

MELBOURNE METRO RAIL : PARKVILLE STATION
VHR H2198 ROYAL PARADE
HERITAGE IMPACT STATEMENT
REVISION 1 - 19 MARCH 2018



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INTRODUCTION

BACKGROUND & CONTEXT

BACKGROUND

This Heritage Impact Statement has been prepared on behalf of Cross Yarra Partnership (CYP) to accompany a heritage permit application for works within Royal Parade, Parkville. Royal Parade is included on the Victorian Heritage Register (VHR) as H2198.

The proposal, as part of the Melbourne Metro Rail Project, seeks to -

- Temporarily remove the existing bluestone kerb and channel to the service lane on the corner of Grattan Street
- Erect temporary hoarding
- Undertake piling works to facilitate the construction of the underground station

The site is located at the intersection of Royal Parade and Grattan Street, at the southern end of the Registered Area.

This report assesses the heritage impacts in relation to the proposed removal of bluestone, as well as the impacts associated with the piling works and hoarding. All works associated with the metro station concourse, platforms, other above ground entrances and below ground connections, are not included within this report, and will be the subject of separate, future permit applications to Heritage Victoria.

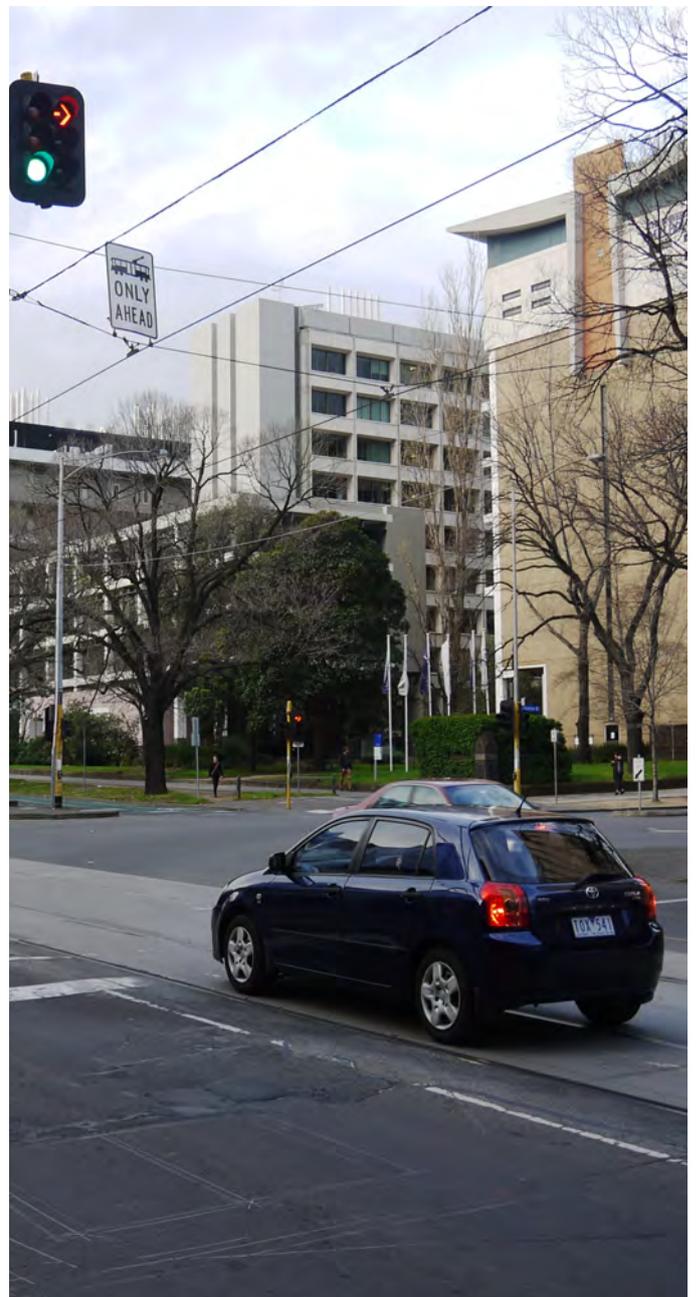
This report has been prepared by Renee Muratore and Tracey Skovronek of Purcell, and Renae Jarman of GJM Heritage. It has been informed by a desk based study, physical inspection and archival research. The site and surrounds were inspected on 07 February 2018.

CONTEXT OF THE METRO TUNNEL

The Melbourne Metro Tunnel project comprises twin nine kilometre rail tunnels from Kensington to South Yarra, travelling underneath Swanston Street in central Melbourne, as part of a new Sunbury to Cranbourne/Pakenham line. It comprises five new underground stations at Arden, Parkville, CBD North, CBD South and Domain, as well as rail tunnel portals (entrances) at Kensington and South Yarra. The project is highly significant to the State of Victoria, and has been describes as follows:

Melbourne Metro would create a new dedicated underground rail path through the heart of the city for two of Melbourne's busiest train lines, thereby freeing up the City Loop for more trains on other lines to run more often in and out of the city. It would significantly boost our network capacity to keep pace with Melbourne's population growth as we head towards a city of eight million people in 2051...The \$10.9 billion project would be the first step towards a 'metro style' rail network with the 'turn up and go' metro services that are the hallmark of the world's great cities.⁰¹

Parkville Station, one of five new underground stations that comprise the Metro Tunnel Project, is located directly below Grattan Street. The station has three main entry points, two either side of Royal Parade and a main entrance at Grattan Street designed to incorporate a new station forecourt connection to the University and through to a pedestrianised Barry Street. The entrance on Grattan Street is located to the west of the Gatekeeper's Cottage & fence, outside the Faculty of Medicine.



