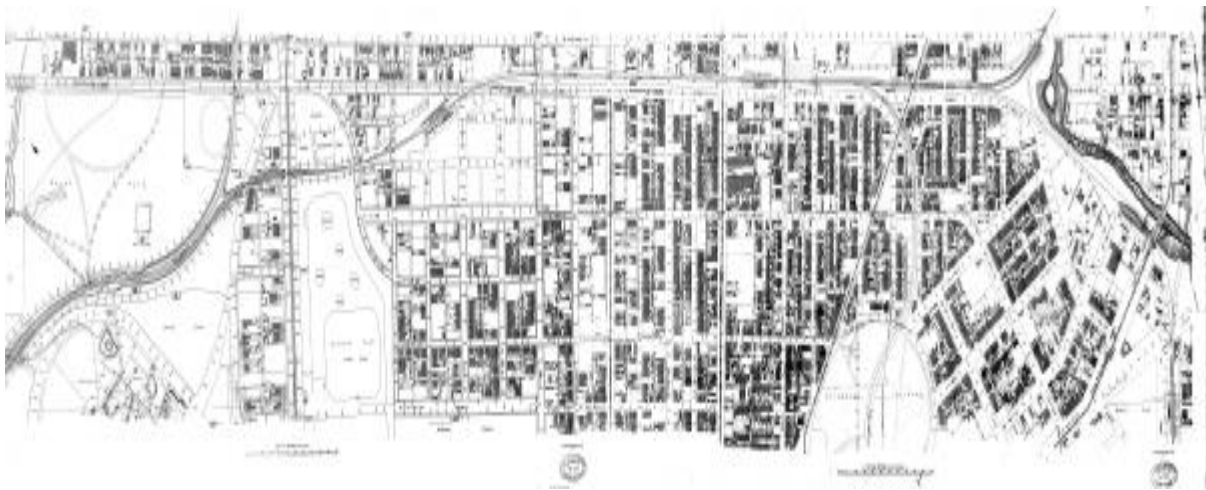


INNER CIRCLE RAILWAY LINEAR PARK RESERVE

CONSERVATION MANAGEMENT PLAN



Royal Park to Rushall Crescent

Melbourne & Metropolitan Board of Works Plan, Nos. 50 and 51, c.1900



INNER CIRCLE RAILWAY LINEAR
PARK RESERVE

Park Street, North Carlton and North
Fitzroy

CONSERVATION MANAGEMENT PLAN

Prepared for

City of Yarra

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Revised January 2005

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1.0 INTRODUCTION

1.1 Background and Brief

The following Conservation Management Plan (CMP) was commissioned by the City of Yarra to inform its proposed masterplan for that section of the Inner Circle Railway Linear Park Reserve which is in their municipality.

1.2 Methodology

The report broadly follows the format of the Australia ICOMOS (International Council on Monuments and Sites) guidelines for the preparation of conservation plans¹ and the principles set out in the *Australia ICOMOS Burra Charter*, 1999, adopted by Australia ICOMOS to assist in the conservation of heritage places.

1.3 Constraints

A search of the database of drawings and other related former Victorian Railways material now held by Sinclair Knight Mertz (SKM) revealed very little material obviously relating to the former Inner Circle Railway Line. Extensive searches to identify original drawings were not undertaken because of the prohibitive cost and the fact that, despite specific key-word searches being undertaken at a desktop level, SKM could not guarantee being able to physically locate any files.

1.4 Location

The Inner Circle Railway Linear Reserve extends from the Thomas Kidney Reserve at Rushall Crescent, along Park Street travelling west and concluding at Bowen Crescent, North Carlton.

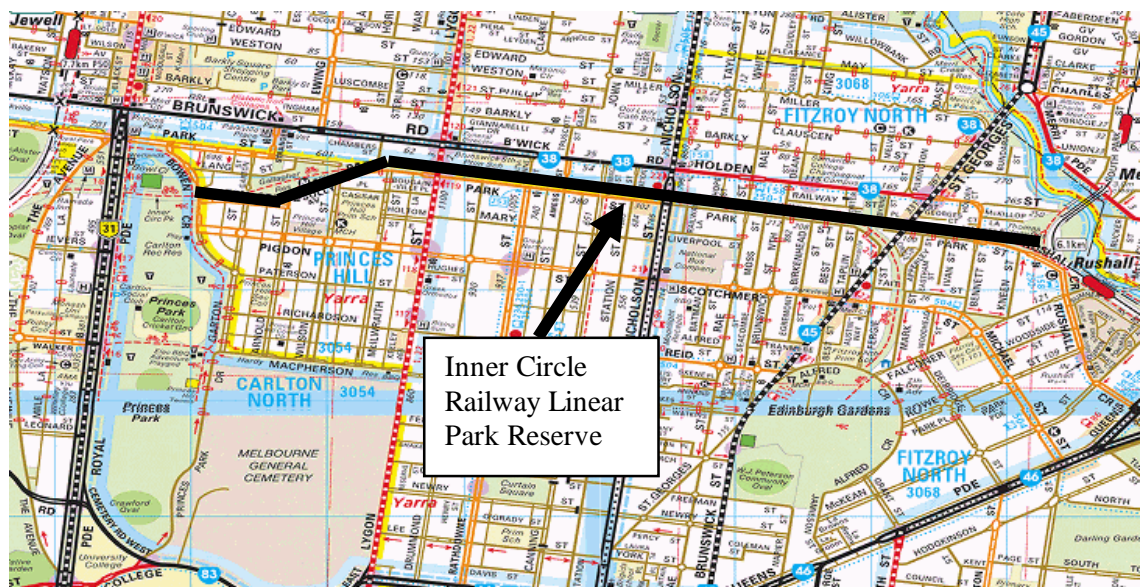


Figure 1 Location Plan
Streetdirectory.com

1.5 Listings and Classification

Victorian Heritage Register

The former Inner Circle Railway Linear Reserve is not included on the *Victorian Heritage Register*, maintained by the Victorian Heritage Council. The former Electricity Substation is included on the *Victorian Heritage Register*, maintained by the Victorian Heritage Council (H939).

Register of the National Estate

The former Inner Circle Railway Linear Reserve was not included on the *Register of the National Estate*, maintained by the Australian Heritage Commission, as a registered historic place.

National Trust of Australia (Victoria)

The former Inner Circle Railway Linear Park Reserve was not classified by the National Trust of Australia (Victoria) as a place of state significance. Two elements of the Linear Reserve have been assessed by the National Trust and files exist for them. They are the former North Fitzroy Electric Substation (B5865) and the North Fitzroy Railway Footbridge. The North Fitzroy Railway Footbridge was classified as a building of state significance on 4 June 2001 (File No. B7125). Until recently the footbridge was located in the former goods yard at the southern end of the former Fitzroy Railway Station within the Edinburgh Gardens. This footbridge has recently been removed from its original location and relocated to Moorooduc Station, Moorooduc. Secondly, although a file exists on the North Fitzroy Electric Substation, it is not classified.

Planning Scheme

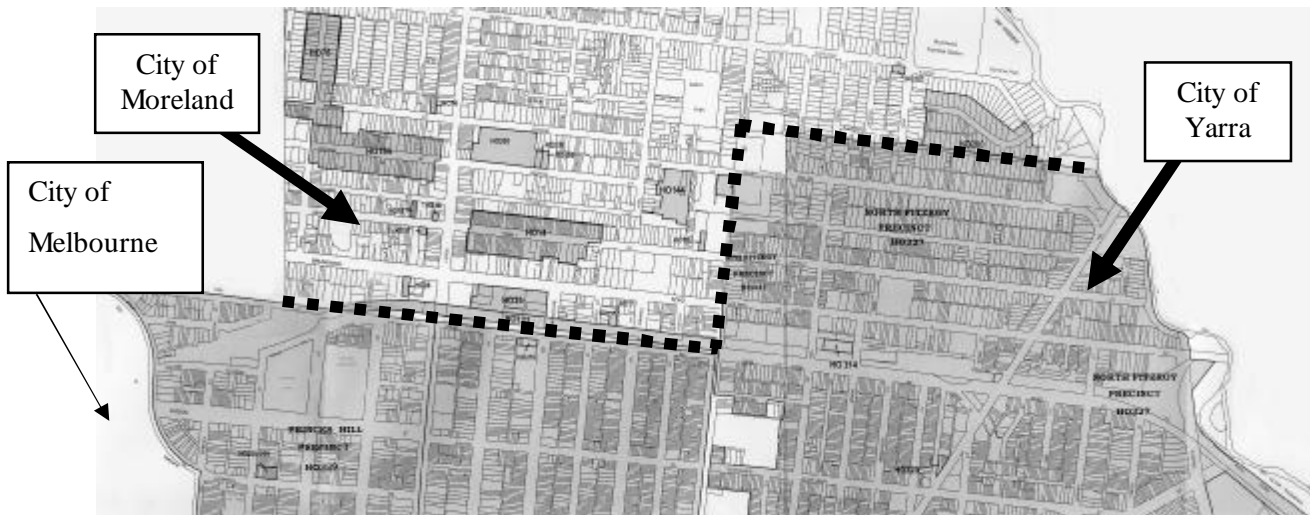


Figure 2 Heritage Overlay showing Princes Hill Precinct (HO329) and North Fitzroy Precinct (HO327) in the City of Yarra and the Park St/ Janet Hillman Reserve Precinct (HO133) in the City of Moreland.

Source: Melbourne Planning Schemes Online

The former Electricity Substation is identified as (HO214) in the Heritage Overlay Schedule to the City of Yarra Planning Scheme. The North Fitzroy Railway Station is included in the Heritage Overlay to the City of Yarra Planning Scheme as part of the North Fitzroy Heritage Precinct (HO327). Planning permits will be required for subdivision, new buildings and

works. The former North Carlton Railway Station is included in the Heritage Overlay to the City of Yarra Planning Scheme as part of the Princes Hill Heritage Precinct (HO329). In addition to these, it should be noted that the section of the former railway line extending into the Edinburgh Gardens (which was not included in the scope of this study) is subject to a separate Heritage Overlay, (HO213). The Edinburgh Gardens are also the subject of a separate Conservation Management Plan.² The section of the Reserve between Nicholson Street and Wilson Streets is subject to a separate Heritage Overlay in the City of Moreland Planning Scheme, (HO133).

Planning permits will be required for subdivision, new buildings and works.

The relevant precinct citations are included in Appendix B.

1.6 Current Use

The Inner Circle Railway Linear Park Reserve is made up of remnant and recent vegetation, a shared bike path and walking path, Public housing, Sports grounds, playgrounds, and a Bocce club. The former North Carlton Station is now a community house.

1.7 Terminology

The conservation terminology used in this report is of a specific nature, and is defined within *The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter)* as endorsed by all statutory and national heritage bodies (See Appendix A). The terms most frequently referred to are: *place, cultural significance, fabric, conservation, preservation, restoration, reconstruction, adaptation and interpretation*. These terms are defined in the revised charter as follows:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. *Cultural significance* is embodied in the *place* itself, its *fabric, setting, use, associations, meanings, records, related places* and *related objects*.

Fabric means all the physical material of the *place* including components, fixtures, contents and objects.

Conservation means all the processes of looking after a *place* so as to retain its *cultural significance*.

Maintenance means the continuous protective care of the *fabric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves *restoration* or *reconstruction*.

Preservation means maintaining the *fabric* of a *place* in its existing state by removing accretions or by reassembling existing components without the introduction of new material.

Restoration means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning a *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.

Adaptation means modifying a *place* to suit the existing use or a proposed use.

Use means the functions of a *place*, as well as the activities and practices that may occur at the *place*.

Compatible use means a *use* which respects the *cultural significance* of a *place*. Such a *use* involves no, or minimal, impact on *cultural significance*.

Setting means the area around a *place*, which may include the visual catchment.

Related place means a *place* that contributes to the *cultural significance* of another *place*.

Related object means an object that contributes to the *cultural significance* of a *place* but is not at the *place*.

Associations mean the special connections that exist between people and a *place*.

Meanings denote what a *place* signifies, indicates, evokes or expresses.

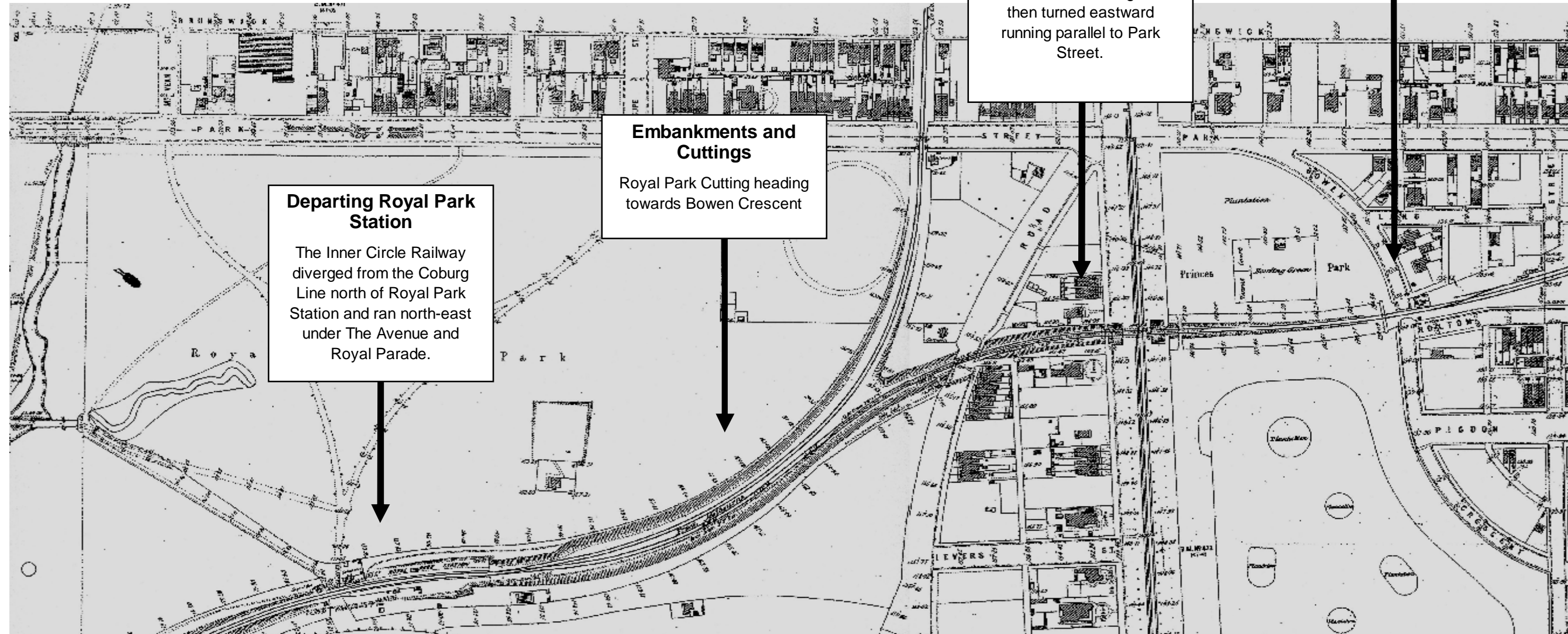
Interpretation means all the ways of presenting the *cultural significance* of a *place*.

