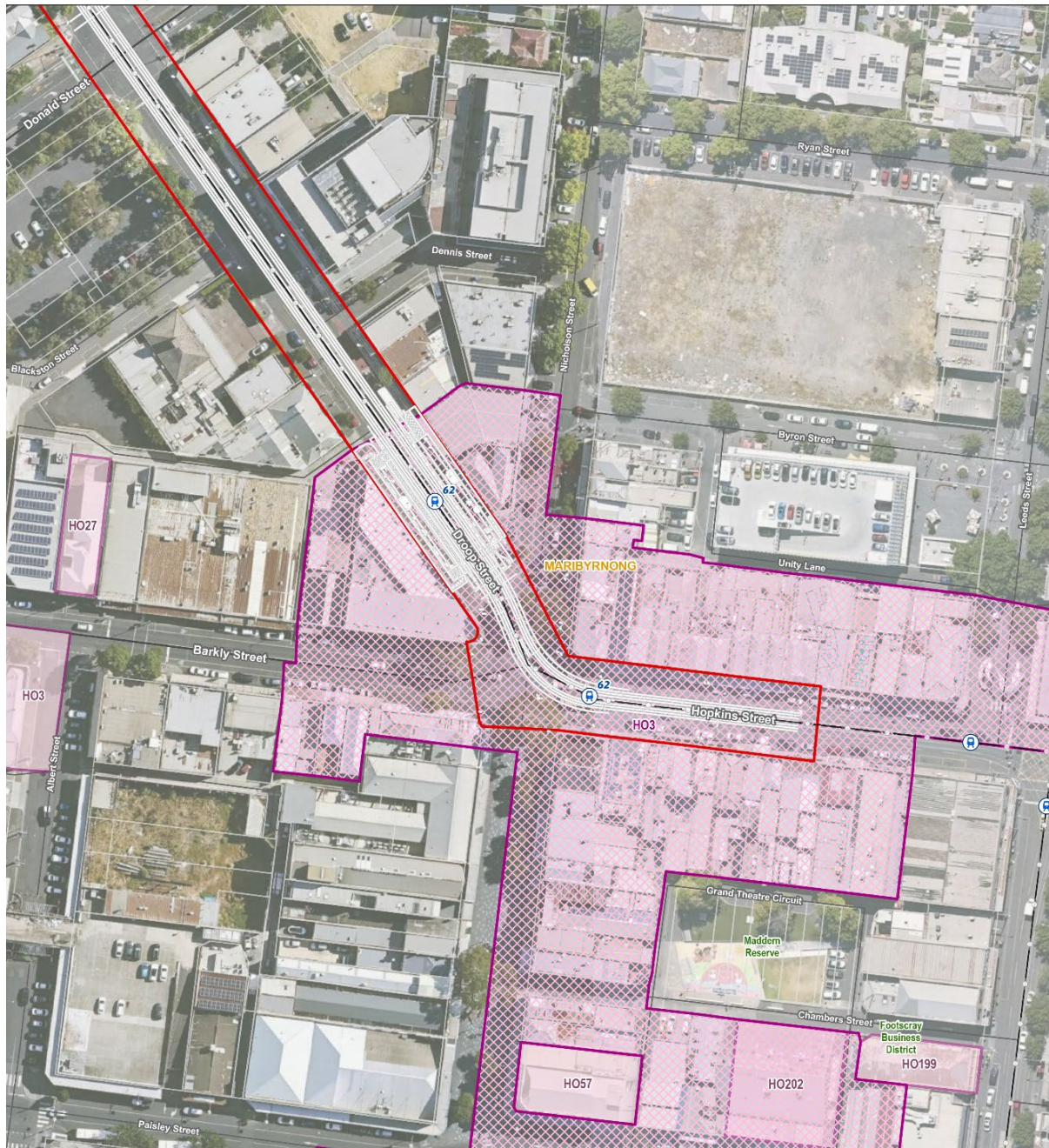
**Table 4-2. Responses to the Maribyrnong Planning Scheme heritage strategies for H03**

Clause	Strategies applicable to H03
15.03-1S	<p>With appropriate mitigation and management measures in place to manage the limited visual impacts caused by intrusive tram stop features (see Section 5), the Project works respect the commercial heritage precinct and its historical heritage values by limiting intrusive tram stop elements.</p>
	<p>The Project works retain all elements that contribute to the importance of the heritage place, as they will not impact upon any heritage elements of the heritage precinct. Additionally, the establishment of the upgraded tram stop will enhance transportation to the heritage precinct by providing a more accessible tram stop with more seating adjacent to the historical shops and the Royal Hotel.</p>
	<p>With appropriate mitigation and management measures in place to manage the limited visual impacts caused by intrusive tram stop features (see Section 5), the Project works will maintain the setting and context for this commercial heritage precinct by limiting the works to the road corridor.</p>
15.03-1L-01	<p>With appropriate mitigation and management measures in place to manage the limited visual impacts caused by intrusive tram stop features (see Section 5), the Project works will be visually recessive and maintain the visual dominance of the significant shops and landmark building (the Royal Hotel) by limiting intrusive tram stop elements.</p>
	<p>With appropriate mitigation and management measures in place to manage the limited visual impacts caused by intrusive tram stop features (see Section 5), the Project works will respect the context of the heritage precinct by limiting the works to the road corridor.</p>
	<p>The Project works will not impact upon the significant settings of this heritage precinct, as works will not involve historical fences, gates, driveways or the landscape around significant heritage buildings.</p>
	<p>The Project works include the replacement of existing tram stops, which are already situated within the heritage precinct. The existing tram stops are evidence of the physical shift in traffic routes, primarily those associated with the history of the tram line as another form of public transportation to the area outside of the railway. The new stop will continue the ongoing transportation of people to and from the commercial area.</p>
	<p>The tram and road signs for Project works will not impact the significance of this heritage precinct, as they will be placed within a road corridor with existing tram and road signage.</p>
	<p>The Project works will retain the existing street trees and overall streetscape of the heritage precinct.</p>
	<p>The Project works will preserve significant fabric of the heritage precinct, as no demolition or impacts to significant features are proposed.</p>
	<p>The Project works will not demolish or remove any significant fabric of the heritage precinct.</p>
15.03-1L-03	<p>With appropriate mitigation and management measures in place to manage the limited visual impacts caused by intrusive tram stop features (see Section 5), the Project works will not impact upon contributory elements in the area established by the Victorian era Royal Hotel and Victorian era shopfronts.</p>
	<p>With appropriate mitigation and management measures in place to manage the limited visual impacts caused by intrusive tram stop features (see Section 5), the Project works will not impact upon the Royal Hotel (154-162 Barkly Street), and the shops at 141-147 Hopkins Street (which includes the shop at 143-145 Hopkins Street).</p>

Therefore, as long as the appropriate mitigation and management measures are followed, the proposed Project **works are appropriate** under the Local Planning Policy Framework heritage strategies.

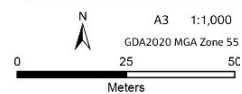
Historical Heritage

Drop Street Corridor Upgrade / Due Diligence



LEGEND

- Project Area
- Drop Street IFA Design Layers
- Historical Heritage in proximity to Project Area
  - Heritage Overlay
  - Victorian Heritage Register
- Other Historical Heritage
  - Heritage Overlay
  - Register of National Estate
  - Victorian Heritage Register
  - H Tram Stop
- Tramway
  - Tramway
  - Major Road
  - Minor Road
  - Local Government Area
  - Cadastre



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Data Sources: Geosciences Australia (2006); DTP 2026 Imagery Sources: Aerometrex 2026

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Figure 4-7. Proposed works intersecting with Footscray Commercial Heritage Area (Maribyrnong HO3)

## 4.3 Adjacent heritage places

An assessment of the potential impacts from Project works to the historical heritage places situated immediately adjacent to the works (Table 2-2) are detailed below. These heritage places will not be subject to direct impacts from the works, but due to their close proximity to the Project works, the potential for indirect impacts was considered. Photographs of these historical heritage places were taken during the historical heritage site inspection.

