

INNER CIRCLE RAILWAY LINEAR PARKLANDS

CONSERVATION MANAGEMENT PLAN

Parkville, Princes Hill, North Carlton, and North Fitzroy

June 2022

Prepared for



Prepared by

LOVELL CHEN

A series of horizontal rainbow-colored lines of varying thicknesses, positioned below the name "LOVELL CHEN".

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Cover image: Linear Parklands at St Georges Road, Fitzroy North, still shaped by the former junction of the Fitzroy branch line with the main Inner Circle Line

Source: Nearmap (Capture date: 31 October 2021)

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City of Yarra

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1.0 INTRODUCTION

This Conservation Management Plan for the Inner Circle Linear Parklands has been commissioned by the City of Yarra, to update and replace the previous CMP prepared by Allom Lovell & Associates with John Patrick Pty Ltd in 2005.

The parklands are the former corridor of the Inner Circle Railway, one of the many 'Octopus Act' lines constructed throughout Victoria during the 1880s. The Inner Circle operated as a passenger line into the 1950s (when it was briefly reactivated for the Melbourne Olympics following an earlier closure), and as a local urban goods line through the 1970s. The line was decommissioned in the early 1980s. This was followed by two decades of public campaigns to preserve the railway reserve as public land, which culminated in its conversion to parklands.

The Inner Circle Linear Parklands is a heritage place recognised by City of Yarra, which manages the majority of the former railway land area; the remaining sections of the corridor are managed by Moreland City Council and City of Melbourne. Various sections of the parklands are subject to heritage overlays in each city's planning scheme:

Yarra

North Fitzroy Precinct (HO327)

North Carlton Precinct (HO326)

Princes Hill Precinct (HO329)

Melbourne

Carlton Precinct (HO1)

Parkville Precinct (HO4)

Royal Park (VHR H2337)

Moreland

Park Street - Janet Hillman Reserve (HO133)

This updated CMP has the following objectives:

- To act as a primary reference document and heritage briefing to a forthcoming updated masterplan for the parklands (replacing the previous masterplan prepared in 2006)
- To provide clarity on the heritage significance of the parklands, recognising that the place's values may not be fully expressed in existing statements of significance for the five HO precincts and individual places which address sections of the parklands
- To provide policy guidance to Yarra's ongoing management of the sections for which it is responsible
- To provide an accessible reference for use by Moreland and Melbourne council staff in their management of the balance of the reserve, and a basis for future inter-council coordination on shared management objectives.

1.1 Methodology

This CMP broadly follows the principles and processes set out in the *Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013* and its Practice Notes. The *Australia ICOMOS Burra Charter, 2013* establishes a standard of practice for those involved in assessing, managing and undertaking works to places of cultural significance. It also has regard for the recommendations of, *Conservation Management Plans: Managing Heritage Places*, prepared by the Heritage Council of Victoria (2010).

This CMP is informed by the analysis undertaken in the 2005 report, *Inner Circle Linear Reserve Conservation Management Plan*, by Allom Lovell & Associates.

This analysis has been updated based on additional and improved sources of digital information; a review of the heritage values of the place; a review of recent management outcomes, physical pressures and coordination issues; and limited external consultation undertaken with members of Yarra's Heritage Advisory Committee. Broader public consultation is being undertaken to inform the preparation of a new masterplan.

1.2 Naming conventions

Inner Circle Parklands

Within Yarra, the official name as identified on signage throughout the corridor is the Inner Circle Linear Parklands. For ease of reading, this CMP uses this construction, the 'Inner Circle Parklands' and 'the parklands' interchangeably.

Within Melbourne, the railway corridor was constructed through two pre-existing parks, Royal Park and Princes Park. The resolution adopted in the 1980s there and at Edinburgh Gardens was to revert the land to the original reservation for each of those reserves. This CMP addresses the remnant cutting and infrastructure of the Inner Circle Line within the two City of Melbourne reserves, but does not address the other values of those significant parklands, which have been documented elsewhere.

Within Moreland, the parklands are generally unsigned. The reference to 'Janet Hillman Reserve' in the Schedule to the Heritage Overlay of the Moreland Planning Scheme may be a typographic error (refer to Section 2.2.4. for a discussion of the history of the Janet Millman Reserve within the City of Yarra).

City of Moreland

In December 2021, Moreland City Council voted to rename the municipality. A new name is to be selected in July 2022 and implemented over the following two years on digital platforms, and over ten years on physical signage within the municipality. This CMP has been prepared prior to confirmation of the new name. Where reference is made to the City of Moreland or the Moreland Planning Scheme, this should be taken to be synonymous with the name subsequently adopted and implemented.



Figure 1 Western entry to Inner Circle on Capital City Trail in Royal Park, note the extant overhead power supporting structure



Figure 2 Parkville cuttings, with extant overhead power supporting structure and remnant signal pole



Figure 3 Remnant timber crossing fences and upgraded trail priority crossing with embedded rails, Bowen Crescent (looking into Princes Park)



Figure 4 North Carlton Railway Station Neighbourhood House, including 2002 pavilion and new community garden



Figure 5 Lygon Street crossing



Figure 6 Looking west between Lygon and Nicholson Street, with 1980s-1990s public housing infill at left and remnant Poplar trees



Figure 7 Commercial infill building at Nicholson Street, with remnant Poplar trees



Figure 8 Rae Street crossing with remnant rails, recently resurfaced



Figure 9 Brunswick Street N road crossing with trail priority crossing and remnant rails; former North Fitzroy Electric Railway Substation in background



Figure 10 Janet Millman Reserve with power stanchion



Figure 11 St Georges Road, with former Metropolitan Fire Brigade Station (centre) and junction of the Fitzroy Branch Line (left) with the Inner Circle Line (right rear)



Figure 12 Eastern entry to the parklands from Merri Creek (below centre); early power stanchion and benched earthwork for the former loop track at right; a surviving overhead power supporting structure for the loop is just visible behind other stanchions, centre right rear; Thomas Kidney Reserve and the Rushall Garden are behind the former loop track far right



Figure 13 Trail priority crossing on Fitzroy Branch Line at Scotchmer Street



Figure 14 Fitzroy Branch Line trail approaching Alfred Crescent and Edinburgh Gardens (centre far)

2.0 THE HERITAGE PLACE

2.1 Inner Circle Railway Linear Parklands

The Inner Circle Linear Parklands are 3.5 kilometres of passive open space, amenities and a shared used path established on the former railway corridor of the Inner Circle Line and the Fitzroy Branch Line through the suburbs of Princes Hill, North Carlton and Fitzroy North.

The former Inner Circle Line began at the then-Coburg Line (now Upfield) in Royal Park, and passed under Royal Parade in a cutting, surfacing in Princes Park and then crossing Bowen Crescent into North Carlton. The corridor then ran north-east and east through stations at North Carlton and Fitzroy North, to connect to the Whittlesea Line (now Mernda) where it crossed the Merri Creek. At St Georges Road, a branch line swung south through the Edinburgh Gardens to terminate at a short-lived station just north of Queens Parade, where a goods yard would continue to operate until 1981.

Today, much of the former railway corridor has been retained as public open space. The Capital City Trail, a major off-street bicycling route and shared use path, follows the corridor, with the balance of the reserve utilised for passive open space, a number of modest recreational amenities and native habitat plantings. Some parts of the corridor were repurposed for other uses while remaining in public ownership: public housing was constructed on the former railway alignment in Moreland, as was a commercial building at Nicholson Road; housing was also constructed on sections of the former Fitzroy Goods Yard south of Edinburgh Gardens. Former railway buildings were also repurposed for other uses, including the former North Carlton Station building, which still stands in the corridor, as well as the Park Street substation (constructed for the electrification of the line, completed in 1921) and a Gatekeeper's Cottage at Bowen Crescent.

Besides those buildings, the physical evidence of the former railway corridor is often fragmentary. In the development of the parklands, the original rails, ties and ballast were removed from the corridor, with much of the material taken to Moorooduc on the Mornington Peninsula and to other museum railways. However, rails were retained at most of the road crossings where they extended outside of the boundaries of the park development project and would have required a reconstruction of the road surface to remove at the time.

Similarly, the rail sidings at the former storage silos east of Brunswick Street N were left in place. Most of the traction power equipment had previously been removed after passenger services ceased on the corridor, however a series of original stanchions and vertical supporting piers for the overhead lines were retained throughout much of the corridor and reused as stanchions carrying an active power interconnection between the current Upfield and Mernda lines. Two relatively complete overhead support structures remain in the Parkville cutting, as well as fragmentary fixtures mounted to the bottom of The Avenue bridge.

Other fragments of railway features exist in the corridor, including concrete footings, remnant timber palisade fences and gates at former pedestrian crossings, and a remnant semaphore signal pole in the cutting west of Royal Parade. The two original road bridges over the corridor at Royal Parade and The Avenue were also retained, and the cutting repurposed for the bicycle path.

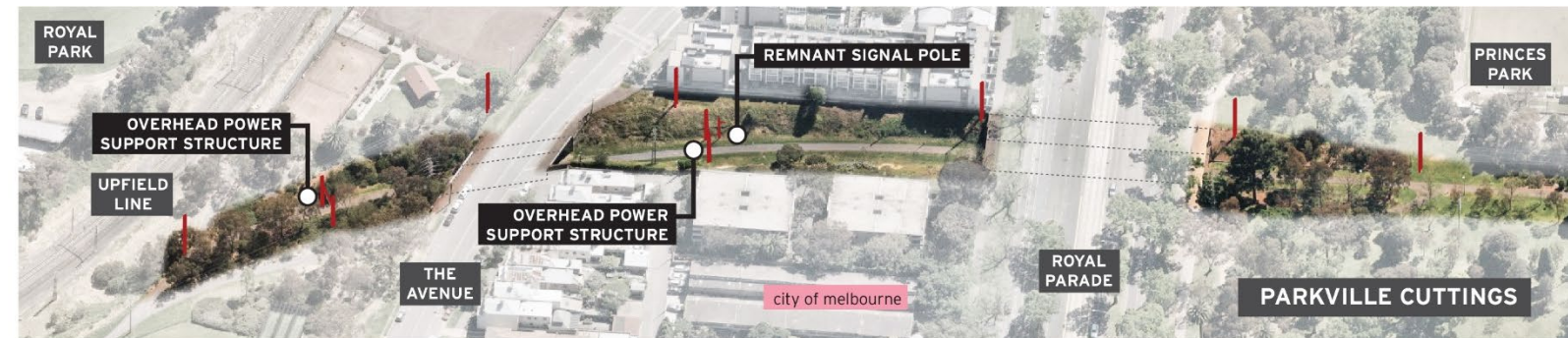
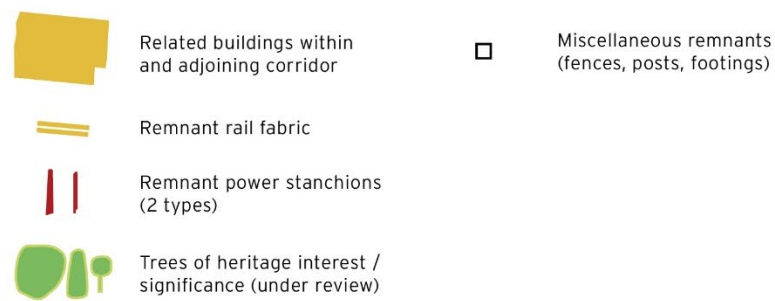
Along the corridor, other buildings and open spaces also reflect the former shape and history of the Inner Circle Railway. The former Metropolitan Fire Brigade building at St Georges Road occupies a triangular site formerly lodged between the main railway line and the branch line, while parts of the Janet Millman Reserve and an undeveloped Director of Housing property were formerly occupied by a

goods siding and the aforementioned set of towering steel grain bins. An Electric Light & Power Company substation was permitted to be constructed at the edge of the railway reserve at St Georges Road in 1912 with an ornamental design; this structure also remains extant. Down the branch line, the Mark Street Hall was constructed on a wedge-shaped property expropriated for the railway construction, while the layout of Edinburgh Gardens was required to respond to the branch line's construction through the site in the mid-1880s, a project which also resulted in the filling of a former creek in the gardens.

At various locations, small numbers of trees represent the remains of ornamental plantings undertaken on the southern reserve lands by the City of Melbourne and City of Fitzroy in the 1910s and 1920s. At other sites, trees reflect the history of use and disuse of the corridor; for instance, the former Fitzroy North Station platform is the site of a line of Peppercorn trees which likely represent a mix of intentional plantings and trees which were self-sown in the decades following the station's closure, in which the platform was fenced from public access. Most trees in the parklands have been planted since the 1980s.