2.0 HISTORY

Inner Circle Railway Line:

An Historic Overview

showing the route and features overlaid on a c.1900 MMBW Plan.



Bowen Crescent Crossing

- Opened 8 May 1888.
- Included gates, fences, signals, railway cottage.

The Inner Circle Line

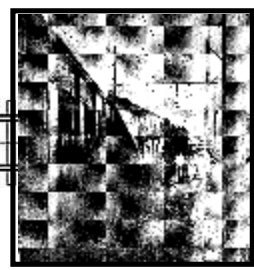
... passed Bowen Crescent and Park Street at grade then turned eastward running parallel to Park Street.

Embankments and Cuttings

Royal Park Cutting heading towards Bowen Crescent

Departing Royal Park Station

The Inner Circle Railway diverged from the Coburg Line north of Royal Park Station and ran north-east under The Avenue and Royal Parade.



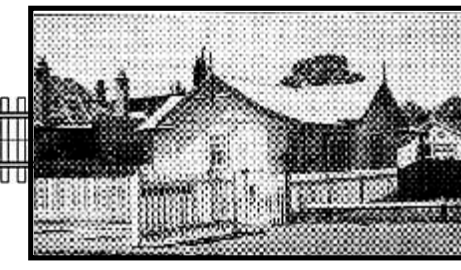
Departing from Royal Park c.1950s.



Royal Park Cutting, c.1950s.



Bowen Crescent Crossing, date unknown.



Bowen Crescent Gatekeeper's House c.1950s.

Lang Street Station (later North Carlton Station)

- Opened 8 May 1888
- Closed to passenger traffic 15 November 1948
- Converted to a Community House 1982.

Lygon Street & Rathdowne Street Crossings

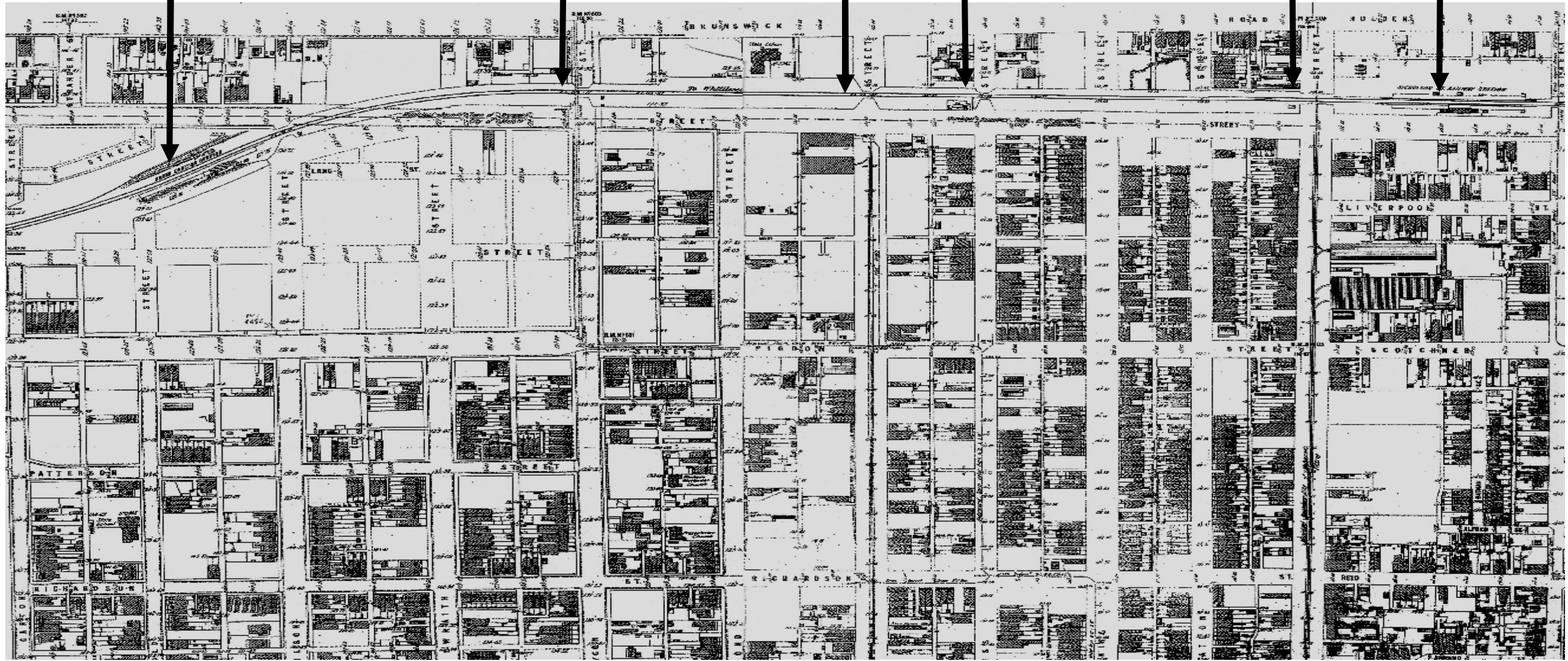
- Opened 8 May 1888
- Included gates, fences, signals.

Amess Street Crossing

- Opened 8 May 1888
- Included gates, fences, signals.

Nicholson Street Station & Crossing

- Opened 8 May 1888
- Renamed North Fitzroy Station 16 October 1889
- Closed to passenger traffic 15 November 1948, demolished 1960s.



North Carlton Station c.1950s

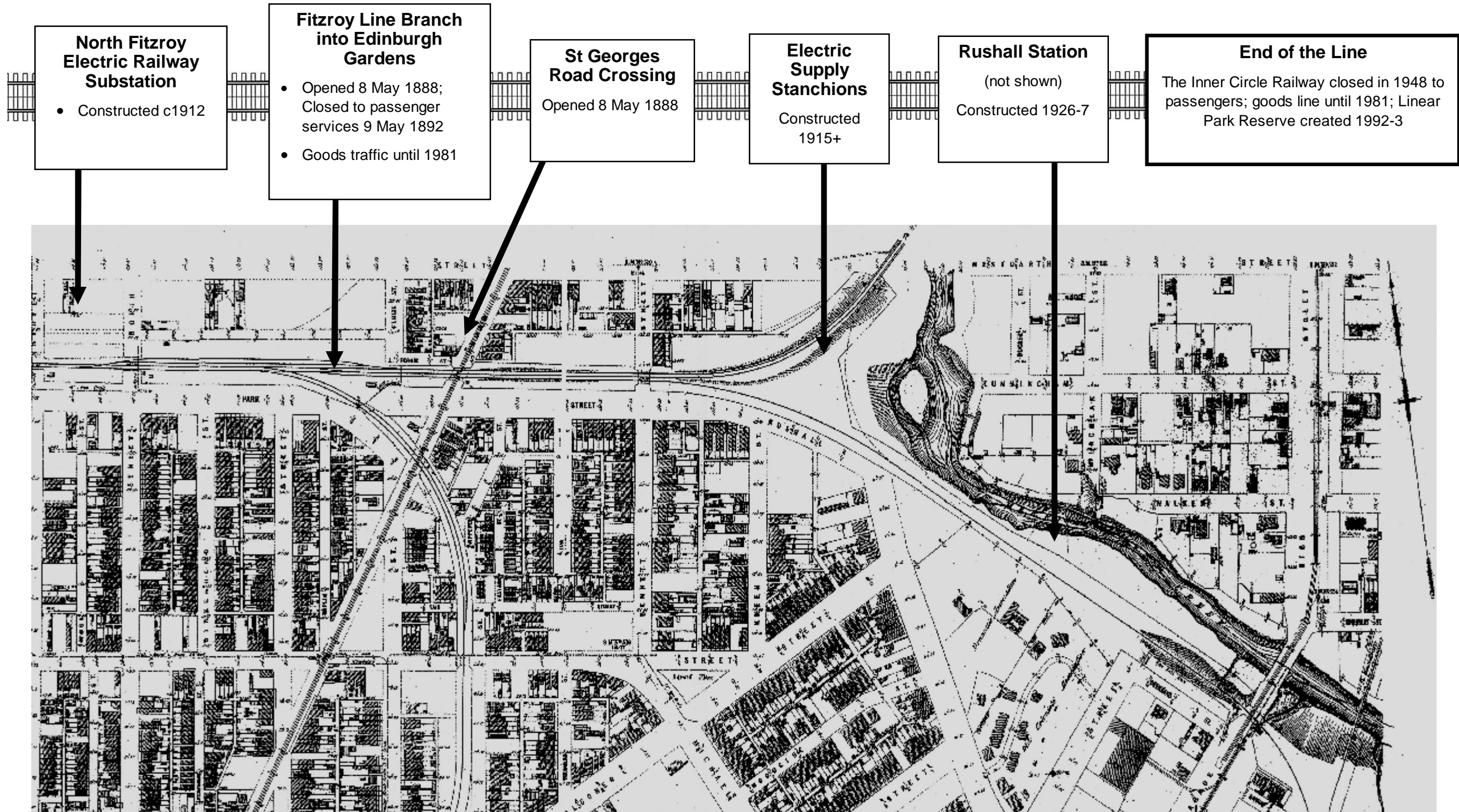


Amess Street Crossing.



North Fitzroy Station, date unknown.





North Fitzroy Electricity Substation built 1912



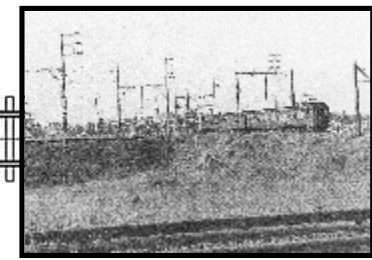
Approaching Edinburgh Gardens, 1959



Footbridge within Edinburgh Gardens



Silos & Siding, Railway Street 1970s



Merri Creek & Rushall Junction, 1958

2.0 HISTORY

2.1 Introduction: Railway Acts to Create the Inner Circle Line

The ‘Marvellous Melbourne’ of the 1880s reflected the city’s confidence in itself as the booming ‘metropolis of the Southern Hemisphere’.¹ The land boom and the increase of public transport facilities ensured the development of the suburbs, and the level of investment by those with vested interests.

The Inner Circle Railway Line was established by the enactment of the 1884, *Railway Construction Act* (No. 821) instigated by Parliamentarian and notorious land boomer, Thomas Bent. He had become Minister of Railways and assumed control of all appointments and promotions within the Department. Rumours of patronage were rife, but more seriously, in terms of colonial finances, Bent’s programme of railway building pushed the Government £2 million into debt. This 1884 *Act* became known as the ‘Octopus’, referring to the tentacle-like coverage of Melbourne by the additional 65 individual extensions to the existing network. The relevant sections of the 1884 *Act* which created the Inner Circle Line were *Schedule 14* – the Royal Park to Clifton Hill line terminating at Whittlesea, named the Fitzroy to Whittlesea Railway; *Schedule 59* – the Royal Park and Clifton Hill Railway; and *Schedule 55* – the Fitzroy Branch Line. *Section 9* of the *Act* granted the government power to acquire land for railway use.²

On 8 May 1888, the Inner Circle Line opened in conjunction with the opening of the Outer Circle Line on the same day. The Inner Circle line aimed to transport people from the north of the city and across the top of Carlton to connect with trains at Princes Bridge to Caulfield and from there to Gippsland.

A plan of Melbourne’s Rail system (Figure 3) shows the Inner and Outer Circle Lines and its connection to the other suburban and country lines.

2.2 The Route of the Inner Circle Line

The Inner Circle Railway diverged from the Coburg line north of the Royal Park Station and ran north-east under The Avenue and Royal Parade. It crossed Bowen Crescent and Park Street at grade (Figure 4), then turned eastward running parallel to Park Street then to Rushall Crescent, North Fitzroy, where it curved south-easterly around a bend in the Merri Creek to join the Alphington and Heidelberg line at Clifton Hill. After the Heidelberg line service was diverted to Princes Bridge in 1901, the Clifton Hill line continued to Victoria Park, Collingwood, North Richmond, West Richmond, Jolimont, and terminating at Princes Bridge.³ A further short link between Rushall and Merri, known as the Northcote Loop Line, was opened on 5 December 1904, enabling trains from the Reservoir line to run to Princes Bridge.

Near Best Street, North Fitzroy, a single-track branch line diverged to run southward parallel to Mark Street and then across into the Edinburgh Gardens at Fitzroy Station, terminating on the north side of Queens Parade (Figure 7).

2.3 Constructing the Inner Circle Line

The Victorian Railways drafting office designed the railways infrastructure required for the operation of the Inner Circle Line. This included platforms, station buildings, tracks, crossings, fences, signal boxes, and overhead lines.

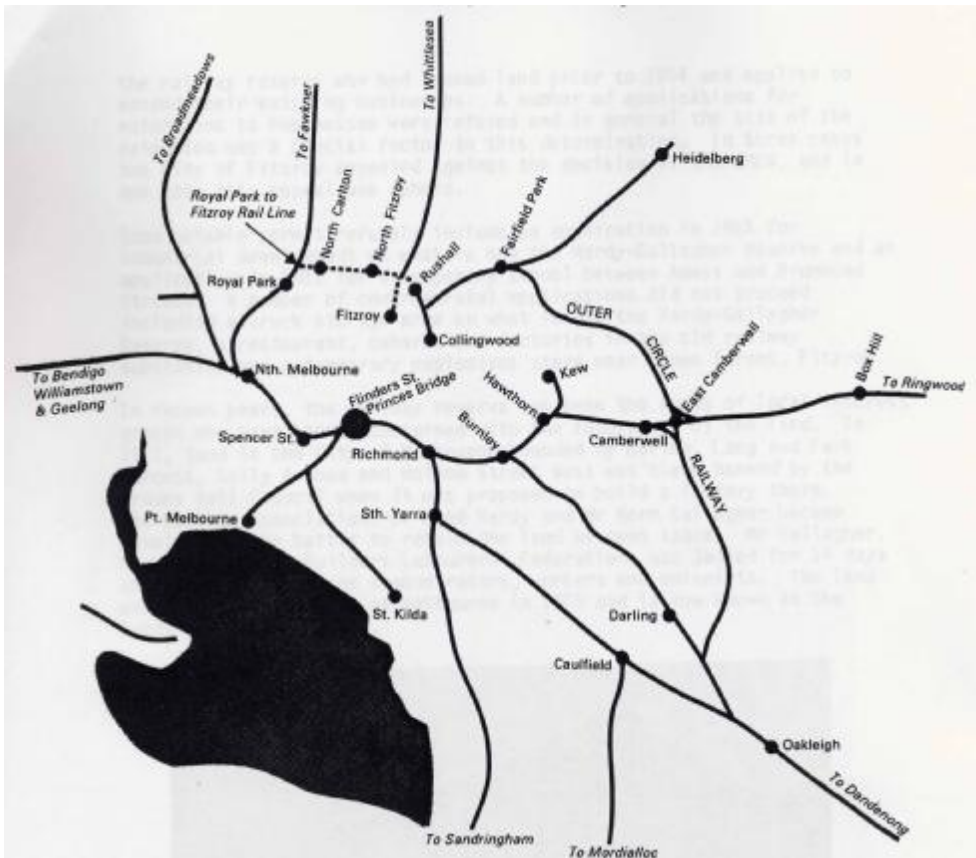


Figure 3 *Melbourne's Rail System, 1900.*
 Source: Reproduced from *Victorian Railways to '62.*



Figure 4 *From Royal Park (towards camera) under Royal Parade to Bowen Crescent Crossing heading east toward North Carlton Station.*
 Source: Victorian Railways Collection, Public Record Office

Railway platforms and stations were constructed at Park Street, North Carlton and Park Street, North Fitzroy. These were of a standard design known as the Maldon group, after the station of similar design in Maldon. Surviving examples of the Maldon design include Jewell, Brunswick, Moreland, Coburg and Clifton Hill.⁴

Fitzroy Station was an extension of the Inner Circle Line on a branch line into the Edinburgh Gardens. This platform was built essentially to accommodate football traffic into the Gardens as large numbers of football fans were expected to attend the weekly football matches (Figure 6). A station, platform, siding and sheds; goods yard; railway bridge (built 1915 and removed 2003); and later a silo were constructed in the Edinburgh Gardens around the Fitzroy Station (Figure 7) and (Figure 8).