This also adheres to Clause 15.03-1L-01 of the Local Planning Policy Framework of the Maribyrnong Planning Scheme, that design and site additions and works are to respect the context of the heritage place or an adjacent heritage place.

### 4.3.1 Kinnears Ropeworks Footscray (VHR H2067/Maribyrnong HO90)

The following Project works are proposed adjacent to Kinnears Ropeworks Footscray (VHR H2067/Maribyrnong HO90) at 124-188 Ballarat Road, Footscray (Figure 4-8):

- Overhead pole replacement on the footpath
- General tram track and drainage works along the middle of the roadway
- Removal of existing tram stop flag, shelter and associated infrastructure for Stop 59.

The proposed works are planned to occur adjacent to the heritage place, the closest being the replacement of overhead poles on the footpath, and the removal of the existing tram stop flag, shelter and infrastructure at Stop 59 (Figure 4-9). There are **no indirect impacts** to the significance of the heritage building. Compliance with general mitigation measures (Section 5.2) is recommended.



Figure 4-8. Part of Kinnears Ropeworks Footscray, facing east



Figure 4-9. Tram stop shelter at Kinnears Ropeworks Footscray, facing east

#### 4.3.1.1 Responses to the Local Planning Policy Framework heritage strategy

The Project works respect the context of the adjacent Kinnears Ropeworks Footscray (VHR H2067/Maribyrnong HO90). As such, the **works are appropriate** under the Local Planning Policy Framework heritage strategies.

### 4.3.2 Footscray Fire Station Complex (Maribyrnong HO116)

The following Project works are proposed adjacent to Footscray Fire Station Complex (Maribyrnong HO116) at 67-71 Droop Street, Footscray (Figure 4-10, Figure 4-11):

- General tram track and drainage works along the middle of the roadway.

These general tram track works will occur within tram infrastructure, along the middle of the roadway. The track and drainage works will therefore be situated at the ground level. As such, there will be **no impacts the heritage significance** of the fire station. Compliance with general mitigation measures (Section 5.2) is recommended.



Figure 4-10. Red brick Footscray Fire Station Complex building, facing southwest



Figure 4-11. Footscray Fire Station Complex, facing west

#### 4.3.2.1 Responses to the Local Planning Policy Framework heritage strategy

The Project works will therefore respect the context of the adjacent Footscray Fire Station Complex (Maribyrnong HO116). As such, the **works are appropriate** under the Local Planning Policy Framework heritage strategies.

#### 4.3.3 The Pebbles (VHR H1308/Maribyrnong HO35)

The Project works are proposed adjacent to The Pebbles (VHR H1308/Maribyrnong HO35) at 57A Droop Street, Footscray (Figure 4-12, Figure 4-13):

- General tram track and drainage works along the middle of the roadway.

These general tram track works will occur within tram infrastructure, along the middle of the roadway. The track and drainage works will therefore be situated at the ground level. As such, there will be **no impacts the heritage significance** of this building. Compliance with general mitigation measures (Section 5.2) is recommended.



Figure 4-12. The Pebbles, facing southwest



Figure 4-13. The Pebbles, facing northwest

#### 4.3.3.1 Responses to the Local Planning Policy Framework heritage strategy

The Project works will therefore respect the context of the adjacent The Pebbles (VHR H1308/Maribyrnong HO35). As such, the **works are appropriate** under the Local Planning Policy Framework heritage strategies.

#### 4.3.4 Redcourt (Maribyrnong HO115)

The Project works are proposed adjacent to a residence, Redcourt (Maribyrnong HO115) at 60 Droop Street, Footscray (Figure 4-14):

- Construction of Stop 61 platform and associated features and infrastructure
- Resurfacing of the footpath around Stop 61
- General tram track and drainage works along the middle of the roadway.

The proposed works are planned to occur adjacent to the heritage place, the closest being the footpath resurfacing immediately adjacent to the fence line of the heritage place at Stop 59. The fence line comprises a wrought iron fence (Figure 4-15). There may be unintended impacts to the heritage building through the use of construction vehicles for the replacement of the overhead pole and the removal of these features, as these vehicles would be operating in close proximity to the fence of the heritage property (Section 5.2). The heritage building and garden will not be impacted by the works.

The largest works, the platform, which includes the installation of large elements such as the Evo shelter, will be established at the platform directly in front of Redcourt. The avoidance of both static and digital advertising, and of garish colours in favour of etched lava glass, in the Evo shelters will minimise impact to the heritage precinct from this tram stop element. The larger features on the platform partially block the view of Redcourt from the roadway, but the heritage building is not within a heritage precinct, and it will still remain clearly visible from most viewpoints along the adjacent roadways.

While the works will not directly impact upon the property, the tram stop will be built on the roadway and part of the footpath in front of this historical house. As such, there will be **low potential for visual impacts** to the heritage significance of this heritage place.



Figure 4-14. Redcourt with manicured garden and wrought iron fencing, facing northeast



Figure 4-15. Wrought iron fence running adjacent to footpath along property boundary, facing southwest

#### 4.3.4.1 Responses to the Local Planning Policy Framework heritage strategy

With appropriate mitigation and management measures in place to manage the limited visual impacts caused by intrusive tram stop features (see Section 5), the Project works will respect the context of the adjacent Redcourt (Maribyrnong HO115). As such, the **works are appropriate** under the Local Planning Policy Framework heritage strategies.

## **5. Proposed mitigation and management measures**

### **5.1 Site-specific mitigation and management measures**

#### **5.1.1 Upper Footscray Residential Heritage Area (Maribyrnong HO11)**

It is recommended that:

- The Stoddart Evo shelters may be used within the heritage boundary of this heritage precinct, with no advertising be added to the shelter (either on the exterior or within the interior of this shelter).
- The lava glass be permitted in the shelters to mitigate the potential for vandalism of the proposed tram shelter stop within the heritage place.
- No advertising panel is used within the heritage boundary of this heritage place.
- The colour scheme of Stop 60 will have minimal colours, primarily being metallic grey from the metals used in the intrusive elements of the tram stop, such as the shelter, the rubbish bins, and electrical cabinets. Yellow colouring will be kept to a minimum, and only used where required for safety purposes. YT signage will be kept to a minimum.

With these measures in place, the intrusive elements at the tram stop will be situated at a sufficient distance from heritage features, and have a subdued enough colour scheme, so as to avoid detracting from, or overwhelming, the character of this heritage precinct and its contributory buildings at 89 and 91 Droop Street.

The general mitigation measures, which are applicable to this heritage place, are also outlined in 5.2.

#### **5.1.2 Footscray Commercial Heritage Area (Maribyrnong HO3)**

It is recommended that:

- The Stoddart Evo shelters may be used within the heritage boundary of this heritage precinct, as long as no advertising be added to the shelter (either on the exterior or within the interior of this shelter).
- The lava glass be permitted in the shelters to mitigate the potential for vandalism of the proposed tram shelter stop within the heritage place.
- No external advertising panels are used within the heritage boundary of this heritage place.
- The colour scheme of Stop 62 will have minimal colours, primarily being metallic grey from the metals used in the intrusive elements of the tram stop, such as the shelter, the rubbish bins, electrical cabinets, and flat bar fencing. Yellow colouring will be kept to a minimum, and only used where required for safety purposes. YT signage will be kept to a minimum.