View of Royal Parade at the corner of Grattan Street, 2017.

⁰¹ Environmental Effects Statement

INTRODUCTION

BACKGROUND & CONTEXT

ENVIRONMENTAL EFFECTS STATEMENT (EES)

The Metro Tunnel has undergone an extensive planning assessment process, and the Melbourne Metro Rail Authority (MMRA) published an Environment Effects Statement (EES) to satisfy legislation governing the construction of major projects in Victoria. This EES provided an integrated assessment of the potential environmental, social, economic and planning impacts of the project, and was supported by a range of technical studies that assessed potential impacts across various disciplines, and provided guidance on suitable mitigation including recommendations for Environmental Performance Requirements (EPRs). EES technical studies of relevance to this HIS include Technical Appendix J Historical Heritage Impact Assessment (Lovell Chen 2010). The EES was publicly exhibited from 25 May to 6 July 2016. In December 2016, the Minister for Planning released his assessment under the Environment Effects Act 1978, which concluded the EES process for the project.

Refinement of the EPRs continued beyond the EES, with an Environmental Management Framework (EMF) encompassing EPRs, being approved by the Minister of Planning in March 2017. The approved EPRs have been developed in order to avoid, reduce or offset environmental impacts. EPRs dealing with historical cultural heritage (CHI-CH24) have been developed to avoid or minimise adverse effects on historical cultural heritage values. Consideration of the proposed works against the relevant heritage cultural heritage EPRs, are as follows:

- CHI - Design permanent and temporary works to avoid or minimise impacts on the cultural heritage values of heritage places. Consult, as required, with Heritage Victoria and/or the relevant local council (as applicable).
- CH5 - Prior to the construction of works that affect heritage structures or places, where it is proposed to dismantle, store and reconstruct heritage fabric, develop detailed methodology in accordance with the Australia ICOMOS Burra Charter 2013 and in consultation with Heritage Victoria or the land owner or relevant local council (as applicable). Work is to be documented and overseen by an appropriately qualified heritage practitioner
- CH9 - Undertake all underground service works beneath or within heritage places or tree protection zones (TPZs) for trees as part of heritage places to avoid, minimise and mitigate impacts to the heritage fabric.
- CH23 - Ensure that, where impacted by Project works, street fabric and infrastructure is conserved and/or accurately reconstructed in consultation with Heritage Victoria and the relevant local council.

BACKGROUND TO OTHER EARLY WORKS

The applications which is the subject of this HIS follow on from permits granted over the same heritage place for the Early Works phase of the Metro Tunnel. There will be future permit applications for other aspects of the Metro Tunnel reflecting the permanent infrastructure and other legacy elements, currently undergoing detailed design.

Metro Tunnel Early Works, in preparation for Main Works and the construction of the proposed Parkville Station have already commenced under an approved Heritage Victoria Permit (Permit No P25650). Works which are complete, underway and within or adjacent to the subject sites are listed below. The works permitted comprised:

- Removal of four selected trees P047, P023, P037 and P036
- Temporary removal of bluestone kerbs
- Trenching and boring works for the relocation of services.

UNDERSTANDING THE SITE

STATUTORY DESIGNATIONS

HERITAGE ACT 2017: VICTORIAN HERITAGE REGISTER

Royal Parade is included within the Victorian Heritage Register as a site of historical, aesthetic and social significance to the State of Victoria. The registered land includes the full width of the carriageway, footpaths and plantings of Royal parade between Park Street and Grattan Street, and includes a small section of Elizabeth Street from Grattan Street to the Haymarket roundabout at Flemington Road.

Royal Parade has the following Statement of Significance:

What is significant?

Royal Parade, the boulevard leading north out of Melbourne, runs between Park Street and Grattan Street in Parkville. A small section of Elizabeth Street from Grattan Street to the roundabout at Flemington Road is included as it completes the boulevard. The full width of carriageway and footpaths, comprising three roadway sections separated by four plantations with wide footpaths on either side make up the boulevard. The roadway accommodates a wide, two-way road and central two-way tramway with one-way service roads on either side. The two inner plantations comprise concrete-curbed, grassed medians planted with mature elms and two outer plantations consist of lines of mature elms planted in 1913 in the grass verges between the footpaths and road.

*The predominant species is English Elm (*Ulmus procera*) with approximately four hundred trees contributing to the park-like setting.*

How is it significant?

Royal Parade is of historical, aesthetic and social significance to the state of Victoria.

Why is it significant?