Tracks and sleepers, lights and signals were required and were built in 1888. Later, when the rail system was electrified in the 1920s, electric stanchions were constructed when the Whittlesea Line was electrified. Railway crossings, protected by picket fences, were constructed at Bowen Crescent and east along Park Street at the intersections of Wilson, Lygon, McIlwraith, Rathdowne, Amess, Nicholson, Rae, and Brunswick Streets, St George's Road and Bennett Street. Railway crossings travelling south along the Fitzroy Branch Line into the Edinburgh Gardens at Scotchmer Street and Alfred Crescent also included picket fences.

Landscaping and tree planting was included in the overall design of the railway line and included the notable Canary Island Date palms (*Phoenix canariensis*) at the North Carlton station.

2.4 Key Events in Life of the Inner Circle Line

When the Royal Park to Clifton Hill line opened 8 May 1888 it began as a steam train service.⁵ It was converted to an electric service until passenger services between Royal Park and Clifton Hill were withdrawn in 1948.

North Carlton Station originally opened as Lang Street, however, it was renamed North Carlton on 19 August 1889. North Fitzroy Station was originally named Nicholson Street. It was renamed North Fitzroy on 16 October 1889. Both stations closed on 15 November 1948.

The Fitzroy Station (spur or branch line) also opened on 8 May 1888, and remained in use, mainly for the football traffic, in the Edinburgh Gardens. It was one of the shortest-lived passenger lines of the Inner Circle. It closed as a passenger services 9 May 1892. However, it remained in use as a goods service, and a goods yard was established and remained until recently.

Rushall Station opened in 1926-7 and has continued in operation as an active station, with trains stopping regularly on their way to Epping. The St George's Road Junction to Northcote Loop Junction (North End) opened 8 October 1889; closed 21 May 1965.⁶ The Northcote Loop itself opened 5 December 1892.

2.4.1 Electrification

As part of the electrification programme, the Inner Circle line was wired from Royal Park to Clifton Hill on 21 July 1921. Originally the service had been a steam train service between Princes Bridge and North Fitzroy, however, the electric service was extended to North Carlton, and ran initially at 15-minute headways (intervals). From 18 September 1921 the service ran at 20 minute intervals.⁷

Electricity substations were constructed as part of the electrification system.⁸ A large electric substation was built on the north side of Park Street in 1915 as part of the electrification scheme for Melbourne's suburban railway system. This substation was one of a number of substations built in the metropolitan area used to convert 22,000v alternating current generated

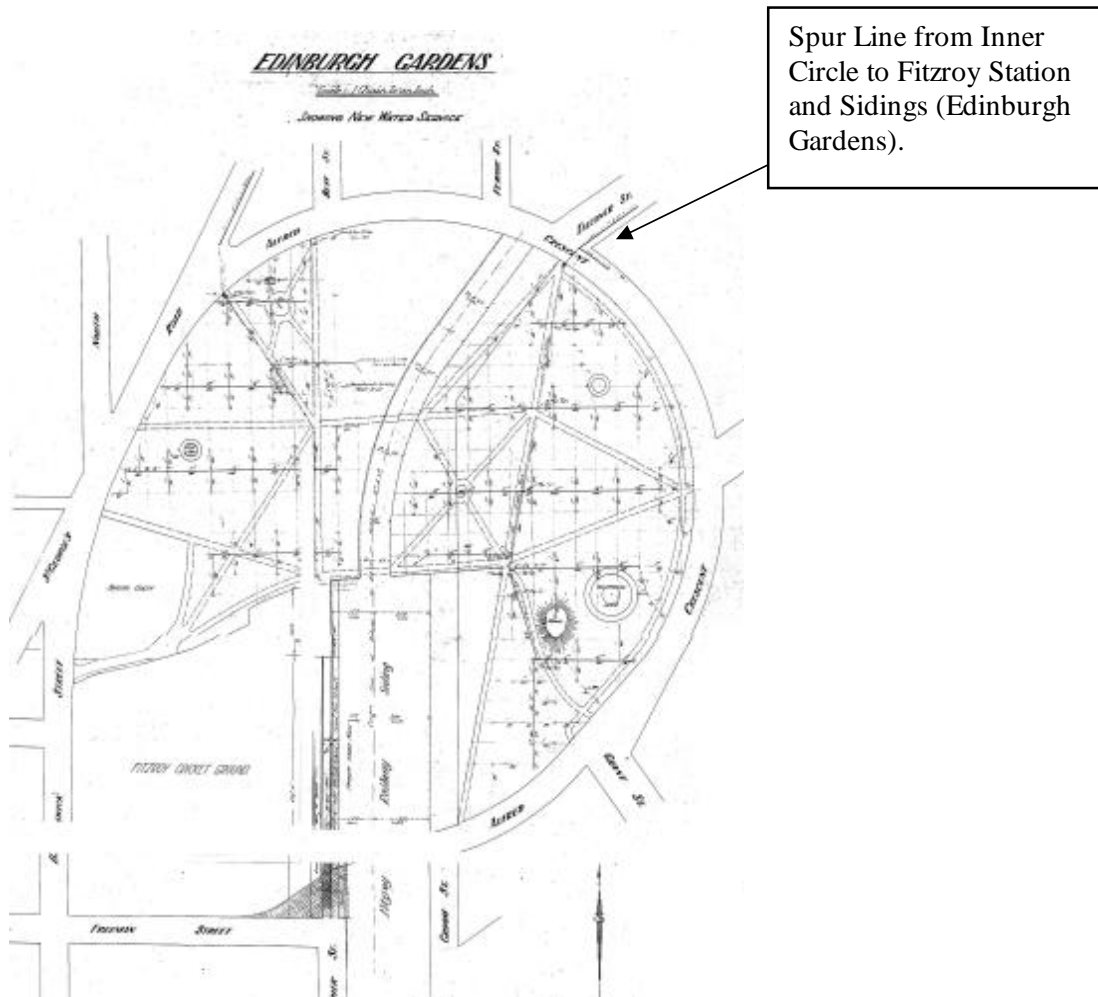


Figure 5 *Edinburgh Gardens, 1926, showing the spur line to Fitzroy railway sidings.*
 Source: MMBW Plan.



Figure 6 *View of a football crowd at the Fitzroy cricket ground, c.1910.*
 Source: Reproduced from *Fitzroy: Melbourne's First Suburb*



Figure 7 Goods Line into Fitzroy through the Edinburgh Gardens taken from the Footbridge.
 Source: Victorian Railways Collection, Public Record Office, c.1970s.



Figure 8 Footbridge across railway line at Fitzroy (Edinburgh Gardens)
 Source: Victorian Railways Collection, Public Record Office, c.1970s.

at the Newport power station to a 1,500 direct current before it was transmitted to the trains through overhead wires. The former Substation is included on the *Victorian Heritage Register* as Building HO939.

The Fitzroy branch line of the Inner Circle Line was one of the few suburban lines to remain un-electrified. Steam powered trains continued in use for all goods trains running through to the Fitzroy Station yards off Queens Parade until the 1950s, when diesel locomotives were introduced.⁹

2.4.2 Passenger Services Withdrawn

Although a platform had been built as part of the railway siding at Fitzroy to serve the anticipated crowds attending the Fitzroy Football Ground in Brunswick Street, these expectations were never met. In reality, neither of the spur lines could be used for anything but goods traffic, and did not advantage the residents of Fitzroy greatly.¹⁰ After traffic on the Inner Circle line declined, passenger services to Fitzroy were withdrawn in May 1892.

The Fitzroy branch line instead became a major goods route, making coal deliveries for the Metropolitan Gas Company's gas works on the south side of Queens Parade (Figure 8), as well as transporting other inward and outward goods for nearby timber yards, contractors and factories.¹¹ The goods line remained in use, and the silos in Park Street near the North Fitzroy Station, and goods sheds in the railway grounds at the termination of the line into the Edinburgh Gardens, were an important part of this service.

Passenger services on the Inner Circle Line were withdrawn in 1948.¹² The Royal Park to Rushall passenger service closed on 15 November 1948.¹³ The Goods Service – Royal Park to North Fitzroy and Fitzroy Station (in the Edinburgh Gardens) was closed 1 August 1981.¹⁴ Public housing was constructed on part of the land, and more recently, developers have demolished the large former goods shed at Fitzroy Station in the Edinburgh Gardens, and are constructing townhouses on the 80 Queens Parade site. The footbridge over the goods yard (Figure 8) was removed by the Mornington Railway Preservation Society in June 2003 and has been relocated to Moorooduc Station, Moorooduc Highway, on the Mornington Peninsula as part of the tourist railway.¹⁵

The Inner Circle Line was reopened at the time of the Melbourne Olympic Games in 1956, when passengers were transported from Flinders Street to the Carlton football oval for Olympic events. It has also been used to convey rail enthusiasts on occasional special Rail Excursions along the Inner Circle Line and then to Kew, Broadmeadows and Epping. These trips were enjoyed by the Australian Rail History enthusiasts. Several of these rail excursions were filmed and the archival material now forms the basis of the *Inner Circle Line Plus* video. The railway journeys were filmed in both colour and black and white by rail enthusiasts Arthur Hill and Ken Fishley.¹⁶

2.4.3 Action on Railway Land¹⁷

During the Second World War, it is understood trenches were dug as a war precaution, along the extent of the Inner Circle Line in Park Street.¹⁸ Trenches were also dug in the nearby University of Melbourne.

In the late 1960s and early 1970s, in response to a different type of incursion on public land, Carlton residents faced threats from developers and industrialists. The Carlton Association, established in 1969, responded to these threats. The Victorian Railways leased the vacant land next to the 'little used branch line' in Princes Hill, near the former North Carlton railway station. The land was chosen for the construction of a warehouse for use as a distribution point for Kimberley-Clark goods. Residents and the Carlton Association objected, and the Carlton Association formed the 'railway land action group' chaired by Roger Grimshaw.¹⁹ Their official slogan 'Kids for Kleenex' was seen in different forms around Carlton. The group lobbied Councillors and Parliamentarians to prevent the industrial use of land which had always been public land for public purposes. At the request of the Carlton Association, twenty-six unions who had left the Trades Hall Council (and then referred to as rebel unions), led by Ken Carr, placed a black ban on the site. A scuffle developed when the developer tried to employ scab labour, and Norm Gallagher, Federal Secretary of the Builders Labourers Federation, was arrested and gaoled. Eventually the plan was abandoned, and the Melbourne City Council acquired the land. It was renamed the Hardy-Gallagher Reserve after Melbourne City Councillor, Fred Hardy and Norm Gallagher.²⁰

2.4.4 Planning the Re-Use of the Former Inner Circle Railway Line

A Royal Park to Fitzroy former Railway Line Working Party was established in 1984 to develop a plan as a basis for recommendations concerning the future use of the land surrounding the former Inner Circle Line. The Working Party was formed because the Metropolitan Transit Authority was preparing to dispose of the land. It followed the Minister for Housing's 1982 decision to purchase properties for public housing, and the strong public response to this proposal indicated that the land should be used for public housing.²¹ The working party was chaired by the Hon. Barry Pullen, MLC, with representatives from the Cities of Melbourne, Brunswick and Fitzroy, the Ministries of Transport and Housing, the Metropolitan Transit Authority and the (then) MMBW. A representative of the Department of Youth, Sport and Recreation was later invited to join the working party.²² A plan of the Working Party's study area shows the extent of land assessed for re-use (Figure 9).

The first meeting in April 1984 decided that the major goal was to plan the most appropriate future use of all the available land and to keep major stakeholders apprised of the ongoing work and decisions. The Development Plan was finalized in 1987, and all stakeholders were informed of the decision taken to create a Linear Park Reserve. In 1992, a development plan was initiated and a co-ordination committee appointed.