With these measures in place, the intrusive elements at the tram stop will be situated at a sufficient distance from heritage features, and have a subdued enough colour scheme, so as to avoid detracting from, or overwhelming, the character of this heritage precinct and its contributory buildings at the Royal Hotel and 76 Nicholson Street.

Prior to the overhead pole works, where the two overhead poles are to be replaced in new locations within two awnings at 143-145 Hopkins Street and 144 Hopkins Street, it is recommended that:

- Care is taken when using mechanical cutting at the awnings not to impact upon the heritage buildings.
- The proposed temporary roof access, barricading, fall protection, and scaffold if necessary, would be erected during the awning cuttings and the installations of the overhead poles. These fences can be removed following completion of these works.

The general mitigation measures, which are applicable to this heritage place, are also outlined in 5.2.

### 5.1.3 Redcourt (Maribyrnong HO115)

It is recommended that:

- The Stoddart Evo shelter be used outside the heritage boundary at 60 Droop Street, as long as no advertising be added to the shelter (either on the exterior or within the interior of this shelter).
- The lava glass be permitted in the shelters to mitigate the potential for vandalism of the proposed tram shelter stop within the heritage place.
- No advertising panel is used adjacent to the heritage place.
- The colour scheme of Stop 61 will have minimal colours, primarily being metallic grey from the metals used in the intrusive elements of the tram stop, such as the shelter, the rubbish bins, and electrical cabinets. Yellow colouring will be kept to a minimum, and only used where required for safety purposes. YT signage will be kept to a minimum.

With these measures in place, the intrusive elements at the tram stop will be situated at a sufficient distance from heritage features, and have a subdued enough colour scheme, so as to avoid detracting from, or overwhelming, the character of the Redcourt heritage place.

## 5.2 General mitigation measures

### 5.2.1 General works

Construction works have the potential to result in unintended impacts to the physical fabric of heritage buildings and properties. All care should therefore be undertaken during construction works to avoid unintended impacts to the physical fabric (including walls and fence lines) of the following heritage places:

- Kinnears Ropeworks Footscray (VHR H2067/Maribyrnong HO90)
- Upper Footscray Residential Heritage Area (Maribyrnong HO11), including at 84, 89 and 91 Droop Street
- Redcourt (Maribyrnong HO115)
- Footscray Commercial Heritage Area (Maribyrnong HO3), including at the Royal Hotel and 76 Nicholson Street.

Prior to any vehicle/machinery movements or works taking place adjacent to these heritage places, barrier fencing should be set up along the walls of historical buildings, and visual bunting tape along the fence lines of heritage properties, to serve as a visual reminder to protect the shop awnings from unintended impacts from nearby construction machinery. These can be removed following completion of these works.

### 5.2.2 Historical heritage awareness training

Historical heritage awareness training should be completed as part of the site induction for DTP and/or YT personnel and/or contractors prior to the commencement of construction works to ensure:

- An understanding of where all known historical heritage places and features are located within and in close proximity to the Project works.
- An understanding of the procedures required to be undertaken in the event of discovery of historical heritage material, features or deposits, or the discovery of human remains, during construction.

### 5.2.3 Discovery of historical archaeological sites

While there are no known archaeological sites within the Project works alignment, all historical archaeological sites in Victoria older than 75 years are protected by the *Heritage Act 2017*, 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 Heritage Victoria (HV).

Under Section 127 of the *Heritage Act 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. If any unexpected archaeological sites are uncovered during construction works, the following procedure must be followed by DTP, 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 DTP and/or YT 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.

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## **Appendix A. Heritage citations for places directly impacted heritage places**

## Identification and location

**Name of place:**

**Other Name**

**Address**

**Place Identifier**

**Heritage Overlay Number 2000**

**Heritage Significance**

**Creation date(s)**

**Map (Melway)**

**Boundary description**

**Local Government Area**

**Ownership Type**

## Description

**Site Type:**

### Physical Description

The general character of the Precinct is one of small Edwardian single-storey 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. Houses were originally with picket front fences and streets were originally with asphalt footpaths and stone kerb and channel. There was originally no provision for on-site vehicle parking for most of the identified housing, with some exceptions along Geelong Rd where stables are provided at the rear. The built form is of the typical Edwardian villa main hip and projecting gable roof form combination. The narrow linking streets between Commercial Road and Droop Street augment the built character of the area, with a high integrity and visual consistency of housing, generally narrow frontages and distinctive street alignments. The irregular street pattern helps concentrate the built character in the short curving streets which run east-west between Droop Street and Commercial Road (i.e. Central Avenue into Johnson Street).

Of the 214 listed places in the Upper Footscray Residential Precinct, 176 are contributory.

With respect to specific character:

Catherine Street which faces the playing fields of the school and has mainly side fences as frontages up to the bowling club site. It has stone guttering and kerbing and altered Victorian-era timber housing. It is highly visible from within the precinct, across the playing fields, and serves as a link to the adjoining school site.

Central Avenue is a narrow street in width and has a curving alignment into Johnson Street which enhances the perception of contributory housing and the general streetscape.

The Commercial Road streetscape commences with the massive bluestone Footscray primary school at the south end. At the north side of the school grounds, from the Catherine Street corner, there are mainly Edwardian houses, with some Victorian-era, as exemplified by number 63. The west side has a low integrity but could be included to provide a context for the east side. There are some remnant elm street plantings at the south end, likely to be from the 19th Century.

In Droop Street, there is mixed development at the south end but otherwise the streetscape is largely of Edwardian and 1920s houses. Both houses at the corner of the Crescent are individually notable. One is weatherboarded Edwardian (number 105) with bayed verandahs and gablets at the verandah (once the Rollinson house) and the other is an attic Bungalow style house (number 101) which has unusual and important glass set under a distinctive bracketed hood (former house of Dr. Orthostat). It also has additions in the roofline which have been contrived to match. New development includes numbers 95 and 93 which is a block of flats (once early housing) beside another contributory group including number 91 (residence of Kendall, the financier) and number 89. Edwardian period development commences on the east side at number 82, on the corner of Tierney Street, which is highly ornamented (once the Jamieson house). There is a mixture of new development which extends past the new motel and then, from number 96, Edwardian and 1920s villas extend north. Substantial 1920s houses such as number 102 and unusual detailed houses such as number 108 (Edwardian timber) are included. The last contributory house in the streetscape is number 114 (former home of Ms. Wagnall, music teacher).

The Geelong Road streetscape differs from the rest of the precinct as it contains relatively large houses, mainly on very large sites and built for a different social class. This aspect highlights Geelong Road's traditional place as a siting for Footscray's well-to-do. This is paralleled with the egalitarian siting so close to worker housing.

The Footscray school (1865-, 1881-2) commences the streetscape on Geelong Road, continuing as mainly timber Victorian single-fronted villa development which extends through to

number 68 with a break of a new building and then extensive examples such as the Edwardian number 60 (former Henry Griffith's house) with its arched verandah ornamentation and wide frontage. Number 62, is another attic-style Bungalow (former Arthur Griffith's house) with unusual detailing and a distinctive balustrade to the verandah, including some garden rockery and a sundial, double-doors and window bays.

Contractor, Herbert Crib's number 64 (1885) with its intact fence and gates, and iron verandahs provides another earlier example of comfortable houses of the 19th century. From this point to the east the streetscape is largely new, except for the two-storey villa currently occupied by the R.S.L. The late 1930s example at number 38 and The Pebbles at the corner of Droop Street. These are all individually notable houses, but not directly contributory to the precinct, being separated from the major groups.