Two of the contemporary park areas established on parts of the linear reserve are named in honour of campaigners who fought to ensure the railway reserve remained a public open space; these are the Hardy-Gallagher Reserve in the west and the Janet Millman Reserve in the east. A third, the Thomas Kidney Reserve, is a revegetated, mounded site located within the triangle of the former Northcote loop lines at the eastern end of the Inner Circle route; the form of the reserve and adjacent trail facilities still reflect the sides of the loop that have been removed (service continues on the east side of the loop as part of the contemporary Mernda railway line).

The remnant railway fabric, major features of the contemporary parklands and overall extent of the parklands and their notable adjacencies are identified at Maps 1-6.



Maps 1-3 Inner Circle Linear Parklands features, extent and adjacencies



- Related buildings within and adjoining corridor
- Remnant rail fabric
- Remnant power stanchions (2 types)
- Notable and significant trees
- Miscellaneous remnants (fences, posts, footings)



Maps 4-5 Inner Circle Linear Parklands features, extent and adjacencies



Map 6 Inner Circle Linear Parklands features, extent and adjacencies

2.2 History of the parklands

2.2.1 *Lobbying for the Inner Circle Line*

Fitzroy was the first of Melbourne's suburbs, and land was purchased at high rates. By the 1870s, suburban railway construction was in the offing, pushed by suburban speculators and local councillors,¹ and a series of plans floated in that decade included one to develop a new line from Richmond to Brunswick and Coburg via North Fitzroy. Melbourne's land boom and the Victorian colony's confidence on the back of a two-decade gold rush and a feverish global economy spurred suburban expansion and infrastructure spending.

In 1880, Fitzroy City Council was lobbying for a railway line running from Dight's Paddock (Clifton Hill) through the Edinburgh Gardens to Northcote and points beyond, with a branch serving North Fitzroy and Coburg. Several members of Council also advocated for the construction of a railway depot for Fitzroy, so that:

... we could have produce dropped at our own doors, instead of being taken to Spencer-street, which entailed additional expense upon the consumer. As one side of Melbourne at present monopolised all the benefits accruing from the presence of a depot it was only fair that this side should have a share of whatever might be derived.²

These initial efforts were unsuccessful, with only the Coburg line (via Royal Park) and the Clifton Hill to Alphington line (current Hurstbridge line) approved by the Minister, although these would become the prerequisites for the Inner Circle line which would be approved and constructed a few years later. In 1881, the Council renewed its lobbying for either the planned Whittlesea line or a local branch to run through Fitzroy North. This time its proposals to have the line run through the Edinburgh Gardens elicited opposition from residents concerned the railway would:

... injure the only recreation ground belonging to the city. It would also divide it into two parts, and the existence of a number of level crossings which would be constructed would depreciate property and cause great inconvenience.³

Despite the backlash, the council continued to spruik a local railway, which finally eventuated with the 1884 *Railway Construction Act* (No. 821), promoted by the notorious land boomer, Thomas Bent, who had been appointed Minister of Railways. Bent's programme of railway building pushed the Government £2 million into debt, and became known as the 'Octopus', referring to the tentacle-like coverage of Melbourne by 65 individual railway extensions authorised under the 1884 Act to achieve 'railway communication' to the city's outer suburbs.

The Act authorised the construction of the Royal Park and Clifton Hill railway (Schedule 59 to the Act), which would become the Inner Circle Line, the Fitzroy and Whittlesea Railway (Schedule 14), to start from the Royal Park to Clifton Hill line, and the Fitzroy Branch Line (Schedule 55). The Inner Circle Line, as it would later be known, was an essential connection allowing train services to Heidelberg and Whittlesea to reach North Melbourne via Royal Park (Figure 15). Some of the land for the Inner Circle and the branch line would be provided by local governments, with the remainder purchased from private landholders under *Section 9* of the Act, which granted the government the power to acquire land for railway use (Figure 16 and Figure 17).⁴

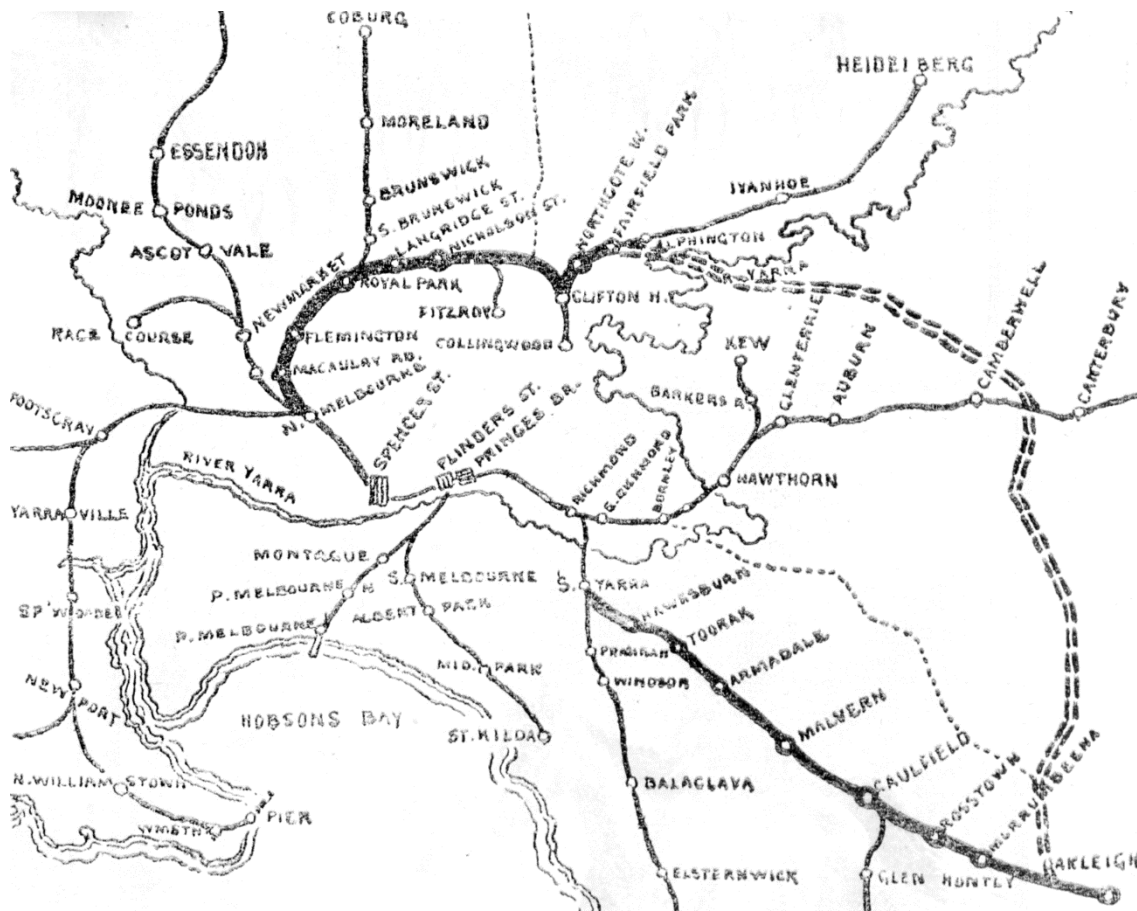


Figure 15 1889 newspaper map of Melbourne suburban railway lines, with original naming of the North Carlton (Langridge St) and Fitzroy North (Nicholson St) stations
Source: State Library of Victoria

INNER CIRCLE RAILWAY LINEAR PARKLANDS

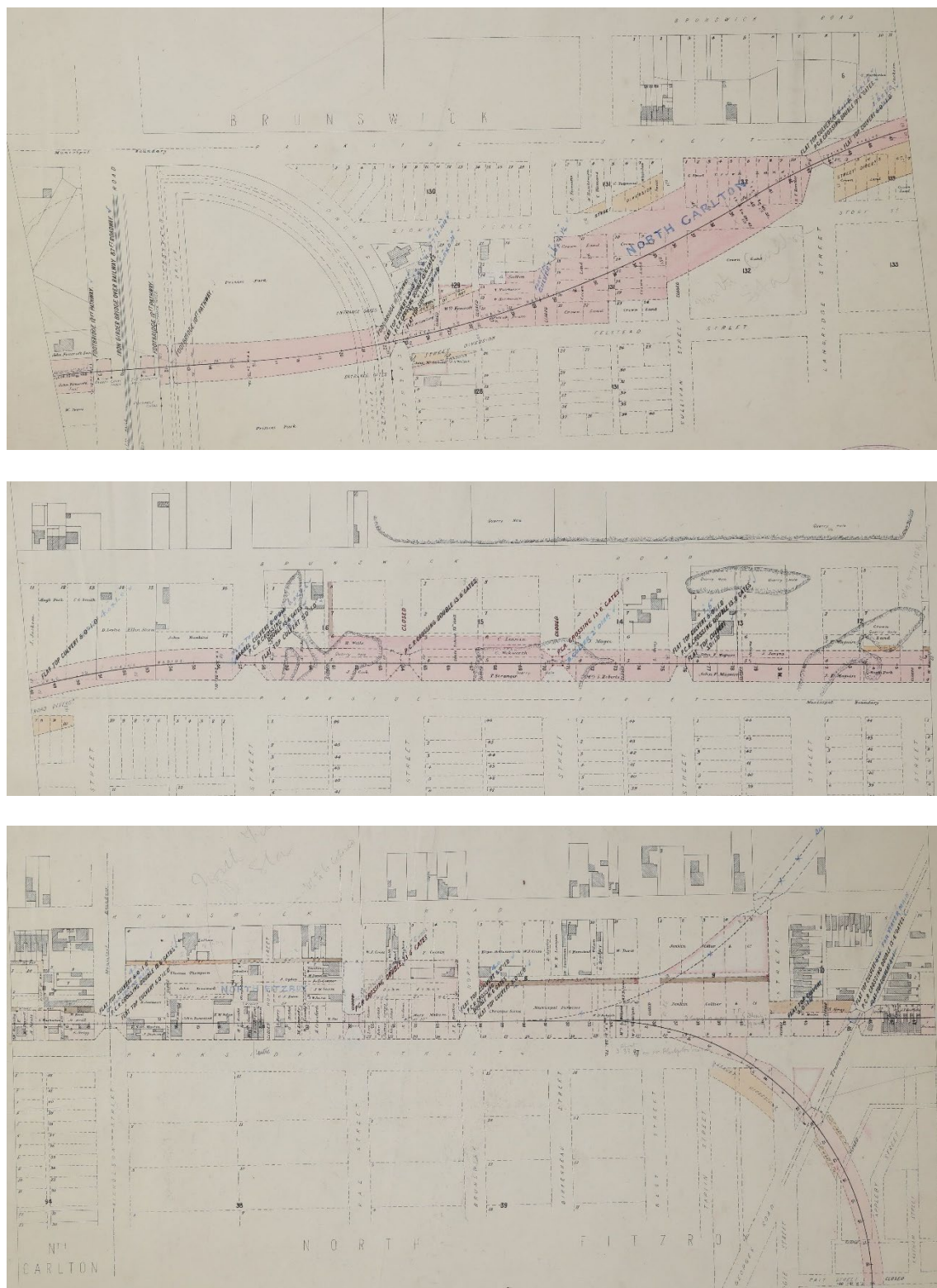


Figure 16 Victorian Railways Contract Plans (October 1885) for the Inner Circle Line, showing (pink) existing allotments to be acquired for the project
Source: Public Records Office Victoria