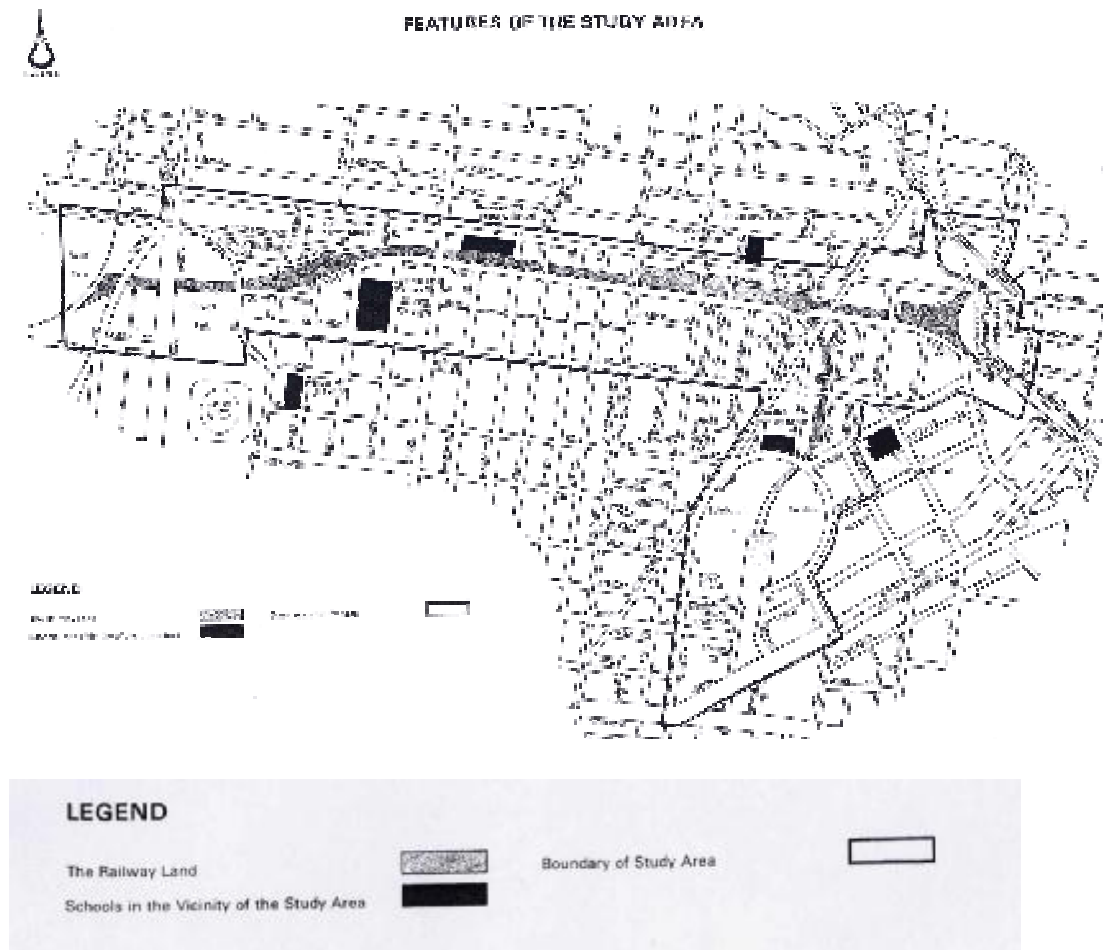


Figure 9 Map showing Study Area and enlargement of the Legend
Source: Reproduced from *Royal Park to Fitzroy Railway Land*

Following extensive community consultation, plans for earthworks, vegetation and shared pathways were developed. Bulletins were distributed to residents, and the construction began.

2.4.5 Removal of the Physical Fabric

By the 1960s the North Fitzroy Railway station building, platforms, tracks, sleepers and outhouses had been demolished. The North Carlton tracks and sleepers along Park Street were removed in the 1980s when the railway station was converted into a community house and the whole platform area re-landscaped. The Canary Island Date Palms (*Phoenix canariensis*) were retained as part of the landscaping of the site. Some of the elements were relocated to the Janet Millman Reserve.

2.5 Establishing the Linear Park Reserve

Thomas Kidney Reserve

The Thomas Kidney Reserve, north of Rushall Station and at the intersection of the Heidelberg and Whittlesea Lines, was created as an area of public space, and features a mound from which to view the surrounding neighbourhood and the city. Native woodland trees and grasses are featured, and a community garden is located in the triangular land to the north-east. A gravel shared pathway leads to the remainder of the Linear Park Reserve.

Former North Fitzroy Station - Janet Millman Reserve

The remains of the former North Fitzroy Railway Station, now the Janet Millman Reserve, include an elevated area of the former station platform with remnants of bluestone and concrete edging; and top surface of concrete edging on the north edge of the platform. Bluestone footings of the station building are located toward the western end of the remaining raised area of platform and are scattered in the area. The concrete base of the signal mast near the Rae Street and Hope Street corner also remains as a remnant of the station and is still live.

The nearby silos, once part of the station complex, may have been demolished in the c.1980s.

Steel power line stanchions, originally part of the overhead electrification system, also remain in various locations. Public housing has been built along parts of the Linear Park Reserve near the former electricity sub-station.²³

Remnant exotic trees include two peppercorn trees (*Schinus molle*) on the station platform area.

Fitzroy Station (Edinburgh Gardens)

The former Fitzroy Station, tracks and goods yards have been progressively demolished and a townhouse development is currently being constructed on the site of the former goods shed.

In Allom Lovell & Associates' Report to the City of Yarra on the 80 Queens Parade site, originally a grain store, then the SEC Briquette Department and later a timberyard, they concluded that although it did not warrant inclusion in the Heritage Overlay, the building had some historic interest in connection with the former Inner Circle Railway.²⁴

Public housing has been constructed at the southern point of the Edinburgh Gardens close to Jamieson Street, Fitzroy. The footbridge crossing, the only remnant directly associated with the former Inner Circle Line, was removed in 2003 by the Mornington Railway Preservation Society and relocated to Moorooduc Station, Moorooduc, on the Mornington Peninsula. The relocation was reportedly controversial.

Former North Carlton Station

The project to convert the former North Carlton Station into a Community House began in 1982. It was officially opened on 1 April 1984 by the Lord Mayor of Melbourne, Kevin Chamberlain.²⁵ The area was re-landscaped and the railway platform and tracks removed.

Hardy-Gallagher Reserve

This reserve contains play equipment, parking facilities and dominant native plantings throughout the Reserve.

Park Street travelling east – crossing Wilson Street, McIlwraith Street, Lygon Street, Amess Street, Nicholson Street, Rae Street, Brunswick Street North, St George's Road, Bennett Street.

Remnants of the Inner Circle Railway along this route include remnant level crossings, Tracks, Signage and a shared walking path which was created in the 1992-3 scheme.

2.6 The Linear Reserve – Overview

The Inner Circle Railway Linear Park Reserve is made up of remnant and recent vegetation, a shared bike path and walking path, Public housing, sports grounds, playgrounds, and a bocce club. The former North Carlton Station is now a community house.

3.0 PHYSICAL SURVEY

3.1 Introduction

The following physical survey of the Inner Circle Railway Linear Park Reserve is based on an examination of documentary evidence and on an examination of the physical fabric as it exists. The objective of the survey has been to establish, as far as possible, those elements which are original and/or significant and those elements which have been added or removed at various times and which may or may not be significant.

The scope of this survey has not included an archaeological inventory, however, it is believed there are most likely remnant sections of benches, possibly sleepers and tracks and foundations from demolished structures, present below ground level along sections of the reserve. Further investigation is required to accurately identify the extent of these remains which most probably are located near the former stations and crossings in addition to older sections of the line.

This chapter has been organised to read as a walking tour of the Linear Park Reserve, commencing at Bowen Crescent and following an eastern path to conclude at the Thomas Kidney Reserve and Rushall Crescent intersection.

3.2 Documentation

A series of different sources were referenced in researching the original design, and subsequent development of structures along the former Inner Circle Railway Line.

MMBW plans dating from c.1900 show the configuration of buildings, tracks and other structures at this time. The former Public Transport Corporation Photographic Archive (held at the Public Records Office of Victoria) includes a number of historic images of the line dating from the c.1940s-70s. The history of the Inner Circle Railway in general is examined to varying degrees in a series of publications including those by S E Dornan & R G Henderson and G Vines.

3.3 The Study Area

The Inner Circle Railway Linear Park Reserve falls within three municipalities: *viz*, the City of Yarra, City of Melbourne and City of Moreland. Within the scope of the study area, the land owned by the City of Yarra, the Inner Circle Railway extended from Rushall Station in Fitzroy North to Royal Park Station in Royal Park to the west, with a branch line extending southwards into the Edinburgh Gardens in North Fitzroy. It occupied a long, narrow reserve of land containing two railway station buildings and related structures, and was intersected by a series of roads, with gates and signals at each of these crossings. The railway reserve was converted to the Linear Park Reserve in 1992-93, with most of the track being removed.

This survey examines the portion of the Inner Circle Railway Linear Park Reserve extending eastwards from its intersection with Bowen Crescent in Princes Hill, to the intersection with Kneen Street and Rushall Crescent in Fitzroy North, excluding the Edinburgh Gardens branch line. Allom Lovell & Associates have undertaken a separate Conservation Management Plan of the Edinburgh Gardens.¹ This Conservation Management Plan documents each of the elements now existing in the Linear Park Reserve, providing photographs and descriptions of each and a management policy.

3.4 Analysis and Policy for Soft and Hard Landscape Elements of the Reserve

3.4.1 Section 1: Bowen Crescent to Lygon Street






Overview

Park Street, from Bowen Crescent to Lygon Street, forms the border of the City of Moreland and City of Yarra Planning Schemes, and falls within the Princess Hill Precinct (HO329). This section is most notable as the precinct associated with the former North Carlton Station. It includes a crossing and former railway cottage at Bowen Crescent, the former railway station, and the Hardy-Gallagher Reserve playground.

Photographs of the area around the station building show a few Canary Island Date Palms (*Phoenix canariensis*) planted on the station’s southern side, with very little else planted throughout the adjacent landscape. Indeed the photographs show a rather desolate scene of the conspicuous, disused station set in an expanse of rough grassland. Historic photographs (see Chapter 2) show the adjacent reserve to the north of the station covered with very long grass.

In the 1970s, some 30 years after the closure of North Carlton Station, a proposal was made by the Victorian Railways to lease the land adjacent to the station for commercial purposes. Following local resident protest and union support, the plan was withdrawn and the Melbourne City Council acquired the land. During that decade it was renamed the Hardy-Gallagher Reserve and transformed into parkland. Many of the trees throughout the area were planted at this time, and consist almost entirely of native species.

<p>Bowen Crescent Crossing - c.1888+</p> 	<p><i>Description</i></p> <p>Timber gateposts and fencing associated with the railway crossing survive on the west side, with a remnant section of track visible, embedded in the existing road. The signals and gates have been removed.</p> <p>Since the survey the * fence has been demolished as a consequence of a traffic accident and the remnants consigned to the tip.</p>	<p><i>Significance</i></p> <p>Of primary significance.</p> <p><i>Policy</i></p> <p>Retain, conserve and interpret remaining track, gateposts and fencing.</p> <p>Reconstruct the missing fence to match the original opposite as it has interpretative value. (See Chapter 5, 5.2.1)</p>
<p>Bowen Crescent Gatekeeper’s House - c.1890s</p>	<p><i>Description</i></p> <p>This weatherboard former railway cottage (now privately owned) is single-fronted, with a gabled, corrugated,</p>	<p><i>Significance</i></p> <p>The original building is of primary significance.</p> <p>The extension is of no</p>

	<p>galvanized steel clad roof with decorative timber finials.</p> <p>It retains multi-paned timber window and door joinery. An extension has been sympathetically added to the east elevation. The front garden is enclosed by a timber picket fence. In late 2004, part of the fence was severely damaged by a motor accident and has been removed.</p>	<p>heritage significance.</p> <p><i>Policy</i></p> <p>Retain and conserve the original building.</p> <p>Consider painting in original colours.</p> <p>Interpret.</p> <p>(See Chapter 5, 5.2.1)</p>
<p>Former North Carlton Station - 1888</p> 	<p><i>Description</i></p> <p>The Former North Carlton Station is a single-storey, red brick building with a steep gable over the entrance, and a hipped slate clad roof. It features rendered dressings above the window and door openings, and on the gables and two chimneys. It retains original timber casement windows and door case. The interior appears to have been extensively modernized.</p>	<p><i>Significance</i></p> <p>The former station building is of primary significance. The interior of the building has not been assessed.</p> <p><i>Policy</i></p> <p>Retain, conserve and interpret the original station building.</p> <p>(See Chapter 5, 5.2.1)</p>
<p>Bocce Court – c.1990s</p> 	<p><i>Description</i></p> <p>The Bocce court is located on the former North Carlton Station's eastern side. It comprises a series of sand beds enclosed by timber sleepers.</p>	<p><i>Significance</i></p> <p>The Bocce court is an intrusive element and is of no heritage significance.</p> <p><i>Policy</i></p> <p>The Bocce court obscures the original track route and should be relocated.</p> <p>(See Chapter 5, 5.2.4)</p>
<p>Playground - c.1980s</p>	<p><i>Description</i></p> <p>This playground is located on the west side of the Former North Carlton Station and incorporates timber-framed equipment with steel and plastic fittings.</p> <p>The surrounding area is covered with wood chippings, and edged in timber.</p>	<p><i>Significance</i></p> <p>The playground is of no heritage significance.</p> <p><i>Policy</i></p> <p>This playground obscures the original track route, and should be relocated.</p> <p>(See Chapter 5, 5.2.3)</p>

		
<p>Bowen Crescent to Lygon Street</p>  <p><i>Mature White Poplars along Park Street.</i></p>  <p><i>Dominant native tree plantings throughout Hardy-Gallagher Reserve</i></p>	<p><i>Description</i></p> <p>At the eastern end of this section the planting theme of Poplars dominates, with the row of Fastigiata White Poplars (<i>Populus alba</i> 'Pyramidalis') extending along Park Street to the intersection with McIlwraith Street. Two large White Poplars (<i>Populus alba</i>) define the entry to the section at Lygon Street. A row of Lombardy Poplars (<i>Populus nigra</i> 'Italica') is located to the east of the former station building. These include specimens that were replaced in the 1970s.²</p> <p>Other early plantings extant within the area are directly associated with the former station, and include three mature Canary Island Date Palms on the southern (main entry) side of the building, a copse of Privet (<i>Ligustrum ovalifolium</i>) and an old Apple Tree (<i>Malus domestica</i> CV) on the south eastern side. This is most likely associated with the period following the closure of the station in 1948, when the building was leased for residential use.</p> <p>The balance of the reserve is composed almost entirely of native trees planted following the establishment of Hardy-Gallagher Reserve in the 1970s. The major species include various Eucalypts (<i>Eucalyptus</i> spp.) and River She-Oaks (<i>Casuarina cunninghamiana</i>)</p>	<p><i>Significance</i></p> <p>The row of Fastigiata White Poplars along Park Street are of primary significance as part of a major streetscape feature along Park Street through the Carlton North area.</p> <p>The trees contribute to the amenity of the local streetscape, and have direct associations with the Park's prior use as a railway reserve.</p> <p>The three Canary Island Date Palms are of primary significance as original plantings directly associated with the former Carlton North Station.</p> <p>The rows of Lombardy Poplars and White Poplars at the Lygon Street boundary are of contributory significance as mature trees that make a fine contribution to the amenity of the local precinct, and date from the site's prior use as a railway reservation.</p> <p><i>Policy</i></p> <p>Retain and conserve the</p>



Canary Island Date Palms on the southern side of the former North Carlton station.

A single Canary Island Date Palm is located at the very western extent of the study area, but is either a recent planting or self-sown seedling.

row of Fastigiate White Poplars along Park Street, whilst they continue to provide high quality amenity to the precinct. Unfortunately these trees tend to sucker and respond poorly to clearance pruning. A medium to long term goal should be to replace the row with a similar species of more upright forms, such as Simon's Fastigiate Poplar (*Populus simonii* 'Fastigiata'), recognising the changed use of the precinct and problems associated with nearby power line clearances. This will ensure the perpetuation of a row planting along Park Street, and ensure ongoing amenity to the broader streetscape within this section of the study.