Royal Parade is historically significant as “the road to Sydney” from the mid-nineteenth century and as Melbourne’s traditional entrance from the north, re-emphasised in the early twentieth century by the introduction of the multiple elm avenue planted in 1913. It is also historically significant as the multiple avenues demonstrate technical developments in the planning movement world-wide that led to the separation of fast and slow traffic, and different traffic types (motor vehicles and trams) by plantations that were both functional and beautiful.

Royal Parade is aesthetically significant as one of Victoria’s finest boulevards. As Melbourne’s main route to Sydney and northern Victoria, it was re-created in the early twentieth century as a major example of ‘city beautiful’ planning fashionable at the time. This was characterised by the multi-lane layout and the introduction of the four lines of English Elms. The profile, scale and seasonal change of the deciduous, multiple English Elm avenues provide shade in summer, autumn colour and sunlight penetration in winter.

MELBOURNE PLANNING SCHEME

Royal Parade is included in the local Heritage Overlay, HO977 under the Melbourne Planning Scheme.

NATIONAL TRUST OF AUSTRALIA (VICTORIA)

The Royal Parade Historic Area has been classified by the National Trust of Australia (Victoria), file no. B7245 as an urban landscape of State Significance. It is noted that classification by the National Trust has no statutory power.

REGISTER OF THE NATIONAL ESTATE / NATIONAL HERITAGE LIST

The Royal Parade Urban Conservation Area is included on the, now defunct, Register of the National Estate as an Indicative Place (Place ID 15048). The RNE was frozen on 19th February 2007, and has no statutory power.



Diagram 2198 showing extent of listed area. Source: Heritage Victoria.

UNDERSTANDING THE SITE

DESCRIPTION, CONDITION & USE

EXISTING CONDITION & DESCRIPTION OF THE REGISTERED PLACE

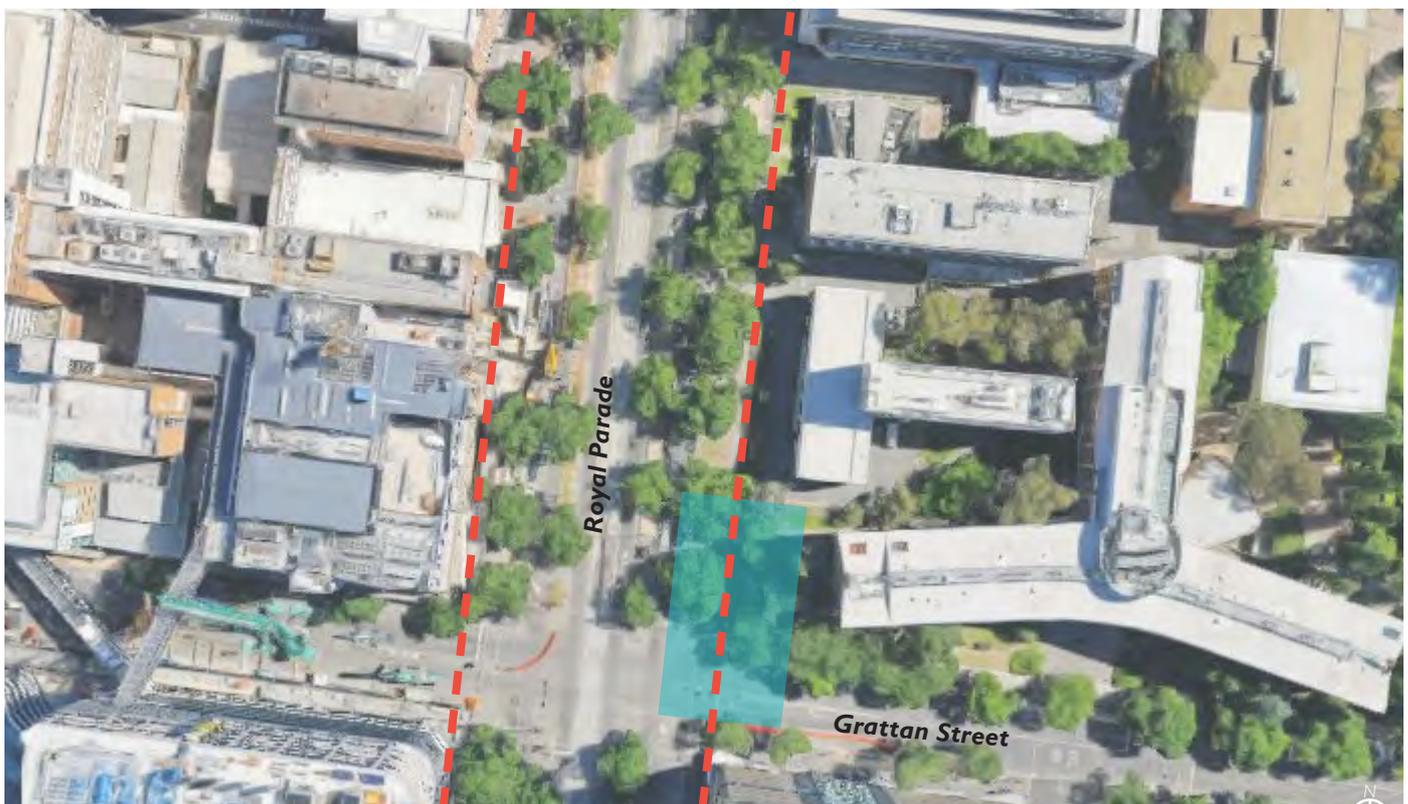
Royal Parade is a major north-south urban boulevard to the north of the Melbourne CBD. The European-style boulevard, with modern road and tram infrastructure, has been shaped by the functional requirements of its primary use as a transport thoroughfare with evolving tram infrastructure, bicycle lanes, and renewal of kerbs and gutter. It comprises three carriageways separated by four plantation reserves and wide pedestrian footpaths. The carriageways include a major double width central carriageway (two-way road and tramway) flanked by one-way service roads either side. The plantations comprise grassed medians with mature elm trees, mostly planted in c.1913 as part of the 'City Beautiful' planning movement. The carriageways are of asphalt, with kerbs and channels of a mixed character. Bluestone is a prominent material, but the quality and age of stone is fragmented, with many areas of concrete kerb of varying age and quality throughout. While some areas of four to five-pitcher channels survive, the predominant arrangement is single or double pitcher with channel. The kerbs to the central medians are single or stepped concrete. Royal Parade remains in generally good condition, and is subject to regular maintenance as befitting its status as a major arterial road.