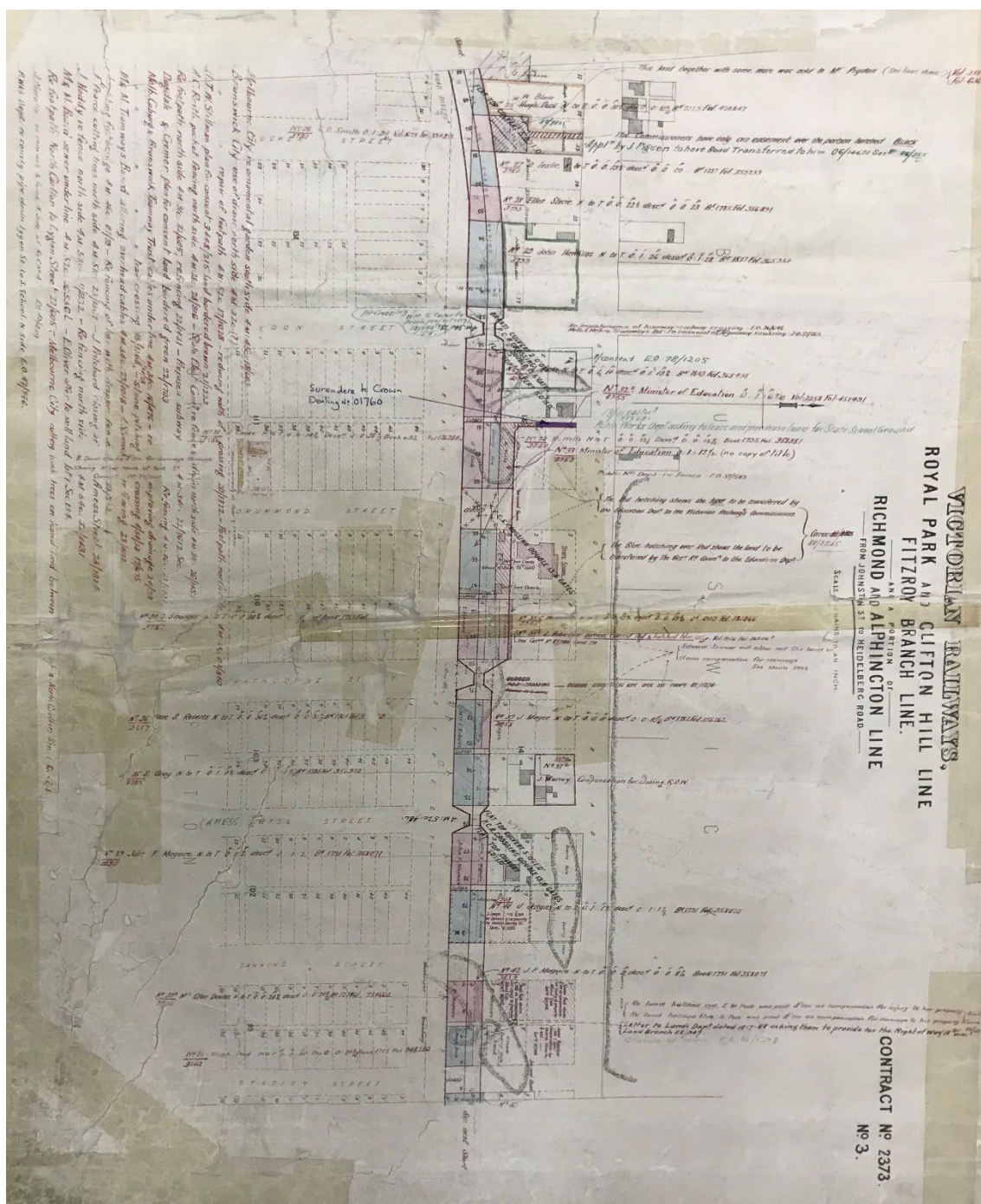


Figure 17 Contract Plan for central section of Inner Circle Line with detailed markup describing property resolutions and claims by adjoining landholders for lost rights-of-way and other disruptions
Source: Public Records Office Victoria

2.2.2 *Layout and construction of the railway*

As realised, the alignment of 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. The line crossed Bowen Crescent and Park Street at grade, then turned eastward running parallel to Park Street to Rushall Crescent, North Fitzroy, where it curved south-easterly at the edge of a bend in the Merri Creek to join the Alphington and Heidelberg line at Clifton Hill. Near Best Street, North Fitzroy, the single-track branch line to Fitzroy diverged and curved south, running parallel to Mark Street, across Alfred Crescent into the Edinburgh Gardens, terminating at the short-lived Fitzroy platform and a goods yard (Figure 32) just north of Queens Parade (Figure 33).

The Victorian Railways drafting office designed the railways infrastructure required for the operation of the Inner Circle Line. This included platforms, station buildings, tracks, road crossings, fences, signal boxes, gatekeepers cottages, and (later) overhead power equipment, and a pedestrian bridge in the vicinity of the Brunswick South Primary School. The station buildings at North Carlton (extant) and North Fitzroy (demolished) were of a standard design known as the Maldon group, after the station at Maldon; other surviving examples of the Maldon design include station buildings at Jewell, Brunswick, Moreland, Coburg and Clifton Hill.⁵ North Carlton Station originally opened as Lang Street, while the North Fitzroy Station was originally named Nicholson Street; they were each renamed in 1889.

Railway crossings, protected by picket fences and hand-operated road and pedestrian gates, were constructed at Bowen Crescent and east along Park Street at the intersections of Wilson, Lygon, McIlwraith, Rathdowne, Amess, Nicholson, and Rae streets, Brunswick Street N, St Georges Road and Bennett Street, and south along the branch line at Scotchmer Street and Alfred Crescent.

A platform and some form of station facility was also provided at the end of the Fitzroy Branch Line. Passenger facilities at Fitzroy Station responded to local aspirations (and were presumably required to compensate for the extensive land area alienated from the Edinburgh Gardens reserve), and may have briefly accommodated crowds attending football matches at the Brunswick Street Oval. However sustainable passenger numbers were never realised, and all passenger services to Fitzroy were withdrawn in May 1892 with the line continuing only as a goods line.

A number of sidings, sheds, weighbridges and grain bins would be constructed at the Fitzroy terminus, along with a pedestrian bridge over the tracks (built 1915, removed 2003) (Figure 32 and Figure 33).

2.2.3 *Key events in the operating life of the Inner Circle Railway*

The 1901 construction of new track and stations at Victoria Park, Collingwood, North Richmond, West Richmond, and Jolimont saw the Heidelberg line diverted to Princes Bridge Station (across Swanston Street from Flinders Street Station).⁶ A further short link between Clifton Hill and Merri stations was opened on 5 December 1904, completing the triangular Northcote Loop Junction and enabling trains from the Whittlesea line to run to Princes Bridge.

Although some Whittlesea services continued to run to Spencer Street via the Inner Circle until 1948,⁷ these improvements would have contributed to reductions in passenger services on the Inner Circle after the turn of the century. However, the line and its two intermediate stations remained in use for passenger traffic (with more frequent services to Fitzroy North, and weekend services to North Carlton and Royal Park as well as the Whittlesea traffic).



Figure 18 Signal box and crossing gates at main line crossing of St Georges Road, c. 1930s
Source: Public Records Office Victoria



Figure 19 Crossing gates and Victorian Railways advertising signage on the Fitzroy Branch Line, east side of St Georges Road, c. 1930s
Source: Public Records Office Victoria



Figure 20 North Carlton Station building and reserve with palms and shrubs, c. 1950s
Source: Lovell Chen archives



Figure 21 North Fitzroy Station Building prior to demolition, c. 1950s
Source: Public Records Office Victoria

Electrification

The Victorian government committed to a plan to electrify the suburban train network in 1912, modernising the system and backstopping consumption of the state's reserves of brown coal. Traction power using overhead wires was selected, allowing provision of electrified services to outlying locations.

To convert the 22kV alternating current supplied at distance from the Railways power station constructed at Newport to direct current for delivery to the overhead traction system, substations were built around the system. However, the complexity of the electrification project and wartime disruptions meant that power generation at Newport only began in mid-1918 and the inaugural service (to Essendon from Flinders Street) was only operated on 28 May 1919.

The Inner Circle Line was included in the electrification of Melbourne's suburban railway network (approved by the government in 1912); construction of the North Fitzroy Electric Railway Substation on railway land north of the line at Brunswick Street N was tendered in 1915 and complete by 1917 (Figure 22).

Following the aforementioned delays, the Inner Circle's new overhead electrical equipment (Figure 23) was activated in June and July 1921.⁸ Electrified services (Figure 24 and Figure 25) ran initially at 15-minute headways to North Fitzroy; from 18 September 1921 the service ran at 20 minute intervals (North Carlton received weekend service through to Royal Park along with pair of daily services).⁹ Affordance of more frequent services across the network boosted patronage numbers, with almost 600,000 passengers riding the Inner Circle line in 1924.

High ridership was again short-lived. Electrification and expansion of the tram network was occurring simultaneously with the suburban railways; the electric trams offered a direct service into the Melbourne CBD along Lygon Street from East Coburg beginning in 1916, and from Preston via St Georges beginning in 1920 (and running via Brunswick Street from 1930 following electrification of that former cable tramway). A new train station also opened at Rushall Street in 1927; while Inner Circle services would make use of this station, Rushall also served Princes Bridge services on the Whittlesea line, and had been advocated for by the Fitzroy council to provide direct access to those services for passengers from Fitzroy North.

The economic depression of the 1930s and the disruptions of World War 2 also cut into passenger numbers across the system, while increasing numbers of suburban riders converted to private automobiles, and post-war coal shortages provoked power rationing and led directly to suspension of the remaining Inner Circle passenger services in 1948 and the closure of the station buildings at North Carlton and Fitzroy North (Figure 26).¹⁰ The North Carlton station building would be reused as railway workers' housing while goods services continued to use the line (Figure 27).

The Inner Circle Line reopened briefly for the Melbourne Olympic Games in 1956, when passengers were transported from Flinders Street to the Carlton football oval for Olympic events. Following the games, electrical equipment and overhead structures were progressively removed from the corridor, as were the majority of the original manually operated gates, as the goods services would operate with flag men for traffic control.

The line was later used on an occasional basis for special excursion trips attended by rail enthusiasts, which travelled along the Inner Circle Line and then to eastern and northern destinations including Kew, Broadmeadows, Epping and Dandenong. Several of these rail excursions were filmed in both colour and black and white by rail enthusiasts Arthur Hill and Ken Fishley, with archival videos circulated among enthusiast groups.¹¹



Figure 22 North Fitzroy Electric Railway Substation, viewed from the former railway alignment, now Capital City Trail



Figure 23 Overhead support structures and electrical stanchions at a major road crossing, 1963
Source: Courtesy John Thompson



Figure 24 Electrified passenger service crossing Amess Street, c. 1930
Source: Public Records Office Victoria

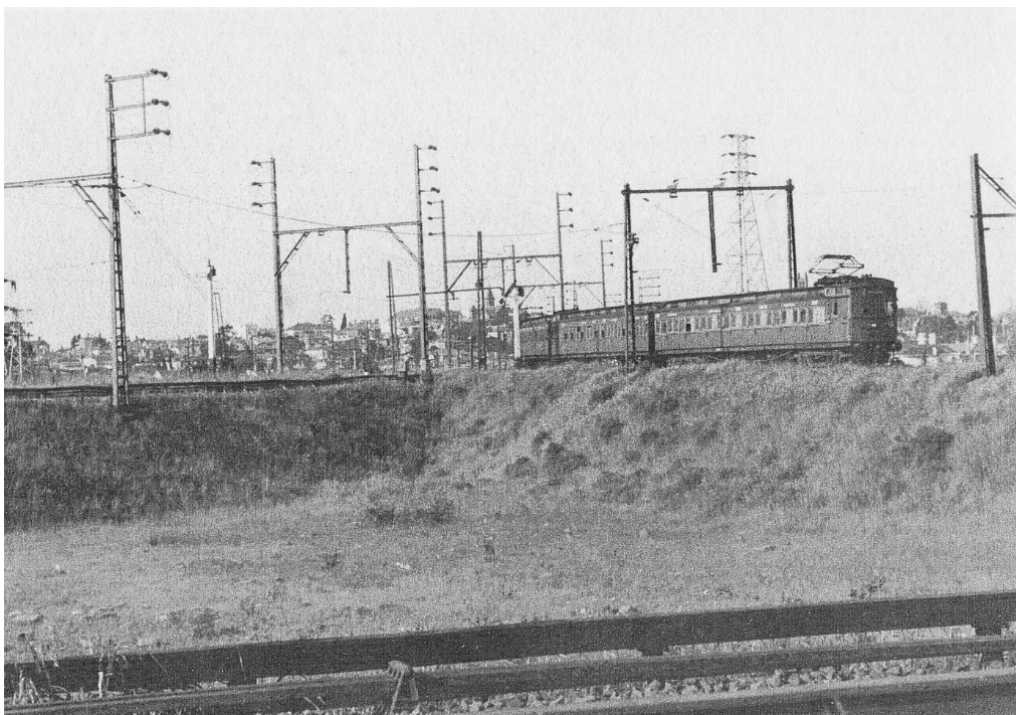


Figure 25 Triangular loop between Rushall Station and the Merri Creek, now the Thomas Kidney Reserve, following electrification
Source: Lovell Chen archives



Figure 26 North Fitzroy Station and overgrown platforms with Peppercorn trees, c. 1960s
Source: Public Records Office Victoria



Figure 27 North Carlton Station building, fenced off and reused as railway worker housing, c. 1960s;
note the disused north track and removal of overhead electrical equipment and supports
Source: Public Records Office Victoria

Uses of the adjoining reserves

The Inner Circle line was cut across existing subdivisions in Parkville, North Carlton and Fitzroy North, as well as three major public recreation reserves in Royal Park, Princes Park and Edinburgh Gardens. Where the line curved in the east and west, and on the branch line's trip down to the Fitzroy Goods Yard, the project created a series of irregular adjoining areas where private landholdings had been reacquired to facilitate the project. Some of these sites were later leased for private warehouses and factories, and as early as 1930 at least one lessee near the North Fitzroy Station had drawn complaints for the poor state of their allotment and the disinclination of the Railway Commissioners in becoming involved in rectification.¹² Other sites were used for railway infrastructure like the series of gatekeepers' cottages along the route, or came to be occupied by unrelated public uses, as with the Metropolitan Fire Brigade station constructed between the main and branch lines on St Georges Road, or the Girl Guides Hall adjoining the goods line at Mark Street (now managed by Yarra as the Mark Street Hall).