Retain and conserve the three mature Canary Island Date Palms near the southern entry to the former station building.



(See Chapter 5, 5.2.1)


3.4.2 Section 2: Lygon Street to Amess Street







Overview

Park Street, from Lygon Street to Amess Street, forms the border of the City of Moreland and City of Yarra Planning Schemes, and falls within the North Carlton Precinct (HO326). This section of the Linear Park Reserve formed part of the line between North Carlton and North Fitzroy Stations. It now includes grassed parkland with native and exotic plantings, shared pathways, remnant railway track, crossings at Rathdowne and Lygon Streets, a playground and public housing.

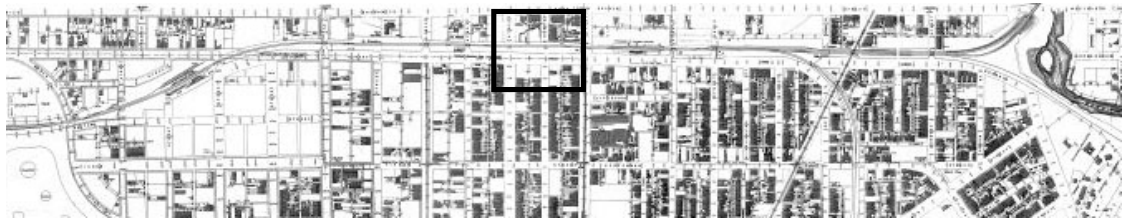
Plantings	Description	Significance
 <p data-bbox="264 1167 762 1218"><i>Mature Fastigiate White Poplars along Park Street.</i></p>	<p data-bbox="794 801 1102 1323">This section is similar in character to the Nicholson Street to Amess Street section, dominated by a mature strata of Poplars planted in the early 20th century. However the quality of these plantings is not as high as that within the adjacent, eastern section, with large gaps in the row of Fastigiate White Poplars (<i>Populus alba</i> 'Pyramidalis') along Park Street, and copses of White Poplar suckers growing in various places throughout the area.</p>	<p data-bbox="1134 801 1402 1144">The row of Fastigiate White Poplars along Park Street is of primary significance as early plantings associated with the railway reservation, and in their contribution to the broader streetscape, albeit as a partially intact row.</p>
 <p data-bbox="264 1621 528 1650"><i>Native landscaped area.</i></p>	<p data-bbox="794 1346 1102 1727">This section has a far more open character, though recent plantings of native trees have been introduced, but are yet to attain mature proportions. A small, semi-natural vegetation area has been established adjacent to the entry to the school, which contrasts sharply with the large, exotic trees that tend to dominate this precinct.</p>	<p data-bbox="1134 1167 1402 1317">The other Poplars within the area are not considered to be of significance as most are sucker growth.</p> <p data-bbox="1134 1339 1214 1368"><i>Policy</i></p> <p data-bbox="1134 1384 1402 1960">Retain and conserve the row of Fastigiate White Poplars along Park Street, whilst they continue to provide high quality amenity to the precinct. Unfortunately these trees tend to sucker and respond poorly to clearance pruning. A medium to long term goal should be to replace the row with a similar species of more upright forms, such as Simon's Fastigiate Poplar (<i>Populus simonii</i> 'Fastigiata'), recognising the</p>

		<p>changed use of the precinct and problems associated with nearby power line clearances. This will ensure the perpetuation of a row planting along Park Street, and ensure ongoing amenity to the broader streetscape within this section of the study.</p> <p>(See Chapter 5, 5.2.1)</p>
<p>Footbridge - c.1980s</p> 	<p><i>Description</i></p> <p>Spanning a stormwater drainage channel, this timber footbridge features a slatted timber balustrade and timber handrails.</p>	<p><i>Significance</i></p> <p>Of no heritage significance.</p> <p><i>Policy</i></p> <p>Retain or demolish as required. Any replacement should be specifically designed in sympathy with its location.</p> <p>(See Chapter 5, 5.2.3)</p>

<p>Playground - c.1980s</p> 	<p><i>Description</i></p> <p>This playground equipment includes ladders, a slide and rocking horse, constructed of steel and timber framing, with plastic fittings.</p> <p>The ground is covered with wood chippings, and enclosed with timber edging.</p>	<p><i>Significance</i></p> <p>Of no heritage significance.</p> <p><i>Policy</i></p> <p>Retain or demolish as required.</p> <p>(See Chapter 5, 5.2.3)</p>
<p>Row Houses - c.1980s</p> 	<p><i>Description</i></p> <p>The row houses are orange and red brick attached dwellings with gabled, corrugated steel clad roofs.</p>	<p><i>Significance</i></p> <p>Although designed in a style and form sympathetic to the surrounding urban fabric, these houses are modern in origin and are of no heritage significance.</p> <p><i>Policy</i></p> <p>Retain or demolish as required.</p> <p>(See Chapter 5, 5.2.3)</p>
<p>Lygon Street Crossing - 1888+</p> 	<p><i>Description</i></p> <p>The only remaining element of the original railway crossing is a section of track embedded in the road.</p>	<p><i>Significance</i></p> <p>The track is of primary significance.</p> <p><i>Policy</i></p> <p>The track should be retained, kept visible and interpreted.</p> <p>(See Chapter 5, 5.2.1)</p>

<p>Rathdowne Street Crossing - 1888+</p> 	<p><i>Description</i></p> <p>The only remaining element of the original railway crossing is a section of track embedded in the road.</p>	<p><i>Significance</i></p> <p>The track is of primary significance.</p> <p><i>Policy</i></p> <p>The track should be retained, kept visible and interpreted.</p> <p>(See Chapter 5, 5.2.1)</p>
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3.4.3 Section 3: Amess Street to Nicholson Street





Overview

Park Street, from Amess Street to Nicholson Street, forms the border of the City of Moreland and City of Yarra Planning Schemes, and falls within the North Carlton Precinct (HO326). This section of the Linear Park Reserve formed part of the line between North Carlton and North Fitzroy Stations. It now includes a shared pathway, native and exotic vegetation, remnant crossings and track at Amess Street, a Video Ezy shop and an electrical substation.

A notable soft landscaping feature is a double row of mature White Poplars along the Park Street frontage. This can be clearly seen in a photograph dated 1958, with rough turf discernable around the railway lines.

Plantings	Description	Significance
 <p data-bbox="264 1346 775 1402">View of the double row of Poplars along Park Street.</p>	<p data-bbox="847 927 1107 1778">This rather narrow section of the Linear Park Reserve features one of the few cohesive group plantings within the study area. An almost continuous row of White Fastigate Poplar (<i>Populus alba</i> 'Pyramidalis') is planted along the street boundary and forms a striking feature in the landscape. A second row of Lombardy Poplars (<i>Populus nigra</i> 'Italica') runs through the centre of the area. A few gaps towards the western end of the Lombardy Poplar row have been replanted with Eucalypts. The fastigate forms of both these species allows for good clearance from power lines, which run through the centre of the site.</p> <p data-bbox="847 1800 1107 1944">A mature Canary Island Date Palm (<i>Phoenix canariensis</i>) is located adjacent to Nicholson Street.</p> <p data-bbox="847 1966 1107 1986">The double row</p>	<p data-bbox="1134 927 1402 1458">The double row of Poplars is of primary significance, as early plantings associated with the site's use as a railway reservation, and in their considerable impact to the adjoining streetscape. They continue the formality of the adjacent median planting in Canning Street, making a considerable contribution to the heritage character and general amenity of the precinct.</p> <p data-bbox="1134 1480 1209 1512"><i>Policy</i></p> <p data-bbox="1134 1525 1402 1697">Retain and conserve the double row planting of Poplars, replacing missing sections particularly towards the western end.</p> <p data-bbox="1134 1720 1402 1986">A replacement strategy, when the row enters senescence, is to replace the Lombardy Poplar row with a taxa of similar form, but of non-suckering tendency, such as</p>

	provides the main street tree focus along this section of Park Street, and has a strong relationship with the central Palm and Poplar median plantation of Canning Street, which runs perpendicular to this section.	Fastigate Oak (<i>Quercus robur</i> 'Fastigata'), and record this species substitution. (See Chapter 5, 5.2.1)
<p>Video Ezy - c.1970s</p> 	<p>Description</p> <p>Facing onto Nicholson Street, this single storey shop is of painted brick with glazing across the principal elevation and a flat roof.</p> <p>This building is on Crown Land owned by the City of Moreland and falls within the scope of the City of Moreland Planning Scheme.</p>	<p>Significance</p> <p>Of no heritage significance.</p> <p>Policy</p> <p>This is an intrusive element which obscures the alignment of the original route and should be demolished.</p> <p>(See Chapter 5, 5.2.4)</p>
<p>Substation – c.1960s</p> 	<p>Description</p> <p>Rectangular in plan, this substation is constructed of precast concrete slabs with a pebble-mix finish. It has a flat metal tray deck roof.</p>	<p>Significance</p> <p>Of no heritage significance.</p> <p>Policy</p> <p>Retain or demolish as required.</p> <p>(See Chapter 5, 5.2.3)</p>
<p>Amess Street Crossing - 1888+</p>	<p>Description</p> <p>The only early element remaining at this crossing is the railway track, embedded in the asphalted surface of the road.</p> <p>The original crossing gates and fencing have been removed.</p>	<p>Significance</p> <p>Of primary significance.</p> <p>Policy</p> <p>The track should be retained, kept visible and interpreted.</p> <p>(See Chapter 5, 5.2.1)</p>



3.4.4 Section 4: Nicholson Street to Brunswick Street North






Overview



Park Street, between Nicholson Street and Brunswick Street North, is contained within the City of Yarra Planning Scheme, and falls within the North Fitzroy Precinct (HO327). This section of the Linear Park Reserve was the site of the former North Fitzroy Station, demolished during the c.1960s. It contains a shared pathway, remnant section of track, and crossing at Nicholson Street, picnic area with associated furniture as well the station remnants. A paved seating area, the former North Fitzroy Electric Railway Substation and Rae Street crossing are also located within this section.

Amongst the station remnants are Peppercorn trees (*Schinus molle*) and poplars. Photographs of the station, likely to date from the mid 20th century show the Peppercorn Trees well established at both platforms. Peppercorn trees were a commonly planted species around railway stations throughout Victoria. A nearby local example is at Clifton Hill station.

A few other trees were planted in the early to mid-20th century throughout this area, and include several Poplars (*Populus aurea*) and an Elm (*Ulmus procera*) near Nicholson Street. It is likely these were planted as street trees along the former, broader alignment of Park Street. An old lightwood (*Acacia implexa*) is located in the area between Rae Street and Brunswick Street North.

With the construction of public housing on the northern part of the former station site c.1980s, most of the Pepper Trees were removed from the northern platform, with some smaller specimens moved into the remnant row of the former southern platform.³ As to the east, Park Street was narrowed and Plane Trees (*Platanus x acerifolius*) were planted on the southern side of the parkland, close to the kerb. Generally, these have performed poorly. A recent addition to the area has been the planting of new Pepper Trees to the west of the old station site, in the alignment of the old row.

<p>Nicholson Street Crossing - 1888+</p> 	<p><i>Description</i></p> <p>Gateposts, and fragments of early fencing remain on both sides of the crossing.</p> <p>Some of the track across Nicholson Street is visible, embedded in the roadway.</p>	<p><i>Significance</i></p> <p>Of primary significance.</p> <p><i>Policy</i></p> <p>Retain and conserve remaining track, gateposts and fencing.</p> <p>Reconstruct fencing where lacking and where practical given existing conditions.</p> <p>Interpret.</p> <p>(See Chapter 5, 5.2.1)</p>
<p>North Fitzroy (Nicholson Street) Station Remnants - 1888+</p> 	<p><i>Description</i></p> <p>Remaining evidence of the former North Fitzroy (Nicholson Street) Railway Station consist of a long mound marking the site of the building and its associated platform. Some bluestone footings are visible.</p>	<p><i>Significance</i></p> <p>Of contributory significance.</p> <p><i>Policy</i></p> <p>Retain, conserve and interpret.</p> <p>(See Chapter 5, 5.2.1)</p>
<p>Picnic Area - c.1980s</p> 	<p><i>Description</i></p> <p>This area contains modern park furniture including a picnic table, seat, rubbish bin and barbecue.</p>	<p><i>Significance</i></p> <p>Of no heritage significance.</p> <p><i>Policy</i></p> <p>Retain or demolish as required.</p> <p>(See Chapter 5, 5.2.3)</p>

<p>Paved Seating Area - c.1980s</p> 	<p><i>Description</i></p> <p>This circular seating area is surfaced with red brick paving, and contains a pair of modern steel-framed timber slatted seats.</p>	<p><i>Significance</i></p> <p>Of no heritage significance.</p> <p><i>Policy</i></p> <p>Retain or remove as required. (See Chapter 5, 5.2.3)</p>
<p>North Fitzroy Electric Railway Substation - c.1912-5</p> 	<p><i>Description</i></p> <p>The North Fitzroy Electric Substation was one of a number of substations built as part of the electrification of Melbourne's rail system from 1912.</p> <p>The building is a prominent red brick and rendered Renaissance-style and is a striking landmark in the area. It is of historical significance as a substantial remnant of the Victorian Railways infrastructure required for the electrification of Melbourne's railways.</p> <p>The substation is now the Casa Elde Vaccari, owned by the Vaccari Foundation as an aged care facility for Italians.</p> <p>The Substation is identified as HO214 in the Schedule to the City of Yarra Planning Scheme and is included on the Victorian Heritage Register as H939.</p>	<p><i>Significance</i></p> <p>Of primary significance.</p> <p><i>Policy</i></p> <p>Retain, maintain and interpret. (See Chapter 5, 5.2.1)</p>

<p>Concrete Base - 20th Century</p> 	<p><i>Description</i></p> <p>Concrete base from signal gantry near Hope and Rae Streets.</p>	<p><i>Significance</i></p> <p>Of primary significance.</p> <p><i>Policy</i></p> <p>Retain and conserve concrete base from signal gantry.</p> <p>The concrete base should be kept visible and interpreted as a remnant of the former North Fitzroy Station.</p> <p>(See Chapter 5, 5.2.1)</p>
<p>Rae Street Crossing - 1888+</p> 	<p><i>Description</i></p> <p>Surviving elements from the original railway crossing consist of timber gateposts on both sides of the road, and a section of track embedded in the road.</p>	<p><i>Significance</i></p> <p>Of primary significance.</p> <p><i>Policy</i></p> <p>Retain and conserve remaining track, gateposts and fencing fabric and reconstruct missing fencing.</p> <p>The track should be kept visible.</p> <p>Interpret these elements.</p> <p>(See Chapter 5, 5.2.1)</p>
<p>Plantings</p>  <p><i>Remnant Pepper Trees at the former south platform.</i></p>	<p><i>Description</i></p> <p>The focal point of this section is the mounded form of the platform of North Fitzroy Station, featuring a row of mature Pepper Trees.</p> <p>A few other mature exotic trees associated with the early use of the area are scattered throughout, however some of these, such as the Poplars (<i>Populus</i> sp.) are senescent and at the end of their amenity life.</p> <p>The older layer of predominantly exotic trees has been augmented by plantings of native trees over the past two decades, some of which are assuming mature proportions,</p>	<p><i>Significance</i></p> <p>The Pepper Trees are of primary significance as remnant plantings directly associated with the former North Fitzroy Station. Their placement assists in the interpretation of the area as a former railway station.</p> <p><i>Policy</i></p> <p>Retain and maintain the row of Pepper Trees along the former station platform. Some thinning of seedlings may be required to ensure their long-term amenity to the Linear Park Reserve.</p> <p>Ensure a buffer is maintained between the remnant significant</p>



Poorly performing Plane trees planted along Park Street.

and the rather forlorn row of juvenile Plane Trees planted along the Park Street boundary. They were reportedly in the road before it was narrowed.