The portion of Royal Parade impacted by the proposed works is limited in extent, approximately between Medical Road (University of Melbourne) to the north, and Grattan Street to the south along the eastern footpath and service lane.. This area is less intact than the northern sections of the boulevard in terms of significant fabric.

The area has already seen some impact from the Early Works phase of the Metro Tunnel, comprising road works and service relocations, including the removal of a number of trees under VHR permit P25650. This permit also allowed the removal of areas of kerb and channel, subject to photographic recording and agreement on future reinstatement of any bluestone.

CURRENT USE OF THE REGISTERED PLACE

Royal Parade remains in use as a major urban boulevard within the City of Melbourne. The road carries vehicular and tram traffic as well as bicycles and pedestrians. In addition, Royal Parade provides access to surrounding institutions such as the Royal Melbourne Hospital, University High School, the University of Melbourne and its associated colleges. To the northern end of the boulevard, there are significant residential areas on the western side, with the eastern side of the boulevard fronting the extensive and significant parkland, Princes Park. The affected area is an important intersection at the juncture of medical and educational facilities.



Site Location Plan - approximate development area (blue) within the registered land (red dotted line, full extent not shown)

UNDERSTANDING THE SITE

DESCRIPTION, CONDITION & USE



Looking north from the entrance to the Royal Melbourne Hospital, 2017.



Looking south from the intersection of Grattan and Royal Parade, 2017.



General view of Royal Parade, 2017.



View of Subject Area looking south towards Grattan Street, 2018.



View of Subject Area looking north towards Medical Road (University of Melbourne), 2018



Area of kerb and channelling to be removed, 2018.

UNDERSTANDING THE SITE

HISTORIC DEVELOPMENT SUMMARY

An early stock bearing route, out of Melbourne and through to northern Victoria, the so-called "Sydney Road" extended north from Elizabeth Street through the area now known as Princes Park and the Melbourne General Cemetery.⁰¹ In c.1852, the street was aligned on the north-south axis established by Robert Hoddle and by 1853, the Central Roads Board had transformed the track into a three-chain boulevard lined with pine trees.⁰² The boulevard then known as the 'Sydney-Road' was renamed Royal Parade in 1878.⁰³

Royal Parade was transformed in 1913 to plant the approximately 400 English elms in four rows (separating the carriageways and service lanes), sealing of the central carriage way and creation of decorative rockeries between the trees.⁰⁴ Works were also undertaken to extend the tram service north from the inner city. The rockeries were removed in the 1930s.⁰⁵ The changes at this time were in response to the popular 'City Beautiful' planning movement, whose tree lined boulevards developed from earlier nineteenth century precedents, such as tree lined allees and waterside promenades. The proponents of the movement believed that beautiful streets were an essential element to the successful development of the city, and technical developments, including greater analysis and justification for landscaped, multi-lane street design, separating fast and slow traffic and vehicles from trams, in turn separated by rows of trees and street gardens to absorb noise and dust, were crucial in the development of Royal Parade as it remains today.⁰⁶ This is again reflected in the choice of streetscape plantings. Where the earlier pines were served as functional elements to provide a windbreak and to absorb dust, the new delicious Elm trees provided a new, beautiful aspect to the streetscape by providing shade in summer, allowing light and air during the winter months, and providing natural beauty across the changing seasons.⁰⁷



View of Royal Parade, undated. Source: State Library of Victoria.



View of Royal Parade, undated. Source: State Library of Victoria.

⁰¹ *The Argus*, 25 December 1850, p. 2

⁰² *Encyclopaedia of Melbourne online*, <http://www.emelbourne.net.au/biogs/EM01281b.htm>

⁰³ *The Argus*, 10 Oct. 1947, p.17.

⁰⁴ *The Argus*, 17 Jan. 1914, p. 22

⁰⁵ *Encyclopaedia of Melbourne online*, <http://www.emelbourne.net.au/biogs/EM01281b.htm>

⁰⁶ Freestone, Robert. *Designing Australia's Cities: Culture, Commerce and the City Beautiful 1900-1930*. Sydney: University of NSW Press, 2007.