On its southern edge, the corridor paralleled the existing Park Street (at the time Parkside Street), a 1.5 chain roadway which ran from Royal Park to the Merri Creek. Park Street was retained and transformed by the imposition of the railway, affecting not only the function and character of the roadway but also its jurisdictions. The Fitzroy City Council had established tree plantations on the north side of Park Street east of St Georges Road as early as 1908, when it authorised installation of one-inch service pipe for irrigation. Early beautification plantings may also have occurred in front (to the south) of the North Carlton Station building and the North Fitzroy Substation, where distinctive planting arrangements are seen in later aerial photography.

West of Nicholson Street, the centreline of the Park Street road reserve had marked the boundary between the City of Melbourne and City of Brunswick, however the street's isolation by the railway corridor discouraged Brunswick City Council from investing in road improvements. At least one letter in 1900 decried the condition of the north side of Park Street, noting that 'very badly indeed are trees wanted on the railway station side'. As late as 1916, the Brunswick side of the road reserve 'had not been improved in any way,' while the Melbourne side 'had been formed and metalled.'¹³

In 1917, the Brunswick City Council agreed to transfer to the City of Melbourne the northern part of the Park Street right of way, a strip of land 50 feet wide, for the purpose of forming a public reserve, with the new boundary set at the railway fence. Soon Melbourne had established a tree plantation along the Park Street edge of this reserve along with a mixed plantation of ornamental trees and shrubs to the railway edge. These plantations are clearly seen in aerial photography of 1931 and 1945 (Figure 28 & Figure 29).

During the Second World War, extensive trenches were dug as a war precaution along much of the Park Street public reserves,¹⁴ and are visible in aerial photography of 1945 as a regular, snake-like line paralleling the railway. The trenches are likely to have caused substantial damage to the early tree plantations in some areas.



Figure 28 Aerial view of the Inner Circle line at Lygon Street (centre) in 1945, with ornamental plantations established by the City of Melbourne in the Park Street road reserve; the area to the front of the North Carlton Station (lower left) is more sparsely planted
Source: Land Victoria Aerial Photography Collection



Figure 29 Views of the eastern part of the line, from Nicholson Street to St Georges Road (top) and east of St Georges Road (bottom), showing the tree plantations along Park Street established by the City of Fitzroy
Source: Land Victoria Aerial Photography Collection

Goods service

As a goods line, there had been no requirement for electrification of the Fitzroy branch line in 1921, and steam-powered goods trains continued to operate to the Fitzroy Yard until the replacement of the goods engines with diesel-powered locomotives¹⁵ in the 1950s (Figure 30 and Figure 31).

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 32), as well as transporting other inward and outward goods for nearby timber yards, contractors and factories. The National Can Company occupied a large industrial building built in the mid-1950s at the northern end of the Fitzroy goods yard (Figure 33).

A second goods yard operated until at least the 1950s on the north side of the North Carlton Station building, serving local industries, some of which leased sections of the extensive lands which had been assembled in the 1880s on this curve in the corridor; this area became derelict in the 1960s and 1970s. Another goods siding was located to the east of Brunswick Street North; in the c. 1950s ten large steel grain storage bins were constructed alongside that siding, on leased land that had been acquired in the assembly and construction of the Inner Circle Line (Figure 34).

Goods services were discontinued on 1 August 1981.¹⁶



Figure 30 Goods train on the Inner Circle Line at Amess Street, 1958
Source: Lovell Chen archives



Figure 31 Crossing of Bowen Crescent, c. 1960s-1970s, following removal of overhead power and reduction of the western end of the line to a single track
Source: Public Records Office Victoria



Figure 32 Fitzroy Goods Yard, c. 1970s, view south showing footbridge and large shed
Source: Public Records Office Victoria



Figure 33 Fitzroy Goods Yard, c. 1970s, view north from the footbridge
Source: Public Records Office Victoria



Figure 34 Grain bins and sidings west of Fergie Street, North Fitzroy, c. 1970s
Source: Public Records Office Victoria

2.2.4 *Contesting the future of the Inner Circle Line*

With the elimination of passenger services on the line after their brief comeback in 1956, and modernised use of intercity truck transport for the movement of goods to suburban factories and warehouses, the days of the Inner Circle Line were numbered. Electrical equipment was removed from the line in the late 1950s, and the North Fitzroy Substation shuttered, however overhead connectors remained in place to supply and balance the Upfield and former Whittlesea (now Reservoir) lines.

Action on railway land

From the 1960s, the railway lands became a battleground between Victorian Railways, developers and resident associations opposed to new private construction on the railway lands. A major industrial landlord in the area, the Victorian Railways began to make lease agreements with a new generation of industrial and commercial tenants on the surplus lands along the line. This brought them into direct conflict with the aspirations of area residents, who valued the existing de facto open space of the railway lands and the Park Street reserve and were no longer as tolerant of the chaotic mix of industry (and the noise, disorder and pollution it generated) that had typified earlier development in parts of Fitzroy, Carlton and Brunswick.

In 1970, a lease of vacant land near the former North Carlton Station in Princes Hill for a planned Kimberly-Clark distribution warehouse became a flash point for community opposition. The Carlton Association and other interested parties formed the 'Railway Land Action Group,'¹⁷ and began to lobby councillors and parliamentarians to intervene to prevent renewed industrial use of this public reserve.

Intervention by the rebel union group that had left the Trades Hall Council, led by Ken Carr, marked a turning point in the fight and an innovation in urban activism. At one stage, a scuffle developed when the developer tried to bring scab labour onto the site, and Norm Gallagher, Federal Secretary of the Builders Labourers Federation, was arrested and gaoled. The coalition threatened to blanket the suburbs with posters opposing the development under the slogan 'Kids before Kleenex'. By December 1970 the planned development had been abandoned. The black ban placed by the unions on work at the site preceded the more famous Green Bans that would follow in Sydney's urban preservation battles of the 1970s, and is believed to have been the first in Melbourne to have been backed up by force.¹⁸

Further activism (Figure 35) saw the site renamed the Hardy-Gallagher Reserve after Melbourne City Councillor, Fred Hardy, and the arrested union leader Gallagher,¹⁹ and later gazetted for public recreation purposes.

Development Plan

After the defeat of the Kimberley-Clark development, goods services on the Inner Circle sputtered along for a final decade before being finally abandoned in 1981 and the line declared surplus. Associations of local residents continued to advocate for parkland development and to preserve the balance of the open space reserve, opposing further development including new public housing proposed on the railway land (Figure 36). The Park Street Reserve Action Group and the Fitzroy Community Parks Group were active in the 1970s and 1980s in advocating for an open space outcome for the railway corridor.

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. 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.²⁰

The working party would complete its work in 1986-1987, recommending the formalisation of a Linear Park Reserve while confirming its support for public housing construction at various sites in the corridor.

Janet and Geoff Millman were among the local residents who became active in the Park Street Reserve Action Group and the subsequent Community Parks Group, advocating for preservation of the corridor's open space and the construction of public housing on properties elsewhere in the adjoining neighbourhoods. After Janet Millman's health began to fail, her husband Geoff stood for the Fitzroy City Council elections in 1987 in order to continue their advocacy, his service on the council including two years as mayor. Janet passed away soon afterwards²¹ and the council later resolved to name the section of the reserve between Nicholson Street and St Georges Road in her honour.

Ultimately, some sections of the planned housing would be delivered west of Nicholson Street and along the Fitzroy Branch line and at its southern terminus adjoining Queens Parade, while some of the most contentious sites (such as the former silo site whose redevelopment was strongly opposed by Janet Millman and others) remain in the land portfolio of the Director of Housing but have never been built.

Former North Carlton Station

The project to convert the former North Carlton Station into a Community House began in 1982, and was undertaken by the Princes Hill Primary School Park Centre and the Montemurro Bocce Club.²² Victorian Railways leased the station to the Melbourne City Council, who sub-let the land to a new group formed for the purpose, the North Carlton Railway Station Users Committee.²³

The railway platform and tracks were removed in 1983, and the area infilled and levelled; Bocce courts were constructed to the east of the former station, which was officially reopened on 1 April 1984 by the Lord Mayor of Melbourne, Kevin Chamberlain.²⁴ In 1988, the Melbourne City Council funded various interior renovations in the former North Carlton Station and further renovations to the exterior of the building including re-glazing of the windows, the re-opening of the front entrance and the removal of some paling fence.²⁵

In 1994, management responsibility for the station and the Hardy Gallagher Reserve was transferred to the new City of Yarra as part of local government restructuring undertaken across Victoria, which saw sections of Parkville and Carlton North formerly within the City of Melbourne amalgamated with the Cities of Fitzroy, Collingwood and Richmond to create Yarra. In 1995, the land was formally regazetted as a public recreation reserve.

The Vincenzo Di Mase Pavilion was built in April 2002. The pavilion's naming honours an inaugural member of the Neighbourhood House Committee of Management and the Montemurro Bocce Club; Di Mase was an Italian immigrant who became a community leader in Fitzroy and North Carlton and was instrumental in the development of the North Carlton Railway Station Neighbourhood House and the adjoining bocce courts, before his passing in 2003.

Removal of the remaining railway infrastructure

By the time goods services to Fitzroy were discontinued in 1981, major elements of the infrastructure of the former Inner Circle railway had already been removed. In addition to removal of the electrical equipment and overhead in the 1960s, the North Fitzroy station had been demolished. During this period, sections of the line were also reduced to a single track arrangement or removed entirely, and

road crossing gates, signal boxes and other elements essential to formerly frequent passenger services were removed.

In the 1980s, the platform of the former North Carlton Station was removed after the railway station was converted into a neighbourhood house and the area re-landscaped. Throughout the balance of the reserves, the remaining rails, ties, ballast and signal infrastructure were removed in the 1980s and early 1990s, and either returned to Victorian Railways stores, donated to Moorooduc or other museum railways, or landfilled.

The North Fitzroy pedestrian bridge was removed c. 1990, and the pedestrian bridge in Edinburgh Gardens over the Fitzroy Goods Yard (Figure 32), was removed by the Mornington Railway Preservation Society in 2003 and relocated to Moorooduc.²⁶



Figure 35 1970s working party of North Carlton residents cleaning up the future Hardy Gallagher Reserve west of the former North Carlton Station
Source: courtesy Jeff Atkinson



Figure 36 Reserve east of Amess Street, 1980s, with painted sign opposing construction of public housing on the site
Source: Photograph courtesy Terrence Nott

Establishing the Linear Park Reserve

In 1984, both the Central Area Access Study and the Melbourne Bike Plan identified the railway lands as an off-street path alignment to link other bicycle paths and routes (namely paths along the Merri and Moonee Ponds creeks and the Yarra and Maribyrnong rivers) through the central area of Melbourne.²⁷ This recommendation was adopted by the 1986 Development Plan (Figure 37).

To implement the parkland components of the 1986 plan, a concept plan and landscape study for the new reserve was undertaken by the Landscape and Architectural services group within the Department of Conservation and Environment between 1990 and 1992 (when the department was reorganised as DPCR).²⁸ In 1992, a development plan was initiated, and a co-ordination committee appointed. After the reorganisation of the managing department and the restructuring of local government, responsibility for planning and managing the parklands was handed down to the local councils. In 1995, the Inner Circle parklands were formally gazetted as a reserve for public recreation purposes; the shared use path received formal designation as part of the Capital City Trail (Figure 38 and Figure 39).

During this period, commercial uses of leased properties and buildings in and adjoining the railway corridor and the Fitzroy Goods Yard were gradually phased out as leases turned over and uses supported by the former goods service moved elsewhere. The tenancy of the National Can Company at the north end of the Fitzroy Goods Yard ceased by 1996, while the large shed at 80 Queens Parade, formerly used as a grain store, briquettes warehouse and timber store, was demolished in 2003.