Pepper Trees and any new plantings within this section to ensure they can be easily interpreted as elements of the former station and are not obscured by new plantings. Consider including in the Heritage Overlay or otherwise Planning Scheme protection. (See Chapter 5, 5.2.1)

3.4.5 Section 5: Brunswick Street North to St Georges Road



Overview


Park Street, between Brunswick Street North and St Georges Road, is contained within the City of Yarra Planning Scheme, and falls within the North Fitzroy Precinct (HO327).

By the mid-twentieth century a siding and silos (now demolished) had been constructed adjacent to Railway Street within sight of the electric substation. Also included in this section is the continuation of the shared pathway, fragments of track, park furniture and the Brunswick Street crossing. Historic photographs of this area taken in the 1970s, show the sidings in close proximity to the silos, and the industrial character of the landscape between St Georges Road and Brunswick Street North.

The area around the Fire Station in St Georges Road, sited between the main line and freight branch line, was planted with a number of specimen trees, presumably to provide screening to this desolate area. Mature trees in the precinct directly around the Fire Station date from the early 20th century. These include two Desert Ash (*Fraxinus oxycarpa*) and a Plane Tree (*Platanus x acerifolius*) on the south side of the former Fire Station building, along the alignment of the freight branch line. An Elm (*Ulmus procera*), Canary Island Date Palm (*Phoenix canariensis*) and Holm Oak (*Quercus ilex*) were planted to the north of the Fire Station.

Extensive plantings have been undertaken by the Fitzroy City Council throughout the central and western sections of this area following the conversion of land from railway to parkland. These are characterized by extensive areas of turf punctuated by a multitude of beds densely planted with native species, of which Eucalypts and Acacias are the dominant species.

With the narrowing of Park Street, Plane Trees (*Platanus x acerifolius*) were planted along the southern side of the park. It has been suggested that the road surface was not properly removed when the street was narrowed, and the Plane Trees have been planted within the compacted road base, if not on the covered asphalt surface.⁴ The poor performance of these trees suggests this might indeed be the case.

Plantings	<i>Description</i>	<i>Significance</i>
 <p data-bbox="268 1868 730 1899"><i>Native garden bed plantations within turf</i></p>	<p data-bbox="850 1487 1094 1720">This section is characterized by three distinct zones. To the east, the former Fire Station precinct is dominated by a mature collection of exotic trees.</p> <p data-bbox="850 1738 1094 1968">The central section, extending to Brunswick Street North, features extensive beds planted with native trees and shrubs, and has a far more enclosed quality</p>	<p data-bbox="1134 1487 1394 1921">The mature exotic plantings in the former Fire Station precinct are of primary significance as remnants from the period when the area was utilized for railway uses. The row of three mature trees on the south side of the former Fire Station illustrates the alignment of the freight branch line.</p>



Well-established exotic trees adjacent to the former Fire Station building. The path marks the alignment of the freight branch line to Edinburgh Gardens.



Semi-derelict Office of Housing land with remnant railway lines visible.

than other sections of the Linear Park Reserve.

Weed control is an issue in this zone, with many beds in poor condition and overgrown with weeds. This is compounded by the layout and small size of the beds within expanses of mown turf, which makes maintenance difficult.

An aged River Red Gum (*Eucalyptus camaldulensis*), located near the corner of Brunswick Street North, is a remnant from the early railway use of the area. Further assessment is required to ascertain whether it is likely to be a remnant indigenous tree.

The third zone in this section is the former railway sidings and silo site along the northern, Railway Street frontage. This area, owned by the Office of Housing, has a wasteland appearance, and is used as a storage area for mulch and scattered with partially obscured sections of railway line.

The River Red Gum is also of primary significance as an early planting associated with the railway use of the area, and indeed may predate the railway itself.

Surviving sections of track are of primary significance.

Policy




Retain and manage the mature exotic trees in the former Fire Station precinct, retaining the open and traditional park-like setting on the St Georges Road boundary.

Undertake a detailed assessment of the River Red Gum to ascertain its likely origin.

Undertake significant revision to the native garden beds in this area, including amalgamation of smaller beds to ease maintenance, removal of mid-level screening to improve view lines and security, and implementation of a more intensive weed control programme.

Assess the stability and root zone conditions of the juvenile Plane Trees planted along Park Street.

Retain track, its visibility and interpret. Consider including in the Heritage Overlay or otherwise Planning Scheme protection.

<p>Brunswick Street North Crossing - c.1888+</p> 	<p><i>Description</i></p> <p>The only surviving element from the original railway crossing is a section of track embedded in the road.</p> <p>The original crossing gates and fencing have been removed.</p>	<p><i>Significance</i></p> <p>Of primary significance.</p> <p><i>Policy</i></p> <p>The track should be retained, kept visible and interpreted.</p> <p>(See Chapter 5, 5.2.1)</p>
<p>Asphalt Bike and Walking Track - c.1980s</p> 	<p><i>Description</i></p> <p>This asphalt bike and walking track extends the full length of the survey area of the reserve.</p>	<p><i>Significance</i></p> <p>Of no heritage significance.</p> <p><i>Policy</i></p> <p>Retain or remove as required.</p> <p>(See Chapter 5, 5.2.3)</p>
<p>Park Furniture - c.1980s</p> 	<p><i>Description</i></p> <p>This grouping of park furniture consists of a seat, timber shelter, drinking fountain and a carved log sculpture.</p> <p>The seat is of cast iron, and of a standard design used elsewhere in the reserve (see element 6).</p> <p>The shelter is rustic in character, consisting of a pitched shingle-clad awning supported in timber posts.</p> <p>The drinking fountain is mounted on a base constructed of mortared bluestone pitchers.</p>	<p><i>Significance</i></p> <p>Of no heritage significance.</p> <p><i>Policy</i></p> <p>Retain or remove as required. Preferably retain the seats.</p> <p>(See Chapter 5, 5.2.3)</p>

	<p>The sculpture comprises a section of log with the form of a lizard carved in cameo on the upper surface.</p>	
		



3.4.6 Section 6: St Georges Road to Bennett Street








Overview

St Georges Road to Bennett Street is contained within the City of Yarra Planning Scheme, and falls within the North Fitzroy Precinct (HO327). Much of the development within this area has been undertaken in recent years to transform it into a recreational area. Features of this section include the St Georges Road crossing and substation, electric supply stanchions, a basketball area, playground, park seating and picnic area.

A number of mature exotic trees throughout the area, such as Plane Trees (*Platanus x acerifolius*) and Desert Ash (*Fraxinus oxycarpa*) appear to date from the mid 20th century, based on canopy spread and trunk girth. A single mature Lombardy Poplar (*Populus nigra* 'Italica') is located near St Georges Road.

<p>Sub Station - c.1910 – 1920s</p> 	<p><i>Description</i></p> <p>This substation is a small picturesque, rendered brick building, rectangular in plan. The pitched roof has broad overhanging timber lined eaves, and is clad with square, diagonally-laid cement tiles with galvanised steel flashing, surmounted by a raised, sheet steel clad lantern. The doors are not original.</p>	<p><i>Significance</i></p> <p>Of primary significance.</p> <p><i>Policy</i></p> <p>Retain and conserve.</p> <p>(See Chapter 5, 5.2.1)</p>
<p>St Georges Road Crossing - 1888+</p> 	<p><i>Description</i></p> <p>Apart from the nearby substation, there is no surviving evidence of any early structure associated with the railway crossing at this site.</p> <p>Two lengths of railway track are mounted as posts on the west side of the crossing, and may mark the former location of the track.</p>	<p><i>Significance</i></p> <p>Other than the substation, no existing elements are considered to be of significance.</p> <p><i>Policy</i></p> <p>Redevelop or modify existing fabric as required. Consider relaying the track as per original and interpret.</p> <p>(See Chapter 5, 5.2.3)</p>
<p>Plantings</p>	<p><i>Description</i></p> <p>This section of the Linear Park is quite open, and is characterized by predominantly mature exotic trees and areas of open turf. These trees, particularly the Planes along Park Street, complement the</p>	<p><i>Significance</i></p> <p>The mature exotic trees within the section are of primary significance because of their contribution to the heritage character of the precinct, in association</p>

 <p><i>Poorly pruned trees beneath powerlines in Bennett Street</i></p>  <p><i>View of the open parkland area to the children's playground.</i></p>  <p><i>Mature Plane trees along Park Street.</i></p>	<p>mature Elms (<i>Ulmus procera</i>) on the southern side of the street. Two children's playgrounds are located towards the middle of the area. The northern boundary line has been planted with dense beds of native grasses and forbs.</p> <p>A group of Lemon Scented Gums (<i>Corymbia citriodora</i>) planted beneath power lines on the corner of Bennett Street have been severely pruned, destroying their natural form. These trees are structurally unsound and are a blight to the streetscape.</p> <p>A collection of exotic and native species has been recently planted throughout the area.</p>	<p>with the nearby mature elms.</p> <p><i>Policy</i></p> <p>Maintain the mature Plane Trees on the Park Street frontage.</p> <p>Remove the group of Lemon Scented Gums from beneath the power lines at the corner of Bennett Street.</p> <p>Replacements should allow for clear views at eye level for pedestrians and cyclists crossing at this point.</p> <p>(See Chapter 5, 5.2.1)</p>
<p>Playground/ Picnic Area - c.1980s</p> 	<p><i>Description</i></p> <p>These facilities comprise two playgrounds flanking a central picnic area. The playgrounds contain modern steel and plastic-framed equipment including swings, a slide, and ladders. They are located in areas enclosed by steel fencing, and surfaced with wood-chips.</p> <p>The picnic area consists of a</p>	<p><i>Significance</i></p> <p>Of no heritage significance.</p> <p><i>Policy</i></p> <p>Retain or demolish as required.</p> <p>(See Chapter 5, 5.2.3)</p>

	<p>pair of pine tables and a barbecue constructed of bluestone pitchers.</p>	
<p>Basketball Area - c.1980s</p> 	<p><i>Description</i></p> <p>The basketball area consists of a basketball hoop mounted on a steel pole, set within a rectangular area of asphalt.</p>	<p><i>Significance</i></p> <p>Of no heritage significance.</p> <p><i>Policy</i></p> <p>Retain or remove as required. (See Chapter 5, 5.2.3)</p>
<p>Cast Iron Park Seats - c.1980s</p> 	<p><i>Description</i></p> <p>Constructed of a cast iron frame with timber slats, these reproduction style seats have been installed at various locations along the length of the route.</p>	<p><i>Significance</i></p> <p>Of no heritage significance.</p> <p><i>Policy</i></p> <p>While of recent origin, these seats are stylistically compatible with the remaining nineteenth century elements and urban character along the route. Preferably retain.</p>
<p>Electric Supply Stanchions - c.1900+</p> 	<p><i>Description</i></p> <p>Stanchions were required for the electrification of the track, and the frames were built in steel and timber. Both types of stanchions still remain in this section and are still in use.</p>	<p><i>Significance</i></p> <p>Of primary significance.</p> <p><i>Policy</i></p> <p>Retain and maintain. (See Chapter 5, 5.2.1)</p>


3.4.7 Section 7: Branch Line, St Georges Road to Alfred Crescent



Overview

St Georges Road to Alfred Crescent is contained within the City of Yarra Planning Scheme, and falls within the North Fitzroy Precinct (HO327). The branch line which deviated from the main passenger line near Best Street originally terminated on the North Side of Queens Parade, at Fitzroy Station. It was intended to service the needs of spectators attending football matches at the nearby Brunswick Street oval. However passenger services were short-lived, and the passenger line closed in May 1892. From this period until 1981, the branch line served as a goods route to various industries and depots and silos clustered around the Edinburgh Gardens goods yard.

Following the closure of this section, and with it the need for the Inner Circle railway, plans were developed to create a Linear Park Reserve along the branch line, linking with the main Linear Park Reserve to be developed on the old main railway reservation. These plans were implemented in 1992-3. Features include raised planter beds, and the Mark Street Crossing remnant tracks.

Branch Line, St Georges Road to Alfred Crescent	<i>Description</i>	<i>Significance</i>
 <p data-bbox="300 1473 799 1536"><i>Raised planter beds at the southern end of the study area, opposite Edinburgh Gardens.</i></p>  <p data-bbox="300 1899 799 1984"><i>Former railway picket fence and established native trees along Mark Street, near Scotchmer Street.</i></p>	<p data-bbox="831 1093 1141 1827">The former branch line section is now a narrow linear path, quite different in character to the remainder of the former Linear Park Reserve. As it was only a single line, the space is quite narrow, and along much of its length the adjacent streetscape consists of rear lane accesses or faces the rear yards of adjacent housing. The narrow site appears to have allowed little room for screening plantings to be established along this route. With the exception of a row of native trees and shrubs along the Mark Street boundary, the size of these specimens suggests they were planted towards the end of the life of the branch line, or soon after its closure.</p> <p data-bbox="831 1843 1141 1935">At the southern end of the area at the Alfred Crescent entry, garden beds have</p>	<p data-bbox="1176 1093 1428 1357">There are no soft landscape elements which are considered to be of significance within this area. The raised planter beds are not significant. The picket fences are of primary significance.</p> <p data-bbox="1176 1373 1294 1406"><i>Policy</i></p> <p data-bbox="1176 1422 1428 1805">Future plantings should attempt to enhance the linearity of the space and not obscure its interpretation as a section of the former Inner Circle Railway or its relationship with the continuation of the former rail line path into the adjacent Edinburgh Gardens.</p> <p data-bbox="1176 1821 1428 1957">Replace missing pickets on the fence and generally undertake repairs. Maintain. (See</p>

	<p>been established in raised basalt planters, creating an informal seating area and defining point to the entry. These are planted with predominantly exotic herbaceous species. Recent plantings of native trees and shrubs have been undertaken throughout the area.</p> <p>A picket former railway fence and native trees mark the section along Mark Street and Schotchmer Street.</p>	<p>Chapter 5, 5.2.3)</p>
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3.4.8 Section 8: Bennett Street to Thomas Kidney Reserve, Rushall Crescent







Overview



Bennett Street to Thomas Kidney Reserve, Rushall Crescent is contained within the City of Yarra Planning Scheme, and falls within the North Fitzroy Precinct (HO327). The original alignment of the railway line extended eastwards from North Fitzroy Station and curved near the Merri Creek at Rushall Crescent to join with the Alphington and Heidelberg line at Clifton Hill.