⁰⁷ Freestone, Robert. *Designing Australia's Cities: Culture, Commerce and the City Beautiful 1900-1930*. Sydney: University of NSW Press, 2007.

HERITAGE IMPACT ASSESSMENT

PROPOSED WORKS & CRITERIA FOR ASSESSMENT

The works proposed as part of this application are in preparation for the construction of the main Parkville Station as part of the Metro Tunnel Project. As part of these works, piling is required along the western edge of the station box, and within the registered land of Royal Parade. These works are confined to the Grattan Street corner of the street Parade, as shown in drawing TAS-CYP-PKV-PEG-DRG-XCH-PKV-X-0017-A0 Sheet 03.

As part of these works, bluestone kerb and channelling in the service lane will be temporarily removed from site, and hoardings constructed around the project land and within the service lane. The bluestone will be reinstated following completion of the works. This will be subject to a separate application.

The works can be summarised as follows:

Demolition Works

- Temporary removal of areas of bluestone kerb and channel to the intersection of Grattan Street and Royal Parade in accordance with the accompanying methodology.

Proposed Works

- Erection of temporary timber hoarding around works.
- Piling works associated with the construction of the main station box.

It is noted that no work associated with the piling and hoarding on Royal Parade are to be undertaken within the Tree Protection Zones (TPZ).

GUIDANCE DOCUMENTATION

This document has been informed by the following documents:

- Victorian Heritage Act 2017
- Guidelines for preparing Heritage Impact Statements, Heritage Victoria (undated)
- ICOMOS Australia, The Burra Charter (2013).

ASSESSMENT CRITERIA

This assessment is based on observations made during site visits and a review of the design proposal. It seeks to address the impact of the proposal, and its effect on the cultural heritage significance of the place (s.101(2)(a) of the Heritage Act). The assessment considers the potential for detrimental impacts as a result of the proposals, as well as alternatives considered, and all mitigation measures proposed.

Works have been assessed in terms of their impact on the heritage value of the affected place identified in its Statement of Significance. The assessment takes into consideration the temporary nature of the works. Temporary impacts occur where the recognised heritage values of the place will be restored at the conclusion of works. It is that such temporary impacts will not adversely affect the heritage value of the place.



View of Royal Parade looking south towards Haymarket, 2017.

HERITAGE IMPACT ASSESSMENT

IMPACT ASSESSMENT

WHAT PHYSICAL AND/OR VISUAL IMPACTS WILL RESULT FROM THE PROPOSED WORKS? I.E. WHAT WILL BE THE AFFECT ON THE CULTURAL HERITAGE SIGNIFICANCE OF THE PLACE? s101(2)(a)

The proposed removal of the bluestone will have a temporary visual and physical impact on Royal Parade, by removing part of the bluestone kerb and channelling in the service lane for the duration of the works.

It is noted that much of the kerb and channelling has been altered in Royal Parade due to the evolving roadway configuration. This impact is temporary and will not diminish the significance of the place as a major urban boulevard as the existing bluestone will be reinstated on completion of the works.

The construction of hoarding will have temporary visual impact on the place. The hoarding is to be constructed of plywood, with timber posts, steel rails and concrete footings. The hoarding will be constructed on the footpath on the eastern side, and will minimise impacts on views along Royal Parade due to the adoption of a simple, and unobtrusive hoarding that will be treated for visual amenity purposes. The hoarding will be dismantled upon completion of the works, ensuring the reinstatement of the boulevard character of Royal Parade.

The proposed piles are permanent, below-ground infrastructure, required for the main station box. The piles are to be 900mm diameter bored concrete piles, that extend up to 35m below ground. The piles will be bored from a rig, located within the Grattan Street road reserve. Once installed, the piles will be entirely concealed from view and incorporated into the main station design. The physical impacts are limited to construction impacts only, and these will be mitigated through the requirements of EPR CH3 and CH24 relating to vibration and ground movement.

IS THE REGISTERED PLACE OR OBJECT IN A WORLD HERITAGE ENVIRONS AREA? IF YES, HOW DOES THE PROPOSAL AFFECT THE WORLD HERITAGE VALUES OF THE LISTED PLACE OR ANY RELEVANT APPROVED WORLD HERITAGE STRATEGY PLAN? s.101(2)(e)

N/A

IF THERE ARE DETRIMENTAL IMPACTS ON THE CULTURAL HERITAGE SIGNIFICANCE OF THE PLACE OR OBJECT, PROVIDE REASONS WHY THE PROPOSAL SHOULD BE PERMITTED. s.101(2)(b), (d), (f) and s.101(3)(b)

The proposal affects a small portion of the Royal Parade registered area. The temporary works will have no long-term adverse impact on the place. The installation of the piles - while a permanent feature - will not be visible above ground and will have no adverse impact on the historical, aesthetic and social values of the place, as documented in the Statement of Significance.