Although Herbert Street is of an interesting alignment and highly visible within the precinct there are few contributory houses there, the street serving to link the precinct with the school site. The south end of the street has basalt gutters and kerbing and curving alignment which winds back towards the school, with playing fields on one side and patchy early housing on the other, including numbers 2, 6 and 8. These have an early gabled roof profile and have been renovated and altered since, but their alignment to the curved street is unusual. New development differs starkly from the precinct character in the form of number 4. The north end has a predominance of 1920s houses, a good example being number 31, with some new development from number 35 onwards. This section also has basalt kerbing and guttering.

In Johnson Street the street has basalt kerbing and guttering with mainly Edwardian timber houses with one vacant lot plus an extensive new building, at number 2, which is unrelated to the character of the area. Number 1 is typical of contributory houses in the street, being weatherboarded with an Edwardian form but with aspects of the later Bungalow style such as the heavy piers.

The stone kerb and channel and asphalt footpath in Shepherd Street has been largely replaced with concrete while contributory house styles are Edwardian timber with the characteristic gable form dominant but with some older Victorian houses intermixed. Many have minor alterations, some major like number 9, with complete examples such as number 5 being individually notable. There are also some 1920s houses, such as number 2, but they are in the minority. Number 8 has a distinctive arched verandah frieze work. Number 12 has been altered, as has number 14, and the verandah removed on number 18, but houses like number 20, which has a reclad roof and new aluminium windows, still has the overall period form, detailing and cast-iron.

There is some basalt kerbing and channelling in The Crescent. The street has timber Edwardian-era houses with some related 1920s development, such as numbers 6 and 10 and some unrelated recent development such as 12, but examples such as number 14 (Californian

Bungalow) are individually distinctive and highly contributory considering the large frontage and brick construction, although at 14A there is a new unrelated villa constructed in what appears to have been the stable yard of the house beside it. Number 16 has unusual timber detailing. Numbers 1-15 are generally Edwardian and timber although altered in detail.

In Tierney Street there are single-fronted gabled Edwardian houses which are generally altered, but good examples include numbers 2 and 4.

Concrete kerbing and channel has replaced basalt in White Street. There is some new development such as numbers 32, 30 and 28, but the dominant period is Edwardian, as numbers 29, 27 and 25, but with superficial alterations like new windows, recladding, and verandah changes. Number 5 has interesting cast-iron and a corner site, large frontage, and makes a good contribution to the area. There are also Edwardian single-fronted houses at the east end which include numbers 2 -10, some altered in detail. Number 14 is a Californian Bungalow and from number 16 onwards there is another collection of mainly hipped-roof probably late-Victorian villas.

### **Condition**

good (partially disturbed, well preserved)

### **Integrity**

substantially intact/some intrusions

### **Context**

Contained within two main road links (Ballarat and Geelong Roads) and adjoining both the riverside parkland and industry.

### **Threats:**

Unrelated development, changes to original fabric, particularly along Geelong and Ballarat Roads.

### **History**

Despite the frantic subdivision of land in the late nineteenth century, most of the residential development of the City of Maribyrnong has occurred in the twentieth century.

In the first two decades of the century housing spread out through Seddon, between Geelong Road and Somerville Road and at West Footscray. In this period and the 1920s, much of the residential development was carried out by developers, such as Hansen, who built homes on both sides of Geelong Road at West Footscray, Rainer, who built an estate around Eleanor, Gordon Street, Alma and Rainer Streets and even Sir William Angles, who began to subdivide land to the south of Somerville Road at Yarraville and Kingsville in the 1930s. At Maidstone war-service homes contributed to the filling streetscapes between Meehan and Mitchell Streets {Barnard, 2000}.

Reputedly the unusually shaped triangular residential area of the Upper Footscray Precinct arose in 1864 (with its near twin across Geelong Road) to serve a public demand for more suburban lots. Droop, Barkly, Geelong and Commercial Roads were the only thoroughfares through what were then generally two-acre lots. By 1877, little had changed except for a sprinkling of buildings along Droop Street but, by 1910, many of today's streets and houses had materialized (Butler, 1993). Major Edwardian housing groups survive along Central Avenue and parts of Commercial Road, with some Victorian era housing in White Street. The Footscray Primary School and numbers 48 and 64 Geelong Road are all individually notable and substantial Victorian buildings. The latter two perpetuate the tradition of Footscray's elite residential quarter being along main thoroughfares such as Geelong and Ballarat Roads (see HA 3) and directly adjoining worker housing.

The Edwardian dominance in this area may be attributed to the residential reflection of industrial expansion in Footscray in that era and the gradual shift north away from traditional riverside industrial locations. This trend was evident in the 1890s when at least two engineering workshops were located near the area while a cordial factory and implement maker were close to Barkly Street. Kenner's rope works were relocated into or near the area (Ballarat Road), as was the Colonial Ammunition Factory during the Edwardian-era.

The opening of the Middle Footscray Station nearby in 1906 aided the spread in this direction. Similarly, subdivisions created in 1905 and 1907 (K. Arndt and J. S. Jenkins, surveyors) around Central Avenue and The Crescent, respectively, and existing 1880s and 1890s estates (also by Jenkins) provided the basis for the development surge (Butler, 1993).

There were four main historical influences that shaped the precinct's development. According to Butler (1993) these were:

1. Transport Development: the overland routes, the railway's Edwardian upgrading, the tramways (1921-) and the development of the road system and motor transport;
2. Industrial Development (secondary): the development of major rail and riverside secondary industries linked with the rural export trade recovery of early this century, the resort to Footscray for cheap land by the inner city industries, this time away from the railway stations and river.
3. Residential Development: grouped like the industrial sites along transport routes, road (near workplaces) or rail and then spread by the tramway and finally motor transport; and residential development which follows closely the prosperity of industry.
4. Civic Development: accumulation of schools, public buildings, following early transport routes, then the population centres

### **Thematic context**

Australian Principal Theme 

Making suburbs
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PAHT Subtheme

Making suburbs

Local Theme(s)

Private subdivisions and villages in the nineteenth century

## Cultural Significance

The Upper Footscray Residential Precinct is significant historically and aesthetically to the City of Maribyrnong because:

- it is a relatively unaltered Victorian and Edwardian precinct of both working and middle class housing which offers a cohesive cultural and visual character reflective of two growth eras in the City including:
- small generally Edwardian single-storey 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,
- notable civic and residential buildings along Geelong Road with wide frontages, deeper setbacks, masonry construction (red brick), some slate and Marseilles pattern unglazed terracotta tile roofing, and generally larger scale,
- surviving examples of original asphalt footpaths and stone kerb and channel,
- the evocation of the pre motor car era with no original provision for on-site vehicle parking for most of the identified housing, with some exceptions along Geelong Road where stables were provided at the rear, and
- built form of the typical Edwardian villa main hip and projecting gable roof form combination (Criterion A4);
- it 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 (Criterion A4);
- there are individually significant places within the precinct such as the Geelong Road group of large Victorian & Edwardian-era villas and individually notable civic architecture which provide architectural focus within the area (Criterion F1);
- it demonstrates the egalitarian nature of 19th century Footscray by the juxtaposing of worker and middle class housing plus adjacent industry in Footscray Road within the one locality (Criterion A3); and
- it illustrates the growth patterns engendered by the siting of railway stations, schools and prestigious residences (Criterion A4).

### Comparative Examples:

Within the City, the Seddon area has similar attributes but without the unusual street pattern, proximity of industry and the large private and civic structures.