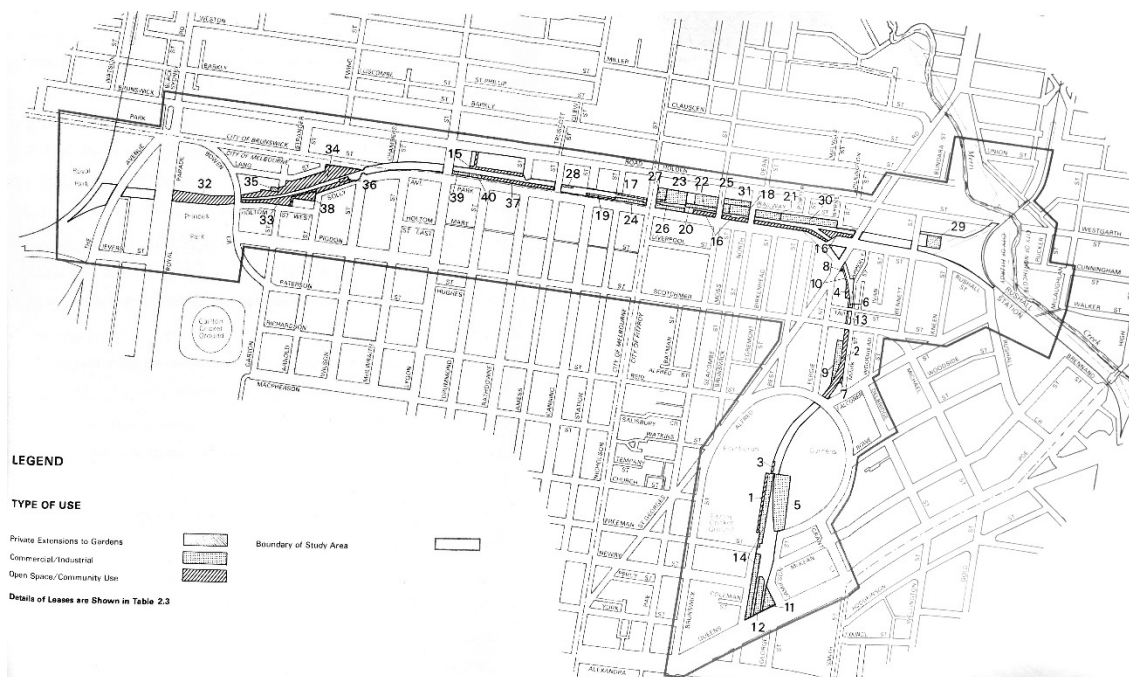


Figure 37 Map of existing lease arrangements (ranging from private garden extensions to industrial and commercial tenants) in the Inner Circle corridor as of 1986
Source: *Royal Park to Fitzroy Railway Land*, September 1986



Figure 38 Shared use path and poplar plantation in front of public housing west of Nicholson Street, 2004; many of the extant trees have since been removed
Source: Lovell Chen archives



Figure 39 View east to Brunswick Street N road crossing in 2004
Source: Lovell Chen archives



Figure 40 View from rear of former Video Ezy building (now Park Street café), 2004
Source: Lovell Chen archives



Figure 41 Native garden bed plantings and remnant siding tracks treated as walking paths in Janet Millman Reserve, 2004
Source: Lovell Chen archives

2.2.5 Developments from 2005-2022

The last 20 years have been characterised by continuous, incremental improvements of park amenities within the Inner Circle Parklands, with much of the investment delivered by the City of Yarra.²⁹

Upgrades to the Capital City Trail have seen priority crossings for path users constructed at Amess Street (2012), Bowen Crescent (2017), Bennett Street (2020) and Brunswick Street North (2021). Crossing upgrades were also undertaken at Nicholson Street in 2020, and north-south connecting paths added through the parklands at Canning Street in 2016.

At the former North Carlton Station building, a new steel-clad toilet structure was constructed in the 2000s, and refurbished in 2019. The bocce courts were redeveloped in 2020, retaining one court and constructing a new community garden on the footprint of the other courts.

The leases of the commercial building at Nicholson Street turned over (Figure 40), with the building substantially renovated and the service offering now directed towards park and trail uses.

Various landscaping works have taken place along the balance of the reserve lands managed by Yarra. These include establishment of a habitat planting within the Hardy Gallagher Reserve since 2007, expansion of some habitat planting areas within the Janet Millman Reserve (2013), and infill planting of endemic species within the existing revegetated area at the Thomas Kidney Reserve and in the beds along the edge of the Mark Street Reserve. However, an earlier native garden treatment of the remnant sidings of the Janet Millman Reserve (Figure 41) has been eroded and become less distinguished over time. In the 2010s, a landscaped 'stormwater litter trap' was constructed along Mark Street as part of the development of the Edinburgh Gardens rainwater garden.

3.0 HERITAGE SIGNIFICANCE AND STATUTORY REQUIREMENTS

3.1 Heritage values of the Inner Circle Parklands

The following describes the two principal thematic values of the heritage place as expressed in the form of the parklands, their remnant historical fabric and their status as an historical and contested place. These values should form the basis for heritage management,

3.1.1 *History and evidence of the former Inner Circle Railway*

The Inner Circle Linear Parklands provide historical evidence of the former Inner Circle Railway line, built as an outcome of the 1883 'Octopus Act' that spurred suburban railway development across the Melbourne metropolitan. Local councils and business interests lobbied heavily for the Inner Circle line to ensure that their suburbs would not be excluded from the growing steam railway system at a time when this appeared essential to the modern delivery of local bulk goods, and when passenger alternatives were limited to the cable tram network, horse-drawn omnibus and private carriages.

Within this short connection across the top of Melbourne's inner-most suburbs (and its southern branch to Fitzroy), two permanent stations were constructed, along with a pair of goods yards (at North Carlton and Fitzroy). Manually operated crossing gates were erected at a dozen road crossings along the route, and with the accompanying signal boxes and railways advertising signage boards these intersections were once major thresholds in the landscape of Melbourne's inner north. Construction of the line created an 'urban seam' that reshaped neighbourhoods and even led to a change in the boundaries of the then cities of Melbourne and Brunswick; the strip of open space retained on the northern part of the Park Street road reserve was subsequently beautified by the City of Melbourne and City of Fitzroy in the 1900s and 1910s, an early action that presaged the much later expansion of landscaped amenity to the railway reserve itself.

Electrification of the suburban railway network (1912-1920s) intensified the line's infrastructural footprint, with the three-storey North Fitzroy Electric Railway Substation and a dense sequence of power stanchions and overhead supporting structures erected along the passenger line (but not the Fitzroy goods branch). The frequent services offered by electric trains drove annual passenger numbers as high as 600,000 in the mid-1920s, before falling sharply in the face of economic depression, World War 2 and diversifying transportation options for travel into the CBD or out into the expanded suburbs. Passenger services were discontinued in 1948, briefly restored for the 1956 Olympics, and then permanently ceased, with the line depowered and most electrical equipment removed by the 1960s. Goods services continued, finally ceasing in August 1981 when the line was officially decommissioned.

Decommissioning of the infrastructure and redevelopment of the corridor as a sequence of linear parklands (with some infill housing and commercial uses) led to the removal of much of the remaining railway fabric, and the transformation of the former railway lands for passive and active recreation and amenity. Today, the historical nature of the railway is reflected in a small number of intact components, including the extant buildings, and in various remnant elements and features, often in a diminished or fragmentary condition, that remain within the corridor.

The linear form of the reserve, extant significant buildings, and remnant railway infrastructure contribute to the perception of the Inner Circle Parklands as a historical place. The buildings and some elements of remnant infrastructure within the parklands have intrinsic value as related to their historical significance; refer to Section 3.3 for details.

3.1.2 *Public parkland achieved through community and union advocacy*

In the 1910s-1920s, ornamental plantations were established by the Melbourne and Fitzroy councils on a relatively narrow strip of land within the north side of the Park Street road reserve, creating a passive, linear open space alongside the railway which was maintained by the councils.

By the 1960s, following the cessation of passenger services and removal of much of the electrical overhead, signal equipment and crossing gates, the railway corridor itself would have assumed the status of a de facto or borrowed open space, with only the periodic local goods train travelling down the line to the grain bins at Brunswick Street or south into the Fitzroy yard. It was in this context that local community members began to identify the Inner Circle line and the adjoining properties as a strategic open space requiring protection.

The successful battle to prevent the development of a warehouse on today's Hardy Gallagher Reserve galvanised three decades of community campaigns to preserve and improve the Inner Circle corridor as a public open space. The participation of unions in imposing a 'black ban' on the development site made a pioneering connection between the trade union movement and nascent ideas of environmental activism and urban conservation, which would later crystallise in the 'green bans' instituted by Sydney unions in the early 1970s, as well as in follow-on campaigns in Melbourne including the battle against the Eastern Freeway.

Community members were equally influential in later decisions on redeveloping the corridor following its decommissioning. While the development plan adopted a series of compromises that resulted in particular in public housing being built on sections of the corridor, community efforts to preserve the integrity of the corridor as a public open space were successful, were recognised in the naming of several areas and sites within the parklands, and remain part of the local memory and ongoing advocacy for the parklands today.

While initially undertaken at a very low intensity, the development of a new public landscape for the parklands (including a shared use path eventually integrated into the Capital City Trail) was transformative in nature and was not explicitly focussed on the preservation of the history of the railway. Some advocates did seek, unsuccessfully, to retain early pedestrian bridges near Drummond Street and within the Edinburgh Gardens, however outside of the repurposing of two major buildings, community objectives for the parklands focused on the development of new public amenity rather than the conservation of the historical railway fabric.

The integrity of the parklands as a contiguous public open space and landscaped recreational amenity is significant. The physical park layouts and the form and detail of the amenities constructed from the 1980s-present are not of heritage significance. For further detail on elements and attributes related to significance, refer to Section 3.3.

3.2 Statement of significance

The following statement of significance is revised and updated from the 2005 CMP. A comment on the principal revisions is also provided. The statement of significance provides a formal basis for understanding the significance of the place as reflected in the local planning schemes and is applied in a manner consistent with the *Planning Practice Note: Applying the Heritage Overlay*. It can be read in conjunction with the preceding thematic statement of values.

What is significant?

The Inner Circle Linear Parklands, including the alignment, physical remnants and historical memory of the former Inner Circle Railway in Yarra, Moreland and Melbourne.

Within the City of Yarra, the former North Carlton Station, remnant footings, earthworks and Peppercorn trees at the former North Fitzroy Station site, remnant rail crossings and sidings, retained electrical power stanchions throughout the corridor, the formal council tree plantations, and the contiguity of the parklands as a continuous public open space.

Within the City of Melbourne, the Parkville railway cutting including the bridges at Royal Parade and the Avenue, two intact overhead power supporting structures, the remnant power stanchions, and the remnant signal post within the cutting; and the remnant timber crossing fences on the west side of Bowen Crescent.

Within the City of Moreland, remnant rail crossings, retained electrical power stanchions, the former Melbourne council tree plantations along the municipal boundary, and the contiguity of the parklands as a continuous public open space.

The former North Fitzroy Electrical Railway Substation at 863 Brunswick St N, Fitzroy North (state-significant VHR place H0939) and the former Gatekeeper's Cottage at 70 Bowen Crescent, Princes Hill (individually significant in HO329 precinct) are significant both individually, for their associations with the history of the Inner Circle Railway and for their visual relationship to the parklands.

Why is it significant?

The Inner Circle Parklands are of historical and social significance to the City of Yarra, the City of Melbourne and the City of Moreland.

How is it significant?

The parklands are of historical significance within the three municipalities as evidence of the former Inner Circle Line railway, as developed in the boom period of the 1880s in response to local council lobbying, and electrified in the 1920s.

Initially an essential connection for the Whittlesea and Heidelberg lines before these later ran south through Collingwood, the Inner Circle Line's local passenger services were discontinued after 1948, after which the corridor operated as a goods line through to its closure in 1981.

The parklands are of further historical significance as an urban space transformed by construction of the railway, its century of changing operations, the associated uses of adjoining railway lands, and the responses of local government and communities to this condition.

The parklands are of additional historical significance for their association with early community advocacy and opposition to industrial development of the railway reserve lands, and with the pioneering use of a 'black ban' by allied unions in 1965 to stop the planned development of the site that became the Hardy Gallagher Reserve.

The former North Carlton Railway Station Building is of historical and representative significance within the City of Yarra as a Maldon-style railway station designed and constructed by the Victorian Railways, one of the two extant nineteenth century station buildings within the municipality (the Clifton Hill station, also built in the Maldon style, is the other).

The parklands within Yarra and Moreland are of social significance as a contiguous public open space secured and safeguarded through ongoing public advocacy since at least the 1960s, and progressively improved to provide contemporary recreational and landscape amenity.

Comment on revisions

The revised statement addresses the status of the parklands as a heritage place split between three local council areas. It identifies significant values and historical fabric within the cities of Melbourne and Moreland, noting that it is the responsibility of those councils to consider these findings and to undertake heritage management actions as appropriate.