IF THERE ARE DETRIMENTAL IMPACTS ON THE CULTURAL HERITAGE SIGNIFICANCE OF THE PLACE OR OBJECT, DETAIL ALTERNATIVE PROPOSALS THAT WERE CONSIDERED AND REASONS WHY THESE WERE DISMISSED. s.101(2)(b), (d), (f) and s.101(3)(b)

N/A

WHAT MEASURES ARE BEING PROPOSED TO AVOID, LIMIT OR MANAGE THE DETRIMENTAL IMPACTS?

The proposal has limited detrimental impacts given the temporary nature of the majority of the works. Where potential impacts have been identified, they will be mitigated through the EPR's relating to ground movement and vibration. The works will be undertaken in accordance with EPR CH23, requiring street fabric and infrastructure to be conserved and/or accurately reconstructed in consultation with the relevant authority which will manage potential impacts on the heritage place.

HAS THE PROPOSAL BEEN INFLUENCED BY, OR DOES IT ADDRESS ANY LOCAL PLANNING SCHEME OR BUILDING ACT 1993 REQUIREMENTS? s.101(2)(F) and s.101(3)

Planning Scheme Amendments GC45 and GC67 introduced controls into the Melbourne Planning Scheme to facilitate the construction of the Melbourne Metro project. The proposed works are consistent with the relevant provisions in the Melbourne Planning Scheme.

HERITAGE IMPACT ASSESSMENT

IMPACT ASSESSMENT

ASSESSMENT AGAINST EPR'S

EPR		Comment
CH1	Design permanent and temporary works to avoid or minimise impacts on the cultural heritage values of heritage places. Consult, as required, with Heritage Victoria and/or the relevant local council (as applicable).	The proposal has minimised potential impact on the heritage place by limiting the area affected by the works, and ensuring the station box is located predominately outside registered land. The works will only temporarily impact the existing bluestone kerb and channel to the corner of Grattan Street which will be fully reinstated upon completion of the works.
CH5	Prior to the construction of works that affect heritage structures or places, where it is proposed to dismantle, store and reconstruct heritage fabric, develop detailed methodology in accordance with the Australia ICOMOS Burra Charter 2013 and in consultation with Heritage Victoria or the land owner or relevant local council (as applicable). Work is to be documented and overseen by an appropriately qualified heritage practitioner	The bluestone will be carefully lifted, cleaned and removed to a storage facility for the duration of the works. The bluestone will be reinstated upon completion of the works in accordance with the accompanying methodology.
CH9	Undertake all underground service works beneath or within heritage places or tree protection zones (TPZs) for trees as part of heritage places to avoid, minimise and mitigate impacts to the heritage fabric.	<p>The works will be undertaken within the registered land of Royal Parade and will minimise impact through their temporary nature and monitoring of the heritage fabric in accordance with the EPR requirements during the construction period.</p> <p>It is noted that no works associated with the piling and hoarding are to be undertaken within TPZs of trees within Royal Parade. Should works extend into a TPZ, this would be undertaken on advice from the arborist and through a Tree Protection Plan in accordance with EPR AR4.</p>
CH23	Ensure that, where impacted by Project works, street fabric and infrastructure is conserved and/or accurately reconstructed in consultation with Heritage Victoria and the relevant local council.	The removed bluestone kerb and channel will be reinstated at the conclusion of the works in accordance with the attached methodology.

HERITAGE IMPACT ASSESSMENT

CONCLUDING REMARKS

CONCLUDING REMARKS

The proposed works are limited in their extent to the one section of Royal Parade concentrated around the Grattan Street intersection. The impact of the temporary works are minor in nature. The greater part of Royal Parade will continue to be identifiable as a boulevard during the affected period, and reinstatement works will ensure the affected section's aesthetic values are reinstated after conclusion of the works. The permanent piling works will be entirely underground and will have no adverse impact on the aesthetic, historical or social values of Royal Parade.

Consistent with permits issued for similar works elsewhere, it is considered appropriate that the following heritage-related conditions are applied to an approval:

- A full archival photographic record of the part of the place impacted by the works, not covered by previous archival photographic recording, is to be undertaken to the written satisfaction of the Executive Director. The photography is to be undertaken prior to the commencement of works approved by this permit and the record is to be submitted within one month of these works commencing. Prior to the commencement of any works approved by this permit, a draft copy of the photography is to be provided for the written approval of the Executive Director. The photographic record shall be undertaken in accordance with Heritage Victoria requirements. Two copies of this photographic record shall be produced with one copy submitted to the Executive Director for approval in writing. When approved the permit holder will be notified to lodge the second copy with the La Trobe Picture Collection State Library of Victoria. The permit holder must then notify the Executive Director that it has been lodged and provide a copy of the lodgement receipt.
- Prior to the completion of the Metro Tunnel Project, the bluestone kerbing and guttering removed as part of the works approved by this permit are to be returned into the reinstated road layout to the written satisfaction of the Executive Director. The Executive Director acknowledges that the reinstated boulevard form of Royal Parade may vary from its current form
- Within two (2) weeks of the commencement of works approved by this permit financial security in the form of an unconditional Bank Guarantee or Insurance Bond in favour of the **Heritage Council of Victoria** (ABN 87 967 501 331) to ensure the satisfactory installation and maintenance of the visual amelioration program, and reinstatement of bluestone, kerbing and guttering regardless of the financial status of the Principal, is to be lodged with the Executive Director. The period of validity of the financial security is to be unspecified. The financial security is a Completion Bond to ensure completion of the visual amelioration program, and the bluestone kerb and guttering reinstatement. The financial security shall be released on written application to the Executive Director, subject to completion of the approved works to his satisfaction.