The nearby Rushall Station did not open until the 1920s. A junction in the line to the north was created in 1889, and a signal box was located in the centre of the triangular track configuration. The junction was known as the Northcote loop, and still retains its alignment and several stanchions. With the termination of railway services, the triangular space left at the former three-way junction and adjacent (former) railway land to the west was appropriated for public open space, and named Thomas Kidney Reserve.

A design for this area of the Linear Park Reserve, prepared in 1986-7, proposed a feature mound with views across the surrounding neighbourhood, a dominant tree strata under planted with native grasses and a dry creek bed feature. These proposals have been substantially implemented in the eastern section of the Reserve. Existing features include the electric supply stanchions, Bennett Street crossing and mound.

<p>Mound - c.1990s</p> 	<p><i>Description</i></p> <p>This substantial graded earth mound is landscaped, and intersected by walking tracks. It may contain contaminated soil.</p>	<p><i>Significance</i></p> <p>Whilst the mound and associated plantation offers an effective and pleasing landscape treatment for this area, it is not considered to be of heritage significance and in any event confuses the remaining evidence of the former railway line.</p> <p><i>Policy</i></p> <p>While probably costly, consideration should be given to removing the mound for heritage reasons. Its presence confuses the flat route of the original track. If retained, it should be interpreted.</p> <p>(See Chapter 5, 5.2.3)</p>
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<p>Bennett Street Crossing - 1888+</p> 	<p><i>Description</i></p> <p>Other than the electric supply stanchions, all early elements associated with the crossing, including gateposts, gates and fencing have been removed.</p> <p>The track in this section has been either removed or concealed beneath the road surface.</p>	<p><i>Significance</i></p> <p>No existing elements are considered to be of significance other than for the stanchions.</p> <p><i>Policy</i></p> <p>Redevelop or modify existing fabric as required. Retain, maintain and interpret the stanchions. Retain any sub-surface track which exists in situ.</p> <p>(See Chapter 5, 5.2.3)</p>
<p>Electric Supply Stanchions - 1900s+</p> 	<p><i>Description</i></p> <p>Wrought iron electric supply stanchions and timber electricity poles around periphery of the former 3-way track island now partly occupied by a community garden.</p>	<p><i>Significance</i></p> <p>Of primary significance.</p> <p><i>Policy</i></p> <p>Retain, maintain and interpret the stanchions.</p> <p>(See Chapter 5, 5.2.1)</p>
<p>Plantings</p>  <p><i>View from the east towards Desert Ash row along Park Street and landscaped mound.</i></p>	<p><i>Description</i></p> <p>The Thomas Kidney Reserve is dominated by the recently constructed mound and native woodland plantation. The contrived naturalistic plantings of the mound are dominated by a dense cover of native grasses with emergent Eucalypts (<i>Eucalyptus</i> spp.) and some Acacias (<i>Acacia</i> spp.). A gravel path winds to the peak of the mound with good views afforded to the east across the railway line to nearby Merri Creek parkland and also towards the city. A community garden is located immediately to the north east of the mound.</p> <p>The very eastern section, adjacent to Batson Reserve, is an open turfed section with a clear view through to the</p>	<p><i>Significance</i></p> <p>The row of Desert Ash is of contributory significance as a relatively mature street tree planting which contributes to the character of the broader streetscape, and forms an effective link between the informal contrived naturalism of Thomas Kidney Reserve, and the formality of the adjacent plantings within Batson Reserve.</p> <p><i>Policy</i></p> <p>Develop the open, east of Thomas Kidney Reserve with native plantings to provide mid-level screening to</p>

 <p><i>Open area at far eastern section of site with view to Epping railway line</i></p>	<p>railway line and its associated weedy flora.</p> <p>The Park Street frontage is bordered by a broad turfed verge planted with a regular row of mature Desert Ash (<i>Fraxinus oxycarpa</i>). Gaps exist in this row towards the Bennet Street intersection.</p> <p>The western section of this zone is more open, with turfed banks and juvenile plantings of native trees. Some of these have been poorly positioned beneath high voltage power lines and will prove a maintenance problem in the near future.</p>	<p>the adjacent railway line.</p> <p>Maintain the row of Desert Ash along the Park Street frontage in the short to medium term. These are, however, a weedy species, and the row should eventually be replaced with a tree of similar form, such as <i>Fraxinus griffithii</i>, to ensure the perpetuation of the row and its contribution to the heritage character of the surrounding precinct. Assess and possibly remove poorly located native trees planted beneath power lines in the western section of the area.</p> <p>(See Chapter 5, 5.2.2)</p>
<p>Community Garden</p> 	<p><i>Description</i></p> <p>The community gardens were established in the former Northcote Loop Junction and provides the gardening experience for a large number of local residents unable to enjoy a garden in their own living environment and as such is valued by the local community.</p>	<p><i>Significance</i></p> <p>The community garden is of no heritage significance.</p> <p><i>Policy</i></p> <p>Maintain paths, garden beds and fencing as required.</p>

4.0 ANALYSIS AND ASSESSMENT OF SIGNIFICANCE

4.1 Assessment Criteria and Methodology

The significance of the former Inner Circle Railway Linear Reserve has been assessed against the criteria used by the Australian Heritage Council and that used by the Victorian Heritage Council as both criteria are accepted as a basis for assessing significance at the local level. In assessing significance, the methodology used by Dr Jim Kerr has been referenced.¹

4.2 Associational Links and Historical Significance

4.2.1 Sir Thomas Bent

Infamous politician and land speculator, Sir Thomas Bent (1838-1909), rose to fame during the land boom of the 1880s both for his speculation and his instigation of the *Railway Construction Act* (No. 821), better known as the ‘Octopus’ Act of 1884. This Act enabled the building of sixty five separate railway lines including, the Inner and Outer Circle lines. The Outer Circle line was impractical in its route, the journey taking four hours to reach its final destination. The line operated only from 1888 to 1892. However, the Inner Circle remained functional until 1948 when passenger services were withdrawn. The Inner Circle operated briefly again during the Melbourne Olympic Games of 1956 to transport passengers from the city via Royal Park to the Carlton football oval. The branch line into the Edinburgh Gardens remained open as a goods service until the 1980s.

4.2.2 Communities Insist on the Use of Public Land for the Local Community

Section 9 of the Railway Construction Act (No. 821 granted the government power to acquire land for railway use.² The land was owned by the Victorian Railways until 1990 when it was surrendered to the Crown.³ The land on which the Inner Circle Railway Line was constructed in Carlton has long been part of the local community. This fact was clearly demonstrated in the 1970s when the Victorian Railways land was earmarked for lease to private enterprise. The proposal was met with community outrage, and following local protest, the decision was rescinded. The parcel of land was subsequently renamed the Hardy-Gallagher Reserve to commemorate the work done by Councillor Hardy and Norm Gallagher in their fight to retain the land as public space.

4.3 Formal and Aesthetic Qualities

The route of the Inner Circle Line remains largely unobstructed by later elements and runs almost its entire length as a linear park. Railway platforms and stations were constructed at Park Street, North Carlton and Park Street, North Fitzroy while benches, gates, signals, stanchions and other infrastructure were constructed variously along the line. A gatekeeper’s cottage remains at Bowen Crescent. In addition, there remain numerous trees which have direct associations with the line and which reinforce its landscape setting. Collectively they formed, and to a degree still do form, distinct elements in the urban landscape which clearly demonstrate the presence and the former operation of a railway line.

The stations are of a standard design built by the Victorian Railways and known as the Maldon group, after the station of similar design in Maldon. The former North Carlton Railway Station remains one of only a handful of similar railway stations built in this style. Surviving examples of the Maldon design include Jewell, Brunswick, Moreland, Coburg and Clifton Hill.⁴ Many of these are included in the *Victorian Heritage Register* as H1573, Clifton Hill

(H1668) and Essendon (H1562) and the Heritage Overlay to the relevant local planning scheme as is Maldon.

4.5 Statement of Significance

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

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

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

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

The Inner Circle Railway Linear Reserve Park and its heritage elements are of significance at the local level.

4.6 Applicable Criteria

HV A The historical importance, association with or relationship to Victoria's history of the place or object.

e.g. the former Inner Circle Line is demonstrative of the spread of urban development in the suburbs of North Carlton and North Fitzroy. Built during the land boom of the 1880s, the presence of a railway line to connect local residents to the nearby Clifton Hill and Whittlesea lines, enabled greater mobility via an emerging rail network.

AHC A3 Importance in exhibiting unusual richness or diversity of cultural landscapes or features.

Not Applicable

AHC A4 Importance for association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of Victoria.

Not Applicable

AHC H1 Importance for close associations with individuals whose activities have been significant within the history of Victoria.

Not Applicable

HV B The importance of a place or object in demonstrating rarity or uniqueness.

Not Applicable.

AHC B2 Importance in demonstrating a distinctive way of life, custom, process, land use, function or design no longer practised, in danger of being lost, or of exceptional interest.

Not Applicable.

HV C The place or object's potential to educate, illustrate or provide further scientific investigation in relation to Victoria's cultural heritage.

Not Applicable.

AHC C2 Importance for information contributing to a wider understanding of the history of human occupation in Victoria.

Not Applicable.

HV D The importance of a place or object in exhibiting the principal characteristics or the representative nature of a place or object as a part of a class or type of places or objects.

Not Applicable.

AHC D2 Importance in demonstrating the principal characteristics of the range of human activities in the Victorian environment (including way of life, custom, process, land-use, function, design or technique).

HV E The importance of the place or object in exhibiting good design or aesthetic characteristics and/or in exhibiting a richness, diversity or unusual integration of features.

e.g. the former railway stations at North Carlton and North Fitzroy, built by the Victorian Railways in the style of the Maldon railway station, exhibit the rich aesthetic of the late nineteenth century railway architecture.

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

Not Applicable.

HV F The importance of the place or object in demonstrating or being associated with scientific or technical innovations or achievements.

Not Applicable.

AHC F1 Importance for its technical, creative, design or artistic excellence, innovation or achievement.

Not Applicable.

HV G The importance of the place of object in demonstrating social or cultural associations.

e.g. the former Inner Circle Railway Linear Reserve is of social and cultural significance as a community resource instigated by the local government to facilitate the use by communities of public land. Since the inception of the Linear Reserve, the land has been utilised by a range of social and cultural groups within the City of Yarra.

AHC G1 Importance as a place highly valued by a community for reasons of religious, spiritual, symbolic, cultural, education, educational, or social associations.

Not Applicable.

HV H Any other matter which the Council considers relevant to the determination of cultural heritage significance.

Not Applicable.

5.0 CONSERVATION POLICY AND MANAGEMENT PLAN

5.1 Introduction

The following conservation policy has been developed on the basis of the preceding assessment of the cultural significance of the Inner Circle Railway Linear Park. The intention of the conservation policy is to provide direction and guidelines for the conservation of significant elements and to provide a basis for a future masterplan which can redevelop the reserve as a public park without adversely affecting its heritage significance.

The conservation policy should be subject to review, normally at not less than five yearly intervals. Should the circumstances affecting the site alter in any significant way, then the policy should be reviewed at that time.

5.1.1 Basis of Approach

The conservation policy has been developed to achieve a series of identifiable conservation-related objectives, and includes policies applying generally to the site, and to significant elements within the site. Having regard to the assessed significance of the place, the policies are framed to:

- enable the retention, recognition and interpretation of the former railway line as a public park;
- retain and conserve significant elements as identified in this plan;
- retain those built, landscape, spatial features, elements and characteristics which distinguish the park as a historically significant element of Melbourne's transport infrastructure; and
- provide for adaptation and new works which are compatible with the above, and maintain and/or enhance the significant elements.

5.1.2 Major Implications of Policy

The major implications of the conservation policy are:

- That the alignment of the line should remain in the public domain as an unobstructed route;
- That significant built, landscape, railway infrastructure elements should be retained, maintained and managed in accord with the conservation and heritage approach set out in this CMP;
- That future adaptation and development respect the heritage values of the railway line and be undertaken in a manner which respects all aspects of their significance, including aesthetic historical, and social significance, its unique identity and its significant fabric;
- That any future masterplan appreciate the heritage significance of the railway line and its extant features and assume their retention and conservation as a basis for future planning which would also include interpretation of the significance of the Inner Circle railway and its extant remains.

The overall policy is directed in the first instance to retention and conservation of significant extant original features and secondly to supporting the park's future as a public facility and community asset which is managed to appropriate amenity and horticultural standards. The

intention of the following policies therefore is to provide direction and guidelines for the retention of the heritage values of the place, their conservation and future management.

5.2 Levels of Significance

In the development of the conservation policy, consideration has been given to the levels of significance of the different elements within the site. Three levels of significance have been assigned to the various components of the former Inner Circle Railway Line primary, contributory, and no significance. A few elements have been determined to be intrusive. Establishing such a hierarchy indicates where there is greater or lesser scope for adaptation and alteration of any given element without diminishing the overall significance of the place.

5.2.1 Places of Primary Significance

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

Elements of primary significance include plantings and hard landscape elements, namely:

- Section 1: Bowen Crescent former Gatekeeper's Cottage
- Section 1: Bowen Crescent Crossing
- Section 1: Row of Fastigate White Poplars along Park Street (Bowen Crescent to Lygon Street)
- Section 1: Former North Carlton Station building
- Section 2: Lygon Street Crossing and remnant track
- Section 2: Row of Fastigate White Poplars (*Populus alba* 'Pyramidalis') (Lygon Street to Amess Street)
- Section 2: Rathdowne Street Crossing
- Section 3: Double row of Fastigate White Poplars (*Populus alba* 'Pyramidalis') and (*Populus nigra* 'Italica') (Amess Street to Nicholson Street)
- Section 3: Amess Street Crossing railway track.
- Section 4: Nicholson Street Crossing and railway track, North Fitzroy Electric Railway Substation (Italian Club), North Fitzroy (Nicholson Street) Station remnants, Rae Street Crossing
- Section 4: Concrete base
- Section 4: Pepper Trees
- Section 5: Mature exotic plantings in the former fire station (Brunswick Street North to St George's Road).
- Section 5: River Red Gum
- Section 5: Brunswick Street North Crossing and remnant track
- Section 6: Sub-station St George's Road

- Section 6: Mature exotic trees
- Section 6: Electric Supply Stanchions
- Section 8: Electric Supply Stanchions

5.2.2 Places of Contributory Significance

Places or elements of contributory significance are those which were of a secondary or supportive nature in the understanding of the cultural significance of the buildings and the site, as it exists. While they contribute to the overall significance of the complex, they are not of individual distinction with regard to original plan form, fabric or function.