The revised statement implements revised language with respect to the historical significance of trees within the corridor. This is an outcome of the historical review undertaken for the updated CMP. Updated policies to conserve and reinvest in the historical significance of the remnant tree plantations are provided in Section 6.

The revised statement adopts a contemporary approach to assessing and ascribing aesthetic and social significance.

In the case of aesthetic significance, the values identified by the 2005 statement of significance do not conform with how the aesthetic 'criteria' is now employed. There is little evidence that aesthetic value has been broadly or critically attributed to the remnant railway fabric within the parklands. Moreover, the claimed aesthetic significance of the collection of remnant railway fabric is not supported by the fragmentary condition of much of that fabric today, and by the relatively common nature of most of the remnant fabric, which is duplicated in extant railway infrastructure which remains intact and operational at many sites within the Melbourne suburbs, including on active corridors within the City of Yarra (particularly The value and significance of these elements is principally a historical value.

The aesthetic significance previously ascribed to the former North Carlton Station building would be understood today as relating to its representative significance as a local example of the Maldon station architectural type.

The 2005 statement of significance has been revised in relation to how it addresses social significance. The social significance ascribed to the parklands in 2005 related principally to historical values, in particular, the significance of the railway as a public service and episodes of community agitation for the site from the 1970s. The statement has been revised to reflect the understanding of social significance used by heritage practitioners today and promulgated in guidance from the Heritage Council of Victoria and others. In particular, detailed review of the historical record, discussions with a small number of longstanding participants in local associations, and more recent episodes of community advocacy on the use and development of sections of the parklands provides evidence that the spirit of advocacy remains alive in how local communities value and act in respect to the parklands today. While any suburban parkland will have user and resident communities that value the park's contemporary amenity values, it is reasonable to conclude that the history and continuity of community commitments to the protection and improvement of the Inner Circle Parklands, and their association with the contiguous, public nature and planning of the open space, may constitute a social value in the heritage sense.

3.3 Areas and elements related to significance

The following tables outline areas and elements that are intrinsic and contributory to the cultural heritage significance of the place. Intrinsic areas/elements are generally highly intact and strongly expressive of the themes and values described at section 3.1 and the Statement of Significance at section 3.2 in their own right. Contributory areas/elements are important to the heritage values of the parklands as a whole, but this relationship may be less direct and/or impacted by modifications over time.

Areas and elements of intrinsic value (primary significance)

Element	Thematic value	Significance criteria
Boundaries, linearity and contiguous character of the corridor	History and evidence of the former Inner Circle Railway Public parkland achieved through public and union advocacy	Historical and social
Former North Carlton Railway Station	History and evidence of the former Inner Circle Railway	Historical and representative
Parkville railway cuttings, and remnant infrastructure, including two intact overhead power supporting structures and one remnant signal pole (City of Melbourne)	History and evidence of the former Inner Circle Railway	Historical
Thomas Kidney Reserve, to the extent of the inscribed triangular form of the former loop lines and the intact overhead power supporting structure north of the Rushall Garden	History and evidence of the former Inner Circle Railway	Historical
Steel truss and steel beam electrical power stanchions (sequence of approx. 34) throughout the parklands, as remnants of the electrified railway's overhead power supporting structures and associated infrastructure *	History and evidence of the former Inner Circle Railway	Historical
Remnant rails at road crossings *	History and evidence of the former Inner Circle Railway	Historical
Remnant timber fencing and pedestrian gates at road crossings *	History and evidence of the former Inner Circle Railway	Historical
Remnant rails in Edinburgh Gardens	History and evidence of the former Inner Circle Railway	Historical

Element	Thematic value	Significance criteria
Naming of Hardy Gallagher Reserve, Janet Millman Reserve and Vincenzo di Mase Pavilion, and the community uses of these spaces (see note on fabric at 3.3.1)	Public parkland achieved through public and union advocacy	Historical and social

* some examples and locations may be assessed as contributory based on condition and context

Areas and elements which contribute to an understanding of the significance of the place (contributory significance)

Element	Thematic value	Significance criteria
Visual relationship to former North Fitzroy Electric Railway Substation	History and evidence of the former Inner Circle Railway	Historical
Visual relationship to former Bowen Crescent Gatekeeper's Cottage	History and evidence of the former Inner Circle Railway	Historical
Former Fitzroy North Railway Station platform remnants	History and evidence of the former Inner Circle Railway	Historical
Ornamental tree plantations on the north side of the Park Street road reserve ** refer Section 3.4.3 for trees identified under local laws, and Section 6.6 for a listing of notable trees and tree groups relevant to heritage conservation	History and evidence of the former Inner Circle Railway Public parkland achieved through public and union advocacy	Historical
Remnant concrete footings and other fragmentary constructed bases and enclosures, throughout the parklands	History and evidence of the former Inner Circle Railway	Historical
Section of timber palisade boundary fence at south end of Chambers Street, Brunswick (City of Moreland)	History and evidence of the former Inner Circle Railway	Historical
Former Melbourne Electric Supply Co. substation, St Georges Road	History and evidence of the former Inner Circle Railway	Historical

3.3.1 Elements to which no significance has been ascribed

No heritage significance has been ascribed to individual contemporary amenity features, plantings and elements within the parklands.

No heritage significance is ascribed to the four-sided, pyramidal form steel high voltage transmission towers and modern electrical transmission poles which are located within the Park Street road reserve.

No heritage significance is ascribed to the c. 1960s electric railway substation at Thomas Kidney Reserve; however this building (along with the active power stanchions in the corridor) provides a link between the heritage place and the contemporary provision of traction power to the Mernda line. It may be of interest for interpretation purposes.

A number of sites and elements within the parklands have been named in honour of individuals associated with the history of community advocacy that shaped the parklands' protection and development as a public open space since the 1960s. While the names and community use of these places would desirably be maintained, the layout of these spaces and fabric of public amenities are not significant in themselves, unless otherwise identified.

3.4 Statutory controls

3.4.1 *Planning and Environment Act 1987*

Heritage Overlay

The Inner Circle Parklands are addressed by a number of heritage overlay precincts and places under the Yarra, Melbourne and Moreland planning schemes, as well as one Victorian Heritage Register place (Royal Park in the City of Melbourne) (Figure 42).

Under the heritage overlay, a permit is required to construct a building, to undertake works, and for demolition.

- While tree controls can be specified under the Schedule to the HO, no tree controls are applied in the precinct and individual HO places that cover the extent of the Inner Circle Parklands.

Under the *Heritage Act*, a heritage permit is required for most works which would take place in a VHR place, except where a permit exemption has been granted.

Recognition in planning scheme

Other than the Moreland HO133 place (for which no citation or other information could be located, the parklands are included in broader precinct or place designations which may reference the Inner Circle only obliquely if at all.

As a heritage place that refers principally to public open space reserves, roadways and both active and abandoned infrastructure, the extent to which the heritage overlays provide an effective control over potentially impactful works may be limited, and subject to the statutory planner's awareness and discretion. Certain categories of works, such as tramway works, may also be specifically exempt from the ordinary requirements of the planning scheme, with proposals having an alternative approval path through the responsible authority.

Without improved recognition and assertion of a positive conservation interest on the part of the three managing councils, cyclical infrastructure works may continue to erode the remnant historical fabric of the Inner Circle. Within Yarra, the best recognition of the values of the Inner Circle Parklands would be offered through the application of a single, individual HO place with its own statement of significance incorporated in the planning scheme. To a certain extent, such a change would also raise the profile of the sections of the parklands / former railway in Moreland and Melbourne, and provide easily accessible guidance as to their values. This change would require a planning scheme amendment.

Alternatively, the precinct statements of significance could be updated, and the boundaries of HO329 and HO326 (refer below) could be amended, to better reflect the scope and values of the Inner Circle.

Until such time as the planning scheme does effectively address the scope and significance of the parklands as a heritage place, the best protection will be offered by improved coordination with neighbouring councils and utilities and transportation providers, and through physical investment in celebrating the story of the Inner Circle throughout the parklands. Policies with respect to these priorities are provided in Sections 4 and 5.

Mapping anomalies

There are two anomalies in the mapping of the Yarra heritage overlay to the Inner Circle Parklands.

In both the Princes Hill Precinct (HO329) and the North Carlton Precinct (HO326), the heritage overlay has been mapped to the north side of the Park Street roadway only for areas from roughly McIlwraith Street west to Nicholson Street), and does not include the part of the Inner Circle parklands north of the road edge (refer map at bottom of Figure 42). This appears to be mapping error, possibly related to a misunderstanding of the Yarra – Moreland LGA boundary. The effect is to exclude a section of the parklands (former Park Street road reserve) from the heritage overlay. As neither precinct applies tree controls and no historical buildings or other elements of value are present in this area, the practical effect of these exclusions is limited, although this mapping exacerbates the likelihood of confusion with respect to recognition and protection of the Inner Circle Parklands.

A second anomaly occurs at the eastern end of the Parklands, where the Inner Circle Railway formerly connected to what was then the Whittlesea line (now Mernda line) (Figure 43). Here, the boundary for the North Fitzroy Precinct (HO327) is drawn to the south side of an unbuilt road reservation (the continuation of Holden Street) in the parklands at Merri Creek. This boundary excludes the Whittlesea Railway Bridge over Merri Creek, a structure which on the other side of the creek has recently been included as 'significant' in Darebin's HO295 Precinct. The bridge should likely be recognised in the Yarra Planning Scheme both for consistency with the Darebin Scheme and for its historical connection to the Inner Circle Line.

Relationship of heritage controls to Inner Circle Parklands heritage place

Place ID	Place Name	Reference made in Statement of Significance
<i>Yarra Planning Scheme</i>		
HO326	North Carlton Precinct	<ul style="list-style-type: none"> Refers to historical development, identifies linear park as significant landscape No other specific fabric elements (trees, remnant infrastructure) identified
HO327	North Fitzroy Precinct	<ul style="list-style-type: none"> Identifies 'The inner circle railway reserve, with associated railway infrastructure,' as a contributory element
HO329	Princes Hill Precinct	<ul style="list-style-type: none"> Refers to historical development, identifies linear park as significant landscape Identifies former North Carlton Station building No other specific fabric elements (trees, remnant infrastructure) identified
<i>Moreland Planning Scheme</i>		
HO133	Park Street – Janet Hillman Reserve	[no Statement of Significance located]
<i>Melbourne Planning Scheme</i>		
HO1	Carlton Precinct (Princes Park)	<ul style="list-style-type: none"> No reference in precinct statement of significance Conservation Analysis (Lovell Chen 2012) identifies 'railway alignment and bridge' as elements of secondary significance, however no mention of Bowen Crescent crossing
HO4	Parkville Precinct (cuttings between Royal Parade and The Avenue)	<ul style="list-style-type: none"> No reference in precinct statement
VHR H2337	Royal Park (entry west of The Avenue)	<ul style="list-style-type: none"> No reference in Heritage Victoria statement of significance