## Recommendations

Historic Places - Urban Conservation Areas & Individual Places in the former City of Footscray

Heritage Victoria Register

Register of the National Estate:

National Trust Register:

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?:

Internal Alteration Controls Apply?:

Tree Controls Apply?:

Included on the Victorian Heritage Register under the Act:

Are there Outbuildings or Fences not Exempt?:

Prohibited Uses may be Permitted

**Recommendations:**

The boundaries of the existing Heritage Overlay HA 2 in the City of Maribyrnong Planning Scheme should remain (refer map) with some consideration given to providing a Design & Development Overlay for the west side of Commercial Road (which has lesser heritage integrity to that of the precinct as a whole but provides a context for the eastern side of the street). The general aim is to encourage new development which relates in form, scale, finish and siting to the identified places in the precinct.

The following objectives have been drawn from the Statement of Significance where contributory places or elements are generally:

- places which derive from the Edwardian & Victorian-eras, with a secondary contributions offered by 1920s housing;
- small Edwardian single-storey 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;
- notable civic and residential buildings along Geelong Road with wide frontages, deeper setbacks, masonry construction (red brick), some slate and Marseilles pattern unglazed terracotta tile roofing, and generally larger scale;
- originally with picket front fences;
- originally with asphalt footpaths and stone kerb and channel;
- originally with no provision for on-site vehicle parking for most of the identified housing, with some exceptions along Geelong Road where stables are provided at the rear;
- built form of the typical Edwardian villa main hip and projecting gable roof form combination.

It is recommended:

- to conserve and enhance the identified contributory elements in the precinct and individually significant places where elements include buildings, objects, landscape (such as surviving street trees like the elms in Commercial Road), land and street works and enhancement includes the reinstatement of missing original elements;
- to conserve and enhance the visual relationship between contributory elements in the precinct;
- to conserve and enhance the public view of these contributory elements;
- to conserve and enhance the prominence of key heritage places such as the Footscray Primary School, and Returned Servicemen League
- to conserve and enhance the amenity of the precinct to aid in its heritage conservation;
- to ensure that new elements within the precinct are recessive and related to the precinct's contributory elements in roof and plan form, external materials, front and side setbacks from property boundaries, and building bulk as viewed from public areas; and
- that Council investigate the preparation of an incorporated plan for the precinct which will embody the above objectives.

## Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

the demonstration of the egalitarian nature of 19th century Footscray by the juxta-posing of worker and manager housing plus adjacent industry within the one locality

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

it is a relatively unaltered Victorian and Edwardian precinct of both worker and plant-owner housing which offers a cohesive cultural and visual character reflective of two growth eras in the City;  
it 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 illustration of the growth patterns engendered by the siting of railway stations, schools and prestigious residences

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

there are individually significant places such as the Geelong Road group of large Victorian & Edwardian-era villas and individually notable civic architecture

historical significant  architectural significant  social significance  scientific significant

## Documentation

### References

Butler, G. 1993 The Footscray Urban Conservation Area Review, City of Footscray: 36;  
Barnard, 2000, Historic Places Review Environmental History, City of Maribymong

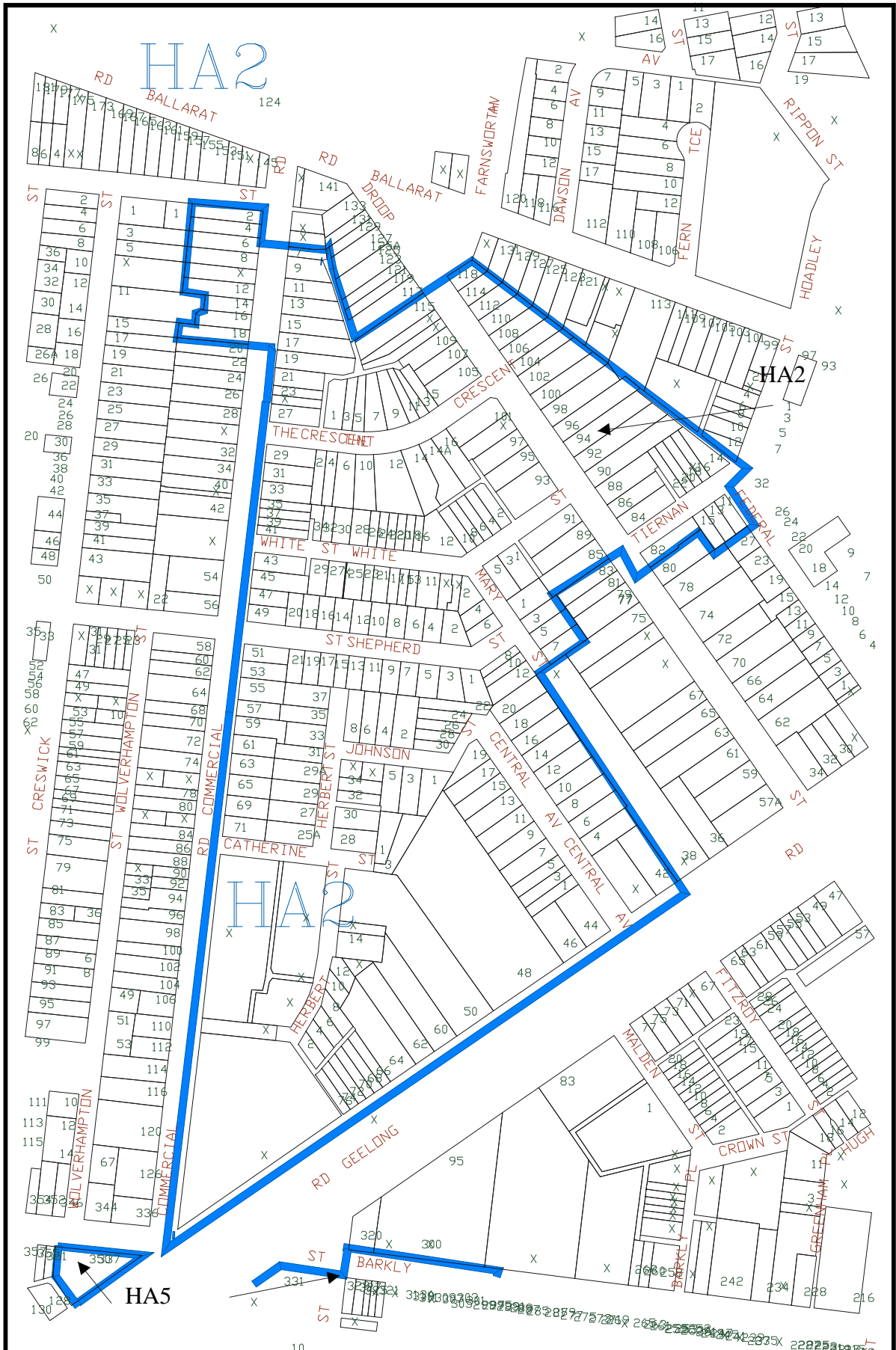
## Data recording

Historic Places - Urban Conservation Areas & Individual Places in the former City of Footscray

**Assessed By:**

**Assessed Date:**

Historic Places - Urban Conservation Areas & Individual Places in the former City of Footscray



HA2: Upper Footscray precinct

## Identification and location

**Name of place:**

**Other Name**

**Address**

**Place Identifier**  **Heritage Overlay Number 2000**

**Heritage Significance**

**Creation date(s)**  **Map (Melway)**

**Boundary description**

**Local Government Area**

**Ownership Type**

## Description

**Site Type:**

### Physical Description

The general character of the Footscray Commercial Precinct is of attached one and two storey cemented and face brick Edwardian and Victorian era shops with residences over; in the precinct there are some individually significant inter-war examples and landmark buildings. All buildings are built to the street frontage and there is typically a trabeated façade evocative of Italianate design influences. Properties show a near universal parapeted form and a repeating module is determined by the Victorian-era shopfronts of 5-6m. The above character is punctuated by large structures (like the Barkly Theatre) and/or landmark corner buildings like the Moderne style Royal Hotel at the Droop St corner, and the Edwardian-era Plough Hotel and Greens Buildings. The last two buildings make up the corners of the Geelong Road and Barkly St crossing and provide an entry point to the precinct.