Elements of contributory significance should be retained although there may be scope for alteration and adaptation.

Places and elements regarded as being of contributory significance meet the lowest threshold for inclusion on a national or state register of places of significance, and should also be considered for local planning scheme protection.

Elements of contributory significance include:

- Section 4: North Fitzroy (Nicholson Street) Station Remnants
- Section 8: Row of Desert Ash in Thomas Kidney Reserve.

5.2.3 Places of No Significance

Places or elements of no significance include those which were originally minor in nature, contributing little to the cultural significance of the place, areas which have been so altered that they have lost any significance they might have otherwise had, and later external additions. Elements determined to be of no significance do not warrant individual inclusion on heritage registers at a national, state or local level, although they may be included as part of a wider complex. Generally, they can be altered, adapted or removed as required.

Elements of no significance at the site include:

- Section 1: Playground, footbridge,
- Section 2: Playground, row housing, footbridge.
- Section 4: Picnic Area, paved seating area,
- Section 5: Asphalt Bike and Walking Track, Park Furniture including seat, shelter, drinking fountain, sculpture.
- Section 6: Playground/picnic area, basketball area, seats.
- Section 6: St Georges Road Crossing.
- Section 7: Soft landscape elements.
- Section 8: Mound (Thomas Kidney Reserve), Bennett Street Crossing.

5.2.4 Intrusive Elements

In contradistinction to the significant elements, are elements which are considered to be intrusive and which have a negative impact upon the property. These elements should be demolished or relocated as required.

Intrusive elements include:

- Section 1: Bocce Court.

- Section 2: Playground
- Section 3: Video Ezy shop
- Section 3: 1960s Substation

5.3 General Conservation Policies

The following policies apply to the whole of the Inner Circle Railway Linear Park and are intended to form the basis of an overall framework within which the more detailed and specific policies have been formulated.

5.3.1 Significant Elements

Those factors which have been identified in the assessments of significance of individual elements and features, and the statement of significance for the Inner Circle Railway Linear Park as a whole, should be considered in, and form the basis of, all future activities which affect the site.

In proposing or undertaking any maintenance, renovation, removal, conservation or new works, consideration should be given to the assessed significance of the Inner Circle Railway Linear Park, overall in addition to the affected element/area, and the impact of any proposal on that significance at both the macro and micro levels.

In adopting this approach the following general policies should be adhered to.

All future work, whether conservation or new works, which affects elements of significance should be carried out having regard for the principles of the Australia ICOMOS Burra Charter, 1999.

The principles contained in the *Burra Charter* should be used in determining the acceptability of any proposals which affect the built elements or soft landscape. Specific conservation objectives should include the retention and enhancement of existing cultural heritage values, the retention of identity and its contribution to a sense of place, the retention of as much significant fabric and as many attributes as possible, restoration of significant fabric or elements and removal of intrusive accretions. It is important to understand that the *Burra Charter* is not directed to inhibiting change and setting heritage places in stone, rather it sets out a set of principles and a process to manage change without compromising the heritage values of a place. It is equally applicable to the built form and hard and soft landscape.

5.3.2 Future Use

Use of the place should have regard for those factors which have been identified in the statement of significance as contributing to its significance and should not detract from the identified cultural significance of the place.

Since the demise of the railway, the parklands have been an open space in which various original railway elements survive. The land has recently become Crown Land and any proposals for private alienation and development of the land should be resisted.

5.3.3 Curtilage, Fabric Retention, Setting and Development

Any future development in the Inner Circle Railway Linear Park should ensure that its heritage significance is not diminished as a result of a diminution of its curtilage, inappropriate siting of new development, or removal or obfuscation of remnant railway elements.

The origins of the Park were as a railway line, vestiges of which have been retained at various points along its alignment, as has the alignment and length of the of most of the line itself. including the spur line through the Edinburgh Gardens. Having said that, it is unfortunate that the timber pedestrian bridge located south of the Edinburgh Gardens has recently been removed and reportedly located at Morooduc in association with a Mornington Peninsular tourist railway. This bridge was significant in the context of the Inner Circle line and was a major element in the overall presentation and demonstration of the line. As a starting point to the future, the whole of the non-operational section of the line from the divergence east of Royal Park Station to Rushall Station should be retained *in toto* and maintained as a public park. In this regard it would be highly desirable that the City of Yarra, City of Moreland and the City of Melbourne to work co-operatively to ensure a similar approach.

The alignment of the tracks should remain as open space and not be obscured or obfuscated by new elements, such as the mound in the Thomas Kidney Reserve, west of Rushall Station. Where new elements, such as a playground, bocce court, and a shop have been built over the track alignment, they should be relocated. It is understood, however, that the shop (Video Ezy) falls within the jurisdiction of the City of Moreland and is therefore outside the parameters of the City of Yarra Planning Scheme.

The remnant elements, which have been consciously retained thus far, should be retained, conserved and interpreted in the future so that their origins and significance are better understood by the public and generally appreciated.

Any new introduced elements should be carefully considered for their compatibility with the heritage values of the park and their siting should be carefully considered so that the track alignment and extant above and sub-surface features remain unobscured. The sites of original buildings could be considered as locations for a new building provided that the remnants of the original (vegetation, archaeological remains and built form) are not adversely affected as a consequence. Generally no new buildings should be constructed in the reserve other than for say a shelter or a community facility of similar scale to the North Carlton Station. It would be undesirable for the Park to become cluttered with built form, including a multiplicity of playgrounds, barbecues and sporting facilities. New paths, trees and landscape elements could be introduced in a manner which does not adversely affect the existing significant elements.

5.3.4 Archaeological Potential

Implement an archaeological strategy to guide future works.

No sub-surface investigation was undertaken as part of this CMP. However, the physical survey of the route clearly indicated various visible and partially visible remnant elements. Based on this, there is a high potential for additional elements to have survived in situ beneath later layers. In preparing a masterplan or in undertaking work, the locations of original features should be borne in mind and any proposal formulated in such a manner as their existence could be factored into any final plan. When site works are undertaken, the contractor should be briefed to watch for such elements and to advise the City of Yarra's archaeologist of any findings.

5.3.5 Masterplan

Any masterplanning process for the Inner Circle Railway Linear Park should first conform to the principles of the Burra Charter and then address other issues.

A park masterplan should:

- acknowledge the policies and approaches set out in this CMP and use them as a basis from which the masterplan should develop,
- recognize the significance of the alignment and individual elements and use them as a basis for further planning.

Early works to the site following its conversion from Railway Reserve to parkland were undertaken by a number of different authorities resulting in disjointed developments throughout the study area, as well as truncation of sections of the park for use as public housing. With three separate authorities (City of Melbourne, City of Moreland and City of Yarra) now managing the site, it is imperative that an overall and agreed masterplan be developed to ensure consistency of future managers. A masterplan should offer direction for future works yet be mindful of the site's history and significance to the Cities of Yarra, Melbourne and Moreland and inner Melbourne generally.

The development of a masterplan which offers direction for future enhancement while respecting its history, will enable the park to continue as a much-valued community asset while perpetuating the history of its origins and its translation from a railway line into a public park. The masterplan should, *inter alia*, address issues of siting and design of new elements to ensure that they are appropriate from a heritage perspective and compatible from a landscape perspective and in the context of a public park.

The masterplan should have both heritage and landscape input and should be reviewed at a 10-15 year cycle to ensure that it remains pertinent and appropriate and that its stated objectives are being met.

5.3.6 Alterations and Additions to Significant Elements

Alterations, additions and adaptation of buildings, elements and areas should be respectful of the historic form and fabric of significant elements.

Additions or alterations to significant buildings, principally but not limited to the North Carlton Station, should be respectful of the existing building and remnants with regard to form, materials, scale and siting of any new work which should also be respectful of the existing trees.

5.3.7 Approach to Repairs and Maintenance

1. *All future repairs and maintenance to the significant elements should be carried out within the principles established in the Burra Charter and in a manner consistent with the assessed significance of the Park and individual elements within it and the conservation policy*
2. *High standards of maintenance should be applied trees and vegetated areas.*

The approach should first be to maintain and conserve the significant trees and built elements in accordance with the principles of the *Burra Charter* and to ensure that they do not deteriorate. A cyclical inspection and maintenance programme should be instigated to ensure that the Park elements are kept in good physical condition and replaced when required in accord with the policies set out in the plan. Where existing significant fabric (trees and built

form) needs to be renewed, the replacement generally should match the original in design, materials, construction and species unless there are strong overriding functional reasons for altering the original concept and approach such as allowing for public safety and amenity with regard to arboriculture. Given the nature of the elements within the Park, an annual inspection of all elements, including trees, landscape and built elements should be undertaken and a report prepared indicating any necessary actions.

Generally, day-to-day maintenance work can be carried out in accordance with the conservation policies without particular reference to a conservation specialist. However, major maintenance works or restoration works on significant elements, should be undertaken with the advice of an appropriately qualified conservation practitioner or arborist.

5.3.8 Pest Control

Maintain a programme of pest control.

The City of Yarra has a pest control programme regarding streets trees and for its heritage parks and gardens. It includes the Inner Circle Linear Park to prevent infestations and to manage any existing pest populations which threaten the significant trees such as the historic elms. Pests which typically threaten trees in the municipality include possums and Elm Leaf Beetle which can be managed by trunk collars to discourage possums and chemical treatment or barriers to control or eradicate Elm Leaf Beetle.

5.3.9 Tree Retention, Replacement Strategy and New Plantings

Retain significant trees and their setting and develop a replacement strategy to remove and replace over-mature or senescent trees with similar species or suitable alternatives.

The study area is covered by Heritage Overlay HO 327, North Fitzroy Precinct and HO329, Princes Hill Precinct in the Yarra Planning Scheme. Existing significant plantings should be maintained to ensure their contribution to the heritage character of the place is perpetuated into the future. Many of these trees offer considerable amenity to not only the park area, but to the surrounding precinct, and in many cases provide the only significant street tree presence along Park Street. Future proposed plantings should respect the contribution of the extant significant trees to the local area, and not diminish this by inappropriate future development or tree removal. Where existing plantings are not thriving, are prone to disease or are considered environmental weeds, consideration should be given to suitable alternative species.

It is recommended that buffer zones be established around significant elements so they can be clearly interpreted as elements from the prior use of the site and not obscured or enveloped by new landscape developments.

This is of particular importance where new indigenous plantings are proposed in areas that contain groups of significant, exotic trees. These areas are located in:

- Section 1: *Populus alba* 'Pyramidalis' row along Park Street, *Phoenix canariensis* on south side of former Carlton North Station.
- Section 2: *Populus alba* 'Pyramidalis' row along Park Street;
- Section 3: Double Row of *Populus alba* 'Pyramidalis' and *Populus nigra* 'Italica'
- Section 4: *Schinus molle* at former North Fitzroy Station site;
- Section 5: Exotic plantings adjacent to former Fire Station, St Georges Road;
- Section 6: *Platanus x acerifolius* and *Populus nigra* 'Italica' along Park Street;

- Section 8: *Fraxinus oxycarpa* along Park Street;

The Desert Ash (*Fraxinus oxycarpa*) row in Park Street provides a fine example where a buffer has been maintained between a well-established exotic row of trees, and a large scale, recent planting program of indigenous species.

Where significant trees have reached the end of their useful amenity life every effort must be made to replace them with the same taxon, preferably in the same, or otherwise historically suitable position following the removal of the stump by grinding. Any significant trees necessarily removed from the park should be recorded. Replacement planting strategies should also give consideration to maintaining a balance of tree stock of different ages, recognising that different taxa have different life expectancies.

Throughout the study area there are a number of trees which have been planted directly beneath low and high voltage power supplies, and have been lopped to maintain clearances. All future tree selections should be made with careful consideration of placement beneath power lines, or the response of the tree to formative pruning around overhead cabling.

Any new landscape treatment should also be made in response to the linear nature of the park and should enhance the interpretation of the site as a former railway reserve. In some areas, particularly Section 3, recent landscape works have obscured the early use of the site. Where possible, remnant fabric from the former railway should be sensitively integrated into any new landscape developments to assist in the future interpretation of the site as a former railway line.

5.3.10 Provision for the Disabled

Maintain disabled access through the Inner Circle Railway Linear Park.

The Building Code of Australia (BCA) and the *Disability Discrimination Act* both require provision for the disabled. Access through the Park and to structures or features within it appears to be adequate at present.

5.3.11 Interpretation and Signage

Develop and maintain an interpretation plan for the Inner Circle Railway Linear Park.

The Inner Circle Railway Linear Park is a significant public resource and an element which was integral to the historic development of the surrounding suburbs. By implementing an effective interpretation programme revolving around appropriate signage along the alignment at key focal points, such as extant and former buildings, crossings, spur lines etc. presentation of the heritage significance of the Park would enhance the users' experience and clarify the origins of this odd-shaped park. This would generally take the form of a path which follows the length and alignment of the line and which incorporates various remnants of tracks and which would link to the spur line in the Edinburgh Gardens. It would then include illustrated signage, with a small amount of text, which indicates the history of the Park and which interprets various features along the line such as significant or important trees, gates, branch and spur lines, stanchions, stations, ruins and the like. The plans included in Chapter 2 indicate some suitable places to erect signage.

Any signage should be specially designed for the context of the Park, should be relatively small and some thought should go into how it might best be set out in a way which suits the particular location rather than some generic approach. Signage should not be affixed to significant fabric, including trees.

With regard to trees, whilst there are many trees located within the study area directly associated with the railway line, there is little need for an explicit interpretation programme for soft landscape material, except where it can assist in the interpretation of built elements

and/or can identify trees historically part of the railway period. Such an example is the site of the former North Fitzroy Station where the row of Pepper Trees clearly illustrates the location of the former southern platform and the Canary Island Date Palms at the North Carlton Station. Elsewhere, interpretation of trees could be limited to a local walking/cycling map showing significant groups of trees associated with the former use of the site.

5.3.12 Implementation and Review

The City of Yarra should be responsible for the implementation of the conservation plan. It is recommended that the City of Yarra liaise with the City of Melbourne and City of Moreland to ensure a uniform, or at least co-ordinated approach to the whole length of the linear park and railway reserve.

The conservation policy should be subject to review, normally at not less than five yearly intervals. Should the circumstances affecting the site alter in any significant way, then the policy should be reviewed at that time.

5.3.13 Constraints on Investigation

There were no imposed constraints on above ground physical investigations undertaken in the preparation of this plan. No sub-surface archaeological investigation was undertaken. Time and cost limitations necessarily limited the extent to which documentary research could be undertaken in respect of original Victorian railways drawings and other documentation.

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