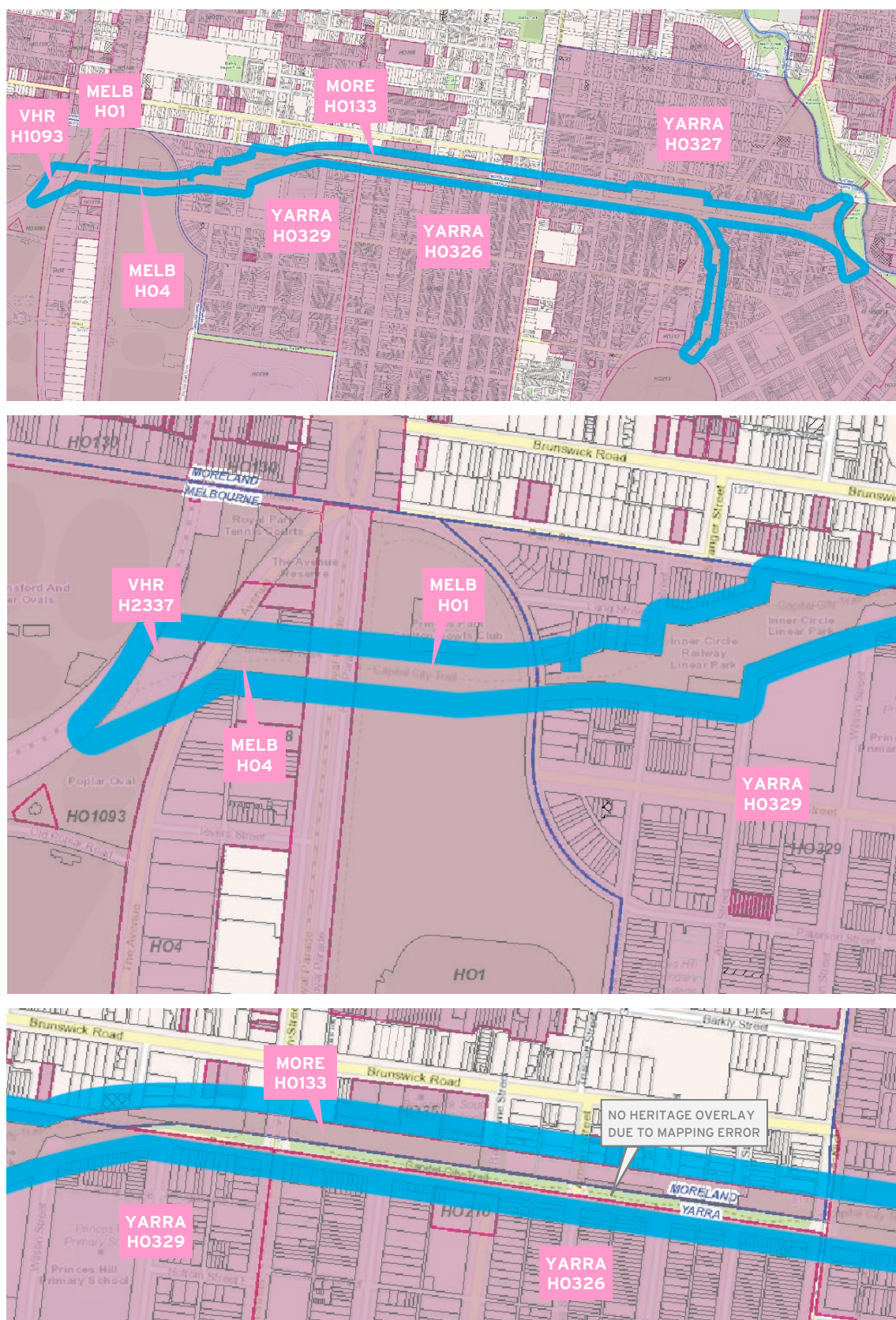


Figure 42 Overview and detail of existing heritage overlay precincts and places which address or include the Inner Circle Parklands



Figure 43 Mapping anomaly at Merri Creek, where former Whittlesea Railway Bridge has been added to the heritage overlay of the Darebin Planning Scheme, but is not included in the Yarra Planning Scheme due to the mapping of the North Fitzroy Precinct (HO327)

Environmental Significance Overlay

At the eastern end of the former Inner Circle Railway Corridor, the Thomas Kidney Reserve is included in Schedule 2 of the Environmental Significance Overlay (ESO2) of the Yarra Planning Scheme. ESO2 is applied to 'Merri Creek and Environs', and applies permit requirements to building construction, works and removal of trees and vegetation. A detailed list of the environmental objectives, permit exemptions and decision guidelines is provided in the ESO2 schedule.

3.4.2 Archaeology

Under the Heritage Act's provisions with respect to historical archaeology, a consent is required to disturb any historical archaeological features or deposits greater than 75 years of age. Where archaeology is revealed in the course of construction, works must cease and Heritage Victoria must be notified in order to properly investigate the deposit prior to works resuming.

The extent to which identifiable archaeological features may remain in the Inner Circle parklands from the construction and operation of the Inner Circle Line railway is unknown. In practice, archaeological deposits associated with boom-era railway construction and 1920s electrification may consist largely of common materials found throughout Victoria's historical and active railway system. The likelihood of a find requiring substantial construction delays is presumed to be low.

Where substantial excavation works are to be proposed in an area known to have previously contained buildings or infrastructure, the preparation of an archaeological risk assessment (predictive archaeology) may be recommended.

3.4.3 Local laws (*Yarra Significant Trees and Tree Register*)

Yarra's General Local Law establishes local laws permit requirements for significant trees, being (i) trees with a trunk diameter (DBH) greater than 400 mm, and (ii) trees identified in the Yarra Significant Tree Register

The Yarra Significant Tree Register identifies six trees or tree groups in or adjoining the Inner Circle Parklands:

- Canary Island Date Palm (*Phoenix canariensis*) opposite 308 Park Street, Carlton North (at Nicholson Street)
- White Poplar (*Populus alba Pyramidalis*) on Lygon Street park edge, north of 701 Lygon Street, Princes Hill
- Peppercorn Tree(s) (*Schinus molle*) west of Rae Street (addressed as 0 Rae Street) (these are the trees on the former North Fitzroy Station platform)
- Maiden's Wattle (*Acacia maidenii*) on Park street edge opposite Moss Street (addressed as 0 Brunswick Street) (this tree was removed after structural failure in 2021, however as of 2022 the area has been taped off to prevent mowing and is suckering, which may permit the tree to reestablish)
- Canary Island Date Palms (*Phoenix canariensis*) at Rushall Reserve (addressed as 0 Rushall Crescent)
- Canary Island Date Palms (*Phoenix canariensis*) at Holden Reserve (addressed as 1 Byrne Street)

Other trees in the parklands may meet the 400 mm DBH threshold for permits under the local law.

Under the Local Laws, Yarra City Council is exempt from the permit requirements established for Significant Trees. However, Yarra endeavours to manage these trees in accordance with their significance and council's best practice and policies.

4.0 MANAGEMENT PRINCIPLES AND POLICIES

4.1 Principles for management

The management and conservation policies for the Inner Circle Parklands address the following overarching principles for heritage management:

1. Ensure that the **heritage values** of the Inner Circle Parklands (as summarised at Section 3.1) are maintained and reinforced, including but not limited to:
 - **History and evidence of the former Inner Circle Railway, by**
 - Maintaining physical evidence of the railway in the form of remnant rails, crossing fences, power stanchions and overhead supporting structures, and other physical infrastructure, footings and features of the railway as existed at the time it ceased operations, where these remnant features can contribute to an understanding of the place and its history
 - Conserving significant buildings, including the former North Carlton Station, the former Gatekeeper's Cottage at Bowen Crescent (individually significant in Yarra HO329), and the former North Fitzroy Substation (VHR H0939)
 - Maintaining the continuity and legibility of the parklands as a linear feature with formal spatial qualities and recurring infrastructural elements
 - Reinforcing the public understanding of the historical ambition, use, scope and environmental character of the Inner Circle railway
 - **The achievement of a public parkland through community and union advocacy, by**
 - Maintaining the parklands as a contiguous public open space with supporting recreational infrastructure, amenities and landscaping
 - Reinforcing the public understanding of historical campaigns to preserve the railway reserve lands and develop them as a public parkland
2. Ensure that elements requiring **ongoing physical conservation** are understood and adequately resourced to provide suitable preventive maintenance, cyclical renewal and supporting elements
3. Recognise that the Inner Circle Parklands should be **planned and managed holistically** to conserve and reinforce their heritage and contemporary amenity values
4. Continue to **invest in public amenity and infrastructure** supporting the parklands' public uses and accessible open space
5. Integrate heritage conservation and interpretation with ongoing public amenity improvements.

4.2 Implications of principles for management

The 2005 CMP identified four major policy implications for the Inner Circle Parklands, specifically:

- That the alignment of the line should remain in the public domain as an unobstructed route;
- That significant built, landscape and 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 identity and its significant fabric;
- That any future masterplan recognises the heritage significance of the railway line and its extant features, and assumes 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 features.

These four implications are generally reaffirmed in this updated document, however a significant evolution of the position identified in 2005 is captured in the Principles for Management.

The heritage values of the Inner Circle Parklands cannot be supported solely by extant historical fabric of the railway period. Consequently, there is a need to reinforce the history of the railway and of the parklands through new works, including works that go beyond didactic interpretation to embed the history, spatial and material character and active nature of the railway in the concept and design of new elements of the parklands. The forthcoming masterplan for the site should reflect an integrated approach to heritage management across the site. Further, it is recognised that new works are likely to be localised and occur episodically, given the nature and size of the heritage place, and the fragmented nature of management arrangements. As new works are proposed, consideration should be given to opportunities to support and interpret heritage values and conserve heritage fabric.

Much of the surviving historical fabric of the railway is fragmentary, localised and poorly supported in its contemporary context, and is insufficient to tell the story of the Inner Circle Railway. Since the 1980s, park landscaping and the improvement of crossing roadways and of the shared use path have substantially eroded the legibility of the parklands as a former railway corridor; this has occurred despite the retention of most of the physical fabric inventoried in the 2005 document. The history of the community campaigns to preserve the land of the corridor as a contiguous public open space should be interpreted and reinforced within the site.

In order to support the heritage values, the required intervention must extend beyond corrective conservation works to historical fabric. Park landscaping and amenity improvements should be designed to reinforce the continuity and the character of the parklands as a valued historical space and to support storytelling through a variety of forms and media, including new surface treatments, identity elements, furnishings and other amenities (such as playground equipment), and public artworks.

Wherever possible, historical fabric should be conserved through integration with the contemporary uses and amenity of the parklands, and with future interpretation and identity designs. The form and intensity of this integration may vary:

- Remnant footings may simply be left in place but recontextualised with an interpretive treatment

- Failing masonry footings along the former North Fitzroy Station platform earthworks may be reconstructed to the extent of surviving materials only, with new surfaces and furnishings installed to give it a contemporary place context
- Integration of road crossing rails with trail priority crossings should continue; where it is not possible to integrate the remnant rail crossing with the contemporary trail or with other functional infrastructure, other solutions that allow for the conservation of the remnant rail fabric should be explored (including those which require relocation out of the roadway)
- Integration and confirmation of the value of the remnant power stanchions in the parklands through an identity and interpretation use should be explored in coordination with VicTrack
- New tree plantations may be installed to reproduce the formal characteristics of the original Poplar and Plane tree plantings which were installed in the 1910s and 1920s within the Park Street road reserve

Where historical fabric does not exist or cannot tell the story alone, new amenities, furnishings, hard surfacing and artwork should be designed to reflect the corridor's historical layout and alignment, characteristic infrastructure and transportation uses, and/or to recognise the historical campaigns to preserve the space as public parkland.

4.3 Policy basis

4.3.1 *Council Plan 2021-2025*

Yarra's Council Plan describes six strategic objectives that set out the direction for Council. These are: Climate and Environment, Social Equity and Health, Local Economy, Place and Nature, Transport and Movement, and Democracy and Government.

The management of heritage places aligns strongly with the 'Place and Nature' objective, with a key initiative to 'develop and deliver programs and projects that improve understanding of built form heritage and Aboriginal culture'. However, there are aspects of each of these objectives that are relevant to the management of the Linear Parklands, including initiatives around green spaces, urban cooling and biodiversity, community infrastructure, active transport, physical activity, public art and safety.

4.3.2 *Heritage Strategy 2019-2030*

The Heritage Strategy establishes Yarra's vision for heritage:

The City of Yarra is known as a place where our rich natural, Aboriginal, built and other cultural heritage is nurtured, protected and celebrated: It helps to define the city's identity, support its diverse living culture and is valued by current and future generations.

This vision suggests some key principles for managing the Linear Parklands—a need to integrate a multi-faceted understanding of the value and meaning of places, and a desire to embed these values within a living community identity.

The Heritage Strategy is framed around four strategic directions, summarised as:

- **Knowing our heritage:**
 - Improve understanding of places that are important to us

- Ensure information is comprehensive and publicly accessible
- **Protecting and managing our heritage**
 - Heritage is a primary consideration in planning and placemaking
 - CoY demonstrates best-practice management of its own properties and assets
- **Supporting our heritage**
 - CoY and the community are proactively involved in the management, care and conservation of heritage places
- **Promoting and celebrating our heritage**
 - Celebrate heritage as a community

The Heritage Strategy identifies priority areas, actions and targets under these strategic directions. The following table identifies the areas, actions and targets that are applicable to the Linear Parklands.