APPENDIX A

CITATION

HERITAGE
COUNCIL
VICTORIA
HERITAGE
COUNCIL
VICTORIA

ROYAL PARADE



H2198 Royal Parade view



H2198 Royal Parade central carriageway



H2198 5 Royal Parade west side in winter



H2198 royal parade plan

ROYAL PARADE PARKVILLE and ROYAL PARADE CARLTON NORTH and ELIZABETH STREET
MELBOURNE, MELBOURNE CITY

Municipality

MELBOURNE CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H2198

Heritage Overlay Numbers

HO977

VHR Registration

March 12, 2009

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on -

What is significant

Royal Parade, the boulevard leading north out of Melbourne, runs between Park Street and Grattan Street in Parkville. A small section of Elizabeth Street from Grattan Street to the roundabout at Flemington Road is included as it completes the boulevard. The full width of carriageway and footpaths, comprising three roadway sections separated by four plantations with wide footpaths on either side make up the boulevard. The roadway accommodates a wide, two-way road and central two-way tramway with one-way service roads on either side. The two inner plantations comprise concrete-curbed, grassed medians planted with mature elms and two outer plantations consist of lines of mature elms planted in 1913 in the grass verges between the footpaths and road. The predominant species is English Elm (*Ulmus procera*) with approximately four hundred trees contributing to the park-like setting.

How is it significant

Royal Parade is of historical, aesthetic and social significance to the state of Victoria.

Why is it significant

Royal Parade is historically significant as "the road to Sydney" from the mid-nineteenth century and as Melbourne's traditional entrance from the north, re-emphasised in the early twentieth century by the introduction of the multiple elm avenue planted in 1913. It is also

historically significant as the multiple avenues demonstrate technical developments in the planning movement world-wide that led to the separation of fast and slow traffic, and different traffic types (motor vehicles and trams) by plantations that were both functional and beautiful.

Royal Parade is aesthetically significant as one of Victoria's finest boulevards. As Melbourne's main route to Sydney and northern Victoria, it was re-created in the early twentieth century as a major example of 'city beautiful' planning fashionable at the time. This was characterised by the multi-lane layout and the introduction of the four lines of English Elms. The profile, scale and seasonal change of the deciduous, multiple English Elm avenues provide shade in summer, autumn colour and sunlight penetration in winter.

Permit Exemptions

General Conditions: 1. All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.

General Conditions: 2. Should it become apparent during further inspection or the carrying out of alterations that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such alteration shall cease and the Executive Director shall be notified as soon as possible.

General Conditions: 3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it

General Conditions: 4. Nothing in this declaration prevents the Executive Director from amending or rescinding all or any of the permit exemptions.

General Conditions: 5. Nothing in this declaration exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authority where applicable.

Landscape:

- * The process of gardening, mowing, hedge clipping, bedding displays, removal of dead plants, disease and weed control, emergency and safety works and landscaping in accordance with the original concept.
- * In the event of loss or removal of trees, replanting with English Elms (*Ulmus procera*) to maintain the landscape character identified in the statement of significance.
- * Management of trees in accordance with Australian Standard; Pruning of amenity trees AS 4373.
- * Vegetation protection and management of the possum population.
- * Removal of plants listed as Prohibited and Controlled Weeds in the Catchment and Land Protection Act 1994.
- * Repairs, conservation and maintenance to hard landscape elements, memorial plaques, asphalt and gravel paths and roadways, stone and concrete edging, fences and gates.
- * Installation, removal or replacement of garden watering and drainage systems beyond the canopy edge of listed trees.

Heritage Act Categories Heritage place,

Hermes Number 47088

Property Number

History

HISTORY:

References:

Dr. Maxwell Lay, *Melbourne Miles: The Story of Melbourne's Roads*, Melbourne, Australian Scholarly Publishing Pty Ltd, 2003

Robert Freestone, *Designing Australia's Cities: Culture, Commerce and the City Beautiful, 1900-1930*, Sydney: University of NSW Press, 2007

Peter Yau and Bennie Hannah, *Melbourne Boulevards - A Management Plan*, City Of Melbourne, October 1992.

CONTEXTUAL HISTORY

Historically, along with the ring of parkland around the city area, Melbourne's boulevards are an outstanding landscape asset. Stretching out in various directions from the heart of the city, the boulevards have traditionally provided radial approaches with a strong landscape character. Royal Parade is one of the finest in Victoria.