The impact of later, large and visually bland post WW2 redevelopments, such as Forges, is particularly evident on the west side of Nicholson Street, contrasting with the universally 5-6 metre frontage modules of the surrounding highly ornamented Victorian and Edwardian era shops. With the devotion to economy increasing with the advance in the 20th century, each new facade was simpler than the previous. Joined they form a two-storey flush wall to the shopping street where period expression is minimized. In addition to this later development, renovation of the Victorian & Edwardian-era buildings has often blurred their cultural contribution by removal

of detail. One exception among the mid 20th century developments, is the Carroll & Douglas building which still strongly expresses its construction period. In contrast to this, the previous decorated eras are still easily recognized above the new cantilever verandahs and aluminium-framed shopfronts. Each of the pre-Modern development periods can still be read through its surviving architecture and it is still this era which dominates certain parts of today's commercial area, particularly the east side of Nicholson Street (numbers 125-163) and the south side of Paisley Street (numbers 1-31). These streetscapes offer the best historical expression and are the most architecturally pretentious of the commercial buildings in the city.

### **Condition**

fair (disturbed, reasonably preserved)

### **Integrity**

partially intact/intrusions

Modernization of the surviving Victorian and Edwardian-era shops has been largely confined to ground level and is visually separated from the generally original upper facades by new cantilevering verandahs. Despite these changes, particularly now that the Nicholson St mall exists, reinstatement of the old post-supported verandahs and recessed-entry shopfronts offers great scope for sympathetic renewal of a largely neglected shopping precinct image. Among the once prestigious shop terraces (a collection of shops posing as one vast emporium), gradual free-holding of individual shops has led to visual segmentation of the grand rows: each passing shop owner/tenant introducing a new shopfront, new signs and painting the upper levels in contrasting colours to adjoining parts of the same row. The effect is visual clutter and denial of both the building's cultural expression and its potential part in a corporate retail promotion image.

### **Context**

Early church, municipal and government reserves in Hyde Street, at the end of Napier Street, within the old Footscray village provide one contextual focus, with the new railway routes which wiped out the north-west corner of the intended village providing the impetus for a new commercial centre to the north. Town lots fronting Napier and Parker which followed the dray tracks to the river gave way to those formed around the two railway routes (Bendigo and Williamstown) which set the development emphasis to the north-west through large land parcels which had been purchased by the Railways Department at a relatively low cost to the old town lots.

### **Threats:**

Vehicle traffic, new roads, unrelated development, changes to original fabric and new signs.

### **History**

The heart of Footscray's retail district is a product of the population expansion of the 1870s and 1880s. Charlie Lovett recalled that, until well into the 1870s, all business in Footscray was

carried out 'between the railway line and the Saltwater river', with Moreland, Napier, Hopkins and Hyde Streets boasting many businesses. In the 1870s and 1880s Nicholson Street and Barkly Street began to fill with shops, among them Hooper's Drapery, which gradually spread from one store in 1885, to an expansive emporium in Barkly Street in the first decade of the twentieth century { Barnard, 2000}.

Footscray Station was the only station on the line, apart from Williamstown and Williamstown Pier, that was opened for traffic in 1859. ... The main Footscray Station was originally located in a different position from its current one ... being located between Napier Street and Bunbury Street. It was moved and rebuilt in 1899 so that both Williamstown and Bendigo lines could be joined at the one junction station { Barnard, 2000}. This fact, in turn, meant a marked change in the retailing centre of Footscray.

Retail establishments spread into Paisley and Leeds streets in the early decades of the twentieth century . By the mid-twentieth century Footscray shopping centre was the largest suburban shopping centre in metropolitan Melbourne. The creation of the Nicholson Street mall in the 1970s was an attempt to forestall competition from Highpoint West. While the shopping centre has survived competition such as this, its nature has altered significantly in recent decades, with the opening of Footscray market in the 1980s, the creation of the ring road (which necessitated the demolition of several historic buildings, including part of Hoopers store), the creation of a pedestrian mall between the old and new sections of Forges and the impact of the influx of Asian migrants and their distinctive shops and restaurants, particularly in Hopkins and Leeds Streets { Barnard, 2000}.

A large Crown Portion of 72 acres (1853), and another of 3 acres (1868) and some town lots, fronting Paisley Street, were the foci of the Footscray Commercial Precinct. The original government township of Footscray was at the intersection of the Williamstown and Geelong dray tracks where they crossed the river at the bottom of Bunbury Street, en-route to Melbourne. When the railway arrived this shifted the focus of the town development to the north west.

The church, municipal and government reserves in Hyde Street, at the end of Napier Street, created another focus. Meanwhile the new railway routes wiped out the north-west corner of the town survey. Small lots fronting Napier and Parker, presumably anticipated that the commercial strips would form there, based on the dray tracks, but the two railway routes (Bendigo and Williamstown) set the emphasis elsewhere to the north-west through large land parcels which had been purchased by the Railways Department at a lesser frontage rate than the old town lots.

Subdivisions under General Law land tenure proceeded to create an alternative town along

Nicholson Street, closer to both rail routes. The 1877 Borough Plan showed Paisley, Pickett and Raleigh Streets in their extended form, complete with town lots. The Chambers' 1868 allotment was also carved into minute commercial allotments facing an internal Chambers Street, as well as Nicholson and Hopkins. Few buildings existed here, except near the Bendigo line station; instead they were clustered along Albert Street, between Pickett and Paisley, as another product of the same subdivision. By 1910, Nicholson Street was densely lined with commercial rows, as was Barkly, Hopkins and Paisley Streets. This was at the peak development period of the present centre where almost every one of today's commercial lots had been built upon in a substantial manner. This is the end of the mainstream period of the precinct's development.

Tenders called by architects in this area predominate in the late 1880s, early 1890s period. Local architect Charles Polain, called a large number of tenders for proprietors such as J.W. Smith and the Yewers Brothers (demolished). Other building owners were S. Bennett, A. Osbaldeston, J.H. Hooper & Co., W.M. Fehon and L. Miller, Esq. Edward Blythe's new Nicholson Street cash drapery brought 'great results' once complete, in 1891, with its native flowers, kangaroos and a coat-of-arms illuminated by the electric light. A contemporary commentator in the 'Advertiser' noted that it was 'in character' with the old portion of the business and '...a very picturesque architectural whole.' Polain was the architect.

Yewers Brothers' new butchers shop was near complete with a 'pretty ironed top balcony' with splendid views. There were 14 private rooms in the residence, ventilated cellars linked by a tunnel to their Albert Street premises and provision for a future large theatre and arcade. The result, said the 'Advertiser', '...vies with even portions of Collins Street, Melbourne, in its superb architecture'. This architectural showpiece (numbers 158-160 Nicholson Street) lauded at its creation and pictured with pride in 'Footscray's First Fifty Years' (1909), has since been demolished. Other owners of speculative shop rows in the late 1880s were Hugh Morris, Dallaway trustees and A. & H. Marks (Barkly Street); Matilda Coward (Albert Street); James Harris, Peter Brown, James Mealey, Tasman Smith, G.H. Bracher and Esther Smith (Nicholson Street); Sarah Walden, Ellen Blyth and Solomon Fabian (Hopkins Street). Many of these family names were still linked with the area in 1900, despite the intervening financial recession.