HISTORY OF PLACE

Dr. Maxwell Lay, in *Melbourne Miles: The Story of Melbourne's Roads*, has noted that when Melbourne was first founded, overland travel to and from Sydney was quite rare. Travel by ship was preferred in terms of time, reliability and security. The route now known as Sydney Road and the Hume Highway was generally surveyed in 1838, but initially the preferred northern routes were via the tracks now known as Mickleham Road and Pascoe Vale Road. The present route had the virtue of being located between the Moonee Ponds and Merri Creeks, thus requiring no crossings and La Trobe's map of 1841 showed the route as the favoured way to Sydney. By 1855 it was established as the Sydney road. Although initially leading out of the city further to the east and curving round to the north, with land subdivision it came to be located along an appropriate adjacent section line which was also the town's north-south datum line from the high point of Batman's Hill through the signalling point on Flagstaff Hill.

According to Lay, the name Royal Parade began to be used as an alternative to Sydney Road for the section between Grattan Street and Brunswick Road in maps of 1898, but the name is generally attributed to the visit of the Duke of York, the future George V, to open Federal Parliament in May 1901.

By 1852 Carlton had been subdivided as far north as Grattan Street. Subdivision did not extend further until the early 1870s, due to Superintendent La Trobe's 'green belt' plan for the area, which allowed for the Melbourne cemetery, university and parkland including Royal Park and Princes Park. As a result of the deliberations of the Select Committee on Roads and Bridges leading to the 1853 Roads Act, a number of three and four chain radial road reservations were established on the recommendations of Robert Hoddle, the colony's assistant surveyor-general. These included Royal Parade, as well as St. Kilda Road, Wellington Parade, Hoddle Street (East Melbourne), Victoria Parade, Queens Parade and Flemington Road and Dandenong Road. Lay noted that unfortunately later subdivisions did not extend the reservations to the same width, and in particular in relation to Royal Parade where north of Brunswick Road, a one chain road, stretched almost 2000 kilometres of Australia waiting to be serviced by this narrow road.

In 1853 the Central Roads Board began the transformation of the Sydney road bullock track and stock route between the Elizabeth Street/Flemington Road junction and Park Street into a three-chain boulevard and lined its carriageways with pine trees. In 1913, there was much public dismay when the Melbourne City Council began removing the row of pine trees along the roadside and replacing them with the first of today's highly regarded elms. The work to the roadway in the 1910s was a necessary accompaniment to the extension of the tram service to the north from the inner city. Rockeries which separated the elms in the 1913 scheme were later removed as part of the Depression works project in the 1930s.

Housing construction on the boulevard's western side commenced in 1868 after land designated as parkland was sold for development. Building in north-western Royal Parade was tightly controlled by a Crown covenant that regulated the height, material and position of the houses. Development of the south-western aspect of the boulevard was not so controlled, and houses tended to be smaller and less grand. The south-west corner, initially the hay, corn and horse market, was taken over in the early twentieth century by the Royal Melbourne Hospital and University High School. After the 1870 covenant was annulled in 1972, larger residential buildings began to appear on the western side north of The Avenue, including university halls of residence. Development of the boulevard's eastern side has been confined to Princes Park and the University of Melbourne, apart from the Elizabeth Street section.

The early twentieth century tree-planting of Royal Parade was part of a wide-spread 'city beautiful' movement of the time. Robert Freestone in *Designing Australia's Cities: Culture, Commerce and the City Beautiful 1900-1930*, has pointed out that the idea of a tree-lined boulevard developed out of earlier garden elements such as allees and waterside promenades by the mid nineteenth century. Similarly technical developments in the planning movement world-wide had led to a scientific analysis and justification for landscaped, multi-lane street design, whereby fast and slow traffic should be separated, and motor vehicles from trams, by rows of trees and street

gardens to absorb noise and dust. These ideas appealed both to modernist and civic art sensibilities. There was a belief that beautiful streets were not a luxury, but absolutely essential to the successful development of the 'city beautiful', and that to obtain the best results utility could not be forgotten.

The change to deciduous tree species for road avenues reflects this concern. Whereas earlier plantations such as the original conifers along the Sydney road, and the line of Blue Gums along St. Kilda Road had served an essentially functional purpose such as providing windbreaks and absorbing dust, the deciduous plantations of the early 20th century reflected the new concern with health and beauty. Deciduous trees provided badly needed shade in summer while allowing light and air during the winter months, and at the same time, providing the natural beauty afforded by the changing seasons. It had taken forty years for such ideas to resurface from the time they were first realised in the Finlay Avenue at Camperdown which was planted on 12 July 1876 by a Western District family, the Finlays, whose ideas derived from 18th century English parks and gardens.

Melbourne was at the forefront of the 'city beautiful' movement in the treatment of several of its major radial boulevards, including Royal Parade, the major elements of which are extant today. Royal Parade was declared a main road in 1995.

Plaque Citation

Originally the beginning of the road to Sydney, this is one of Victoria's finest boulevards, with four rows of English elms planted in 1913, and demonstrating 'city beautiful' planning ideals of the early twentieth century.

Extent of Registration

1. All the land marked L1 on Diagram 2198 held by the Executive Director being Royal Parade road reserve and the small section of the Elizabeth Street road reserve between Flemington Road and Park Street. This includes the four grassed medians, concrete curbing, elm trees and footpaths but excludes all the road surfaces and tram tracks, poles and fences.

This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 1995. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place data owner.

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