The Paisley Street section of today's commercial area (east of Nicholson) is dominantly of the Edwardian era. This is confirmed by Melbourne street directories which record no businesses in this block in 1900, with only the Christian Meeting House listed. By c1904, new buildings existed or were in construction, feeding from the new railway station complex at the junction of the Bendigo and Geelong lines. Tailor, J. G. Armstrong, was noted in 1909 for his foresight in erecting two shops in this block on '...a large area of vacant land' once the railway emphasis had shifted. Mrs. Hilda Douglas (confectioner) and Ellen Collins' Bijou dining rooms were the first among a whole new row of mostly vacant shops in c1904. Over 16 commercial premises filled

this space by c1909, including dentists (Stokes, Scholl), boot makers (Anstey) and fancy goods sellers (Waters Holmberg & Co., Woods). The Friendly Societies' hall (upstairs) and a leased-out shop (downstairs) was at the Nicholson Street end (number 31, 1904). Opposite was the Footscray Grand theatre. The continuous Victorian and Edwardian shop and residence rows, described above, remained paramount until the 1930s when the new Modernist architectural stylism introduced some contrasting non-decorated buildings. The stylish jeweller's shop at 117 Nicholson Street is the best example of this inter-war era. Previous new buildings of the 1920s, such as the Court House Hotel, had followed or reinterpreted the Victorian era architecture but the 1930s was all new.

However major redevelopment did not occur until after the Second War and substantially so in the 1950s. Forge's (c1945), Carroll & Douglas, Coles (1959) and Fletcher Jones (formerly number 196-8 Barkly Street) were among the larger examples, most replacing substantial Victorian era buildings. The Footscray Traders' Association was also formed in this era (1957) and, perhaps the greatest visual change, there was Australia's first conversion of an existing retail street, Nicholson Street, to a pedestrian mall in 1971.

### Thematic context

Australian Principal Theme Developing local, regional and national economies

PAHT Subtheme Marketing & retailing

Local Theme(s) Footscray and Yarraville Shopping Centres

### Cultural Significance

The Footscray Commercial Precinct is significant historically and aesthetically within the City because:

- the identified commercial buildings (particularly the upper level facades) within the precinct are the City's best expression of its two major commercial growth eras, the precinct being largely built up by World War One with a consistent visual character made up of:
  - attached one and two storey cemented and face brick Edwardian and Victorian era shops and residences over,
  - some individually significant inter-war examples and landmark buildings,
  - all built to the street frontage,
  - typically a trabeated façade evocative of Italianate design influences,
  - near universal parapeted form,
  - a repeating module determined by the Victorian-era shopfronts of 5-6m, and
  - no provision for on site motor vehicle parking as an indication of the pre-motor era. (Criterion A4)
- of the significant architectural contribution of individual developments such as the Barkly Hotel, Royal Hotel, Griffith's jeweller's shop and Carroll & Douglas (number 234-6 Barkly Street)

which provide major focal points within the streetscape (Criterion F1);

- of the visual continuity and architectural ornament of the upper facades in Nicholson Street east and Paisley Street south, highlighted by individually notable examples such as number 155-7 Nicholson Street (Criterion E1) ;
- of the precinct's historical expression of the physical effect of a shift in major traffic routes and outlets, specifically the railway (Criterion A4) and
- it was the commercial centre of the former City of Footscray and the region over a long period (Criterion G1).

### Comparative Examples:

Comparatively, Footscray's centre is not strictly of the traditional 19th century transport route strip shopping centres such as in Auburn Road, Camberwell Junction and Glenferrie Rd. The initial construction and then the reconstructions of the railway have introduced atypical factors to its development, added to the pre-existence of the adjoining government town subdivision, its isolation by the river and the gradual emergence, in differing locations, of bridges. Given these diverse factors, another unusual element was the diamond-shaped government subdivision, to the north west, with its central Droop Street axis driving a wedge into the existing main road junctions (Nicholson, Hopkins). Different influences at work in different eras have stretched the centre across many blocks and created chronologically separate strips, with differing streets representing their role as main feeders to the centre at successive periods (i.e.. Hopkins, Barkly, Nicholson, Paisley and Leeds chronologically listed).

The result is not unlike the later middle suburb centres such as Kew and Camberwell junctions and Hawthorn's Glenferrie Road but stretched over a longer development period. Nevertheless it is among the most substantial examples of late 19th and early 20th century commercial development in the City and the Region.

### Recommendations

Heritage Victoria Register

Register of the National Estate:

National Trust Register:

Other Heritage Listings

Planning Scheme Protection

External Paint Controls Apply?:

Internal Alteration Controls Apply?:

Tree Controls Apply?:

Included on the Victorian Heritage Register under the Act:

Are there Outbuildings or Fences not Exempt?:

Prohibited Uses may be Permitted

## Recommendations:

The boundaries of the existing Heritage Overlay HA 5, 6 & 7 in the City of Maribyrnong Planning Scheme should be adjusted to the revised boundaries to make up nearly one commercial precinct (refer map) which now includes the major corner buildings at the Geelong Road & Barkly St crossing, the east side of Nicholson St north of Paisley St, part of the west side of Nicholson St south of Paisley St, and a group of related shops & residences at the east end in Hopkins St (numbers 90-122).

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

- attached one and two storey cemented and face brick Edwardian and Victorian era shops and residences over,
- some individually significant inter-war examples and landmark buildings,
- buildings to the street frontage,
- typically a trabeated façade evocative of Italianate design influences;
- near universal parapeted form;
- a repeating module determined by the Victorian-era shopfronts of 5-6m; and
- no provision for on site motor vehicle parking as an indication of the pre-motor era.

It is recommended:

- to conserve and enhance the identified contributory elements in the precinct and individually significant places outside of that era where elements include buildings, objects, landscape, land and street works and enhancement includes the reinstatement of missing original elements;
- to conserve and enhance the visual relationship between contributory elements in the precinct;
- to conserve and enhance the public view of these contributory elements;
- to conserve and enhance key places such as the Barkly Hotel, Royal Hotel, Griffith's jeweller's shop and Carroll & Douglas (234-6 Barkly Street);
- to conserve and enhance the amenity of the precinct to aid in its heritage conservation and encourage continuation of the traditional combination of residential and commercial uses;
- to ensure that new elements within the precinct are recessive and related to the precinct's contributory elements in roof and plan form, external materials, front and side setbacks from property boundaries, and building bulk as viewed from public areas; and
- that Council investigate the preparation of an incorporated plan for the precinct which will embody the above objectives.

## Australian Heritage Commission Criteria

Historic Places - Urban Conservation Areas & Individual Places in the former City of Footscray

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

the upper level facades within the precinct express more than any of the City's commercial areas, the two major growth eras of the City, the area being built up by World War One

*E1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.*

the visual continuity and architectural ornament of the upper facades in Nicholson Street east and Paisley Street south, highlighted by individually notable examples such as 155-7 Nicholson Street;

*F1 Importance for their technical, creative, design or artistic excellence, innovation or achievement.*

significant architectural contribution of individual developments such as the Barkly Hotel, Royal Hotel, Griffith's jeweller's shop and Carroll & Douglas (234-6 Barkly Street)

*G1 Importance as places highly valued by a community for reasons of religious, spiritual, cultural, educational or social associations.*

the commercial centre of Footscray and the region's residents over a long period

historical significanc  architectural significan  social significance  scientific significanc

## Documentation

### References

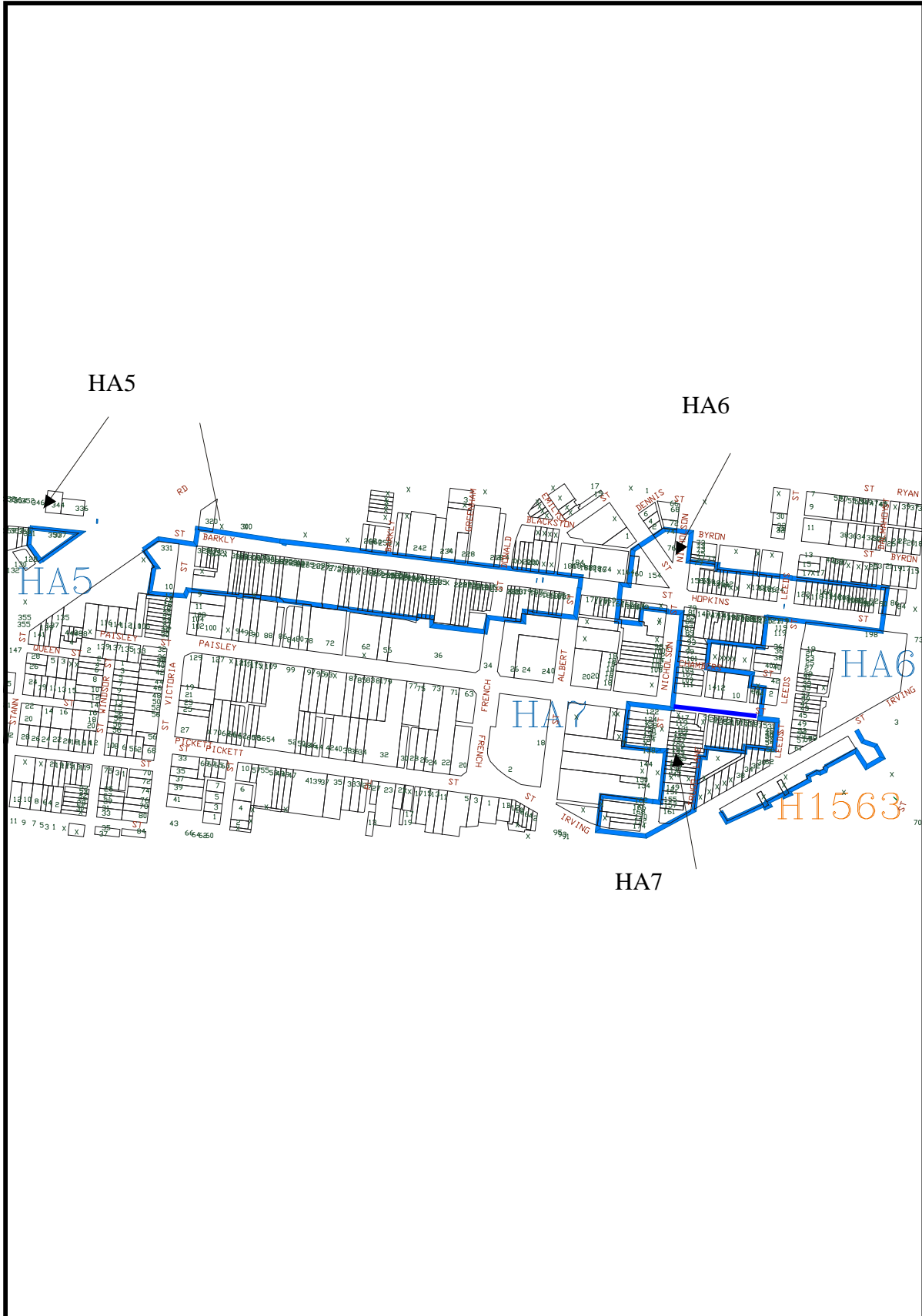
Barnard , 2000, Historic Places Review Vol 2 Environmental History, City of Maribyrnong  
Butler , 1989, City of Footscray Urban Conservation Study, Vol. 3:20

## Data recording

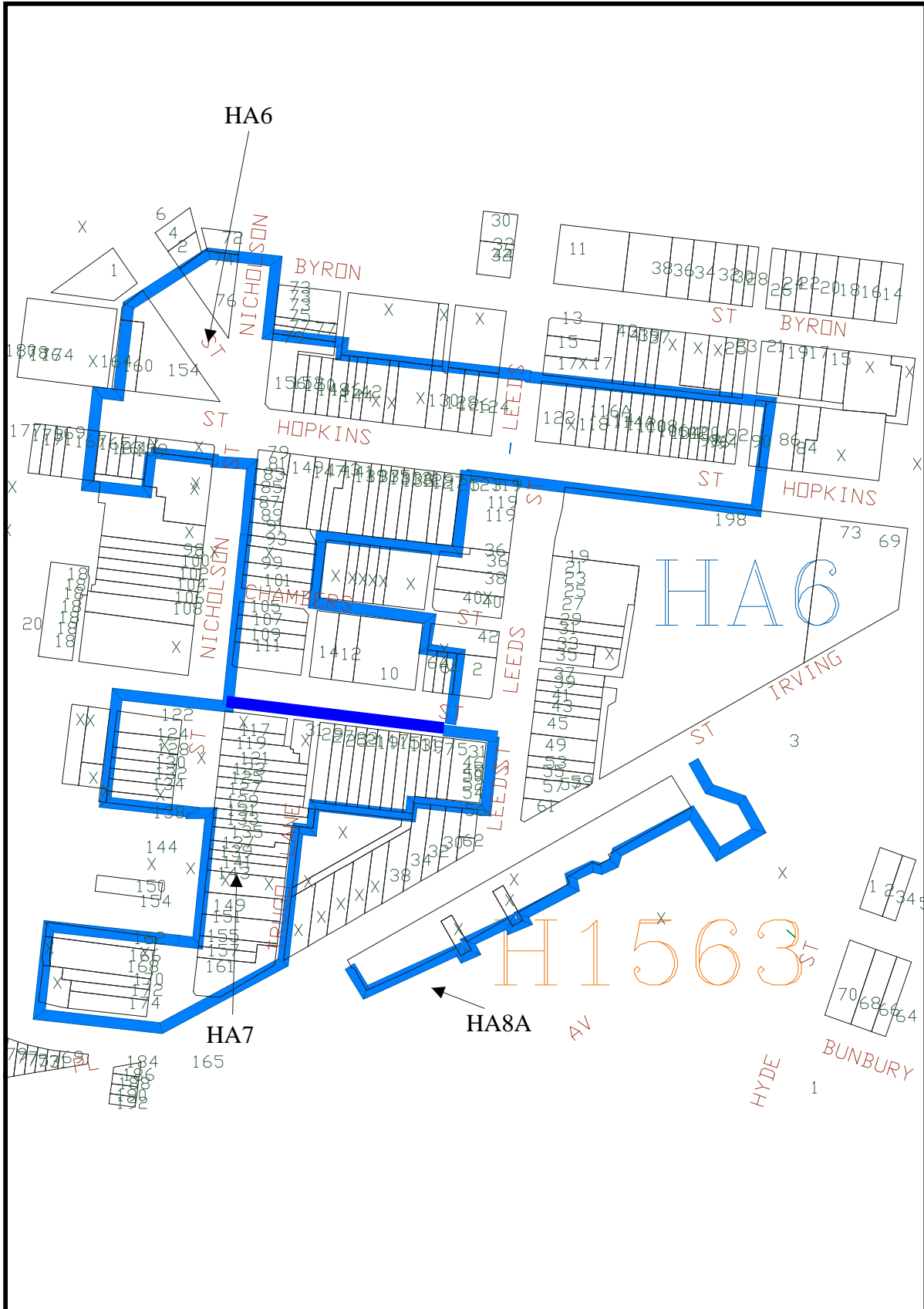
Assessed By:

Assessed Date:

Historic Places - Urban Conservation Areas & Individual Places in the former City of Footscray



HA5-7: Footscray Commercial Precinct



HAs 6-7: Footscray Commercial Precinct