Table 1 Summary of policy areas, priority actions and targets relevant to the Linear Parklands

Priority Area	Priority Action (summary)	Targets
Improved statements of significance and precinct citations	Review and develop a program for updating statements of significance	<ul style="list-style-type: none"> Review and update statements of significance Consider local knowledge Periodically incorporate into Planning Scheme
	Develop community – including YCC – understanding of heritage precincts	<ul style="list-style-type: none"> Make citations accessible through Yarra website Prepare summary information sheets for key precincts Complete eight heritage walks and make available on Yarra website
Achieve recognition of natural heritage values within other strategies dealing with the natural environment and Aboriginal and cultural aspects.	Achieve recognition of heritage within other strategies	<ul style="list-style-type: none"> Yarra strategies cross reference the Heritage Strategy Mutual goals are identified, particularly in relation to natural heritage
	Develop process to identify areas of natural heritage significance including trees	<ul style="list-style-type: none"> Identify and protect trees of heritage significance
Managing Council's own heritage assets	Program for developing CMPs and other guidance	<ul style="list-style-type: none"> Link CMPs for YCC-owned significant sites to respective Building Asset Management Plans
	Prepare a framework for managing CoY heritage assets	<ul style="list-style-type: none"> Prepare guidelines for service authorities, transport agencies and relevant external stakeholders to inform works
Heritage promotion and community access	Promote preparation of heritage interpretation strategies for key areas, precincts or sites	<ul style="list-style-type: none"> Progressive preparation of interpretation strategies/projects for significant sites Seek opportunities for new methods/technologies of promoting, interpreting and celebrating

4.3.3 *Heritage Asset Management Framework (2021)*

Yarra's Heritage Asset Management Framework (HAMF) establishes five principles for the management of council-owned or managed heritage buildings, structures and open spaces. The principles are:

1. Recognise and protect heritage values
2. Accessible heritage information
3. Achieving service improvements
4. Risk management
5. Supporting and promoting heritage

The HAMF also focuses on integration with CoY asset management, operational, maintenance and leasing activities. Each of the focus areas included implementation actions, including a protocol for shared decision-making and consultation with City Heritage/Senior Heritage Advisor.

Actions that are relevant to management of the parklands include, in summary:

- Make heritage management documents centrally accessible within Yarra, including in any future GIS system
- Incorporate information on values into project briefs and tender documentation and ensure contractors have experience working with heritage buildings and landscapes
- Develop protocols to ensure heritage values are considered in planned and emergency maintenance, works proposals that are exempt from planning permits and major operational changes
- Implement site interpretation strategies
- Share good practice examples within Yarra and with the community
- Review lease/hire agreements to include a schedule of maintenance activities, intervals for condition reporting and requirement for approvals for works impacting heritage fabric
- Develop appropriate site induction for contractors and staff.

4.3.4 *Application of Yarra council policies and strategies to the Linear Parklands*

This CMP fulfills some of the actions/targets contained in the Heritage Strategy 2019-2030 and the Heritage Asset Management Framework, particularly around developing understanding of significance and updating management documents.

In addition, the Heritage Strategy and Asset Management Framework suggest priorities for management of the Linear Parklands. In summary, these relate to understanding and documenting significance, clarifying management frameworks and celebrating and interpreting the significance of the place. The following actions are suggested, aligning with these targets and actions.

Understand and communicate significance

This CMP (in particular, Section 3) should be regarded as the updated basis for understanding the significance of the Inner Circle Parklands. This understanding should be shared in an accessible way.

Actions

- Produce a summary information sheet on the significance of the Inner Circle Parklands to inform master-planning discussion and future community understanding of the place
- Material from these information sheets could be incorporated into precinct information sheets as required
- Develop and deliver contemporary heritage interpretation for the parklands; refer to Section 5 for further details.

Embed significance in planning and management

There is a need to ensure that the CMP is accessible and used as the basis for management of the heritage values of the place. This includes making the CMP available through relevant systems and using the CMP to inform relevant strategies and proposals. The upcoming masterplan process is a clear opportunity to embed the principles contained in this CMP within a broad vision for the place.

Actions

- Reference the CMP when preparing relevant strategies. This includes the masterplan for the Linear Parklands, but may also include open space, tree or active transport strategies as relevant.
- Make the CMP available to planning officers from all Councils through direct communication as well as Heritage Victoria's Hermes database
- Make the CMP available to staff from the planning, buildings and open spaces teams and other Yarra officers, including through centralised document management system, links from relevant Asset Management Plans or data sheets, and any future GIS system
- Reference the values and elements of the place in the relevant precinct Statements of Significance (or adopt an individual heritage overlay place for the parklands), as part of a future planning scheme amendment
- Make the CMP available to the public through the Yarra website
- Implement a protocol for maintenance or operational staff to enable them to identify remnant heritage fabric, and elevate concerns or questions to senior staff and/or the City Heritage/Senior Heritage Advisor
- Seek coordinated management and development outcomes with Melbourne and Moreland councils for parklands amenities, signage and interpretation features, and the conservation of historical fabric within the place
- Seek to develop a relationship with other authorities (Victrack and Office of Housing) to alert them to relevant sections of the CMP and to seek cooperation on future actions to address the significance of fabric within their ownership.

Celebrate and interpret the Linear Parklands

Both the Heritage Strategy and Asset Management Framework emphasise the importance of interpreting heritage. As described in Section 5, this is a place where remaining heritage fabric is fragmentary and difficult for many to understand. It is desirable to implement a coherent interpretation scheme that would allow the story of the Inner Circle Railway and its evolution to the Linear Parkland to

be understood and appreciated. It is also desirable for interpretation to be integrated with functional elements, to ensure a regime of maintenance and longevity.

Actions

- Use Section 5 of this document as the basis for delivery of a coherent and sustainable interpretation scheme for the Linear Parklands
- Consider enriching the existing Carlton North Heritage Walk and/or producing an additional heritage walk addressing the Linear Parklands and adjacent sites

4.4 Holistic management

Adopt a strategic, consistent and holistic approach to planning and managing the parklands

The Inner Circle Parklands are a heritage *place*.³⁰ They are a geographically defined area that includes built form, infrastructural elements and remnant features, tree plantings, spatial attributes and *intangible* history and values that variously contribute to the parklands' cultural heritage significance.

The planning and spatial character of the parklands relate directly to their origins as a late nineteenth century railway corridor. The linearity of the corridor, and the feeling of moving through it, are key dimensions of both its history and contemporary experience as a shared use trail. At the same time, it is recognised that there may be a need for changes to landscaping and urban design to better accommodate other modes of using and dwelling in the space of the parklands.

Landscaping and urban design should respond to the corridor's linear characteristics and seek to reinforce and heighten their experience across the corridor. While some areas do this well, particularly on the narrow branch line running south-east to Edinburgh Gardens, in other areas this sense has been lost in later planning and in *ad hoc* interventions and informal areas where the space lacks structure and direction.

In making urban design and landscape enhancements, from a heritage perspective it is important that the foundational principles that established the corridor's planning and character are maintained. Implicit in this objective are requirements for long-term planning and a recognition of the Inner Circle Parklands as a coherent whole (including areas within the cities of Melbourne and Moreland, where coordination and shared funding arrangements will be needed to realise this objective). Further detail on establishing a coherent design language is included in chapter 5.

Risks arising through a failure to manage the place holistically, and to plan for its future, include unintended impacts of cumulative change arising as a consequence of localised and/or small-scale interventions and/or reactive maintenance.

These risks have been seen in the erosion of certain types of remnant infrastructure (the timber crossing gates particularly) and in the diminishing nature of the former tree plantations and the failure to re-establish a formal planting scheme to replace the older Poplar and Plane tree plantings. While it is not considered essential that such an intervention put Poplar and Plane trees back into those areas, it is a strong recommendation that formally structured tree plantings be reinstated using species selections appropriate to that formal character as well as to the community's contemporary needs and priorities.

These risks also include the confrontations and community opposition that can arise from proposals of well-meaning interventions that may not have grappled with the social history and contemporary values

attached to the parklands, especially the hard-won commitment to maintain the corridor as a contiguous public open space.

Finally, a key missing element across the parklands and one that must be placed at the heart of holistic planning is interpretation of their railway history and their social heritage. New works and amenities should be considered holistically to embed these stories into the parklands' urban design identity in a consistent way, and one that extends beyond plaques and signage. Section 5 provides a brief for such an integrated approach to expressing the heritage of the place, not only through traditional didactic interpretation but also through contemporary amenities, furnishings, urban design and landscape treatments that take onboard the history and values of the Inner Circle and interpret them for today's audiences of park visitors.

4.5 Conservation in accordance with the Burra Charter

Conserve the parklands in accordance with their cultural heritage significance

'Conservation', as defined in the *Burra Charter*, is a broad term which is intended to be tailored to circumstances. As stated at Article 1 'Definitions', conservation 'means all the processes of looking after a place so as to retain its *cultural significance*' (*Burra Charter*). Article 14 of the *Charter* provides a description of 'conservation processes':

Conservation may, according to circumstance, include the processes of: retention or reintroduction of a use; retention of *associations* and *meanings*; *maintenance*, *preservation*, *restoration*, *reconstruction*, *adaptation* and *interpretation*; and will commonly include a combination of more than one of these. Conservation may also include retention of the contribution that *related places* and *related objects* make to the *cultural significance* of a *place*.³¹

The approach to conservation of the Inner Circle Parklands should give emphasis to:

- Maintaining the North Carlton Station building and of significant remnant infrastructure features through the establishment and implementation of a cyclical preventive maintenance programme, and rectification and future avoidance of deferred maintenance.
- Maintaining and enhancing the cultural meanings and associations of the place
- Continuing to deliver improved public amenity within the place, recognising that works should result in minimal or no impact on the heritage significance of the place consistent with Article 21 of the Burra Charter.

Section 3.3 identifies areas and elements of the place which are intrinsic to the significance of the Inner Circle Parklands (traditionally, elements of 'primary significance') and those which contribute to an understanding of significance (traditionally, 'contributory significance').

Works which affect elements identified in this way should be planned and carried out with regard for the principals of the Burra Charter. Areas and elements identified as having intrinsic value should be conserved, and alterations should be designed to have minimal impact on significant fabric. Areas and elements identified as contributory should be retained, although often present a greater scope for alteration, adaptation or renewal.

Elements to which no significance has been ascribed can be altered, adapted or removed as required, noting any proposed change within the parklands may elicit public interest and may affect other values (such as amenity or natural values) outside of a heritage context.

Although the previous CMP identified intrusive elements, this is not considered appropriate to the updated understanding of the parklands' condition and values identified in the current document. However, all developments in the parklands (including park amenities and plantings) should have regard for their historical and social values, including characteristic forms, features and spatial relationships which contribute to an understanding of the parklands as a historical place. New developments which serve to fragment the parklands or to reduce their public accessibility, or which detract from an understanding of their historical form and relationships, may be considered to have detrimental impacts to the place's significance.

Detailed policy recommendations with respect to conservation of historical elements of the place are provided on a typological basis in Section 6, including identification of specific fabric which is primary or contributory based on its condition and contemporary context.

4.6 Cyclical maintenance

Budget for and implement a cyclical regime to undertake regular inspections and preventative maintenance to significant buildings and fabric in the Inner Circle Parklands; seek advice from suitably qualified practitioners

Table 2 Recommended cyclical maintenance regime

Timeframe	Works
Quarterly (or as required)	<ul style="list-style-type: none"> • External visual inspections of all buildings and areas from ground level, including roofs • Removal of vegetation on and around structures • Inspect gutters and rainwater goods • Remove organic debris from drains and surface drainage as required • Check for trip hazards • Inspection and maintenance of all formed paths and paved surfaces
Annual	<ul style="list-style-type: none"> • Inspect roof areas, and fix/replace slate and tiles as required • Ensure that there are no areas of the roofs where stormwater is pooling • Inspect remnant fabric elements for signs of deterioration, failure or loss, undertake appropriate redress actions • Graffiti removal • Pest management activities • Fire precautions – annual full function fire mode testing • Tree planting and vegetation works in accordance with the master plan or a multi-year landscape plan
Every five years	<ul style="list-style-type: none"> • Prepare and repaint external timber work throughout • Undertake repointing to external masonry and repair and refinishing of pressed cement and rendered details as required

Timeframe	Works
Every ten years	<ul style="list-style-type: none"> • Review and update Conservation Management Plan • Review and update Masterplan

4.7 Public engagement and consultation

Ensure the views, support and participation of the local community and associations are sought when proposing major new works or a change in public access within the parklands

Planning of new works within the parklands should have regard to the social significance of the place and to the high level of existing public interest, involvement and advocacy at the site. In particular, the introduction of new built form, or of facilities which are not open-access should be the subject of early and detailed engagement with community stakeholders and the public.

4.8 Commercial and institutional uses

Manage commercial and not-for-profit leases to conserve heritage elements and open spaces and to support public amenity within the parklands

Existing uses include:

- Commercial tenancies at 815 Nicholson Street, including a café and a bicycle shop (managed by City of Moreland)
- Not-for-profit use of the former North Carlton Railway Station and the adjoining pavilion by the North Carlton Railway Neighbourhood House (managed by Yarra)
- Utility-owned infrastructure within the public recreation reserve and the Park Street road reserve

Since the preparation of the 2005 CMP, commercial uses of 815 Nicholson Street (the former 'Video Ezy' building) have turned over, with the building now occupied by a cycling shop and a café. It is observed that these current commercial uses directly complement the public amenity of the parklands.

4.9 Adoption, implementation and review

Adopt the CMP as a reference document for Yarra's internal planning and management, and promote its implementation through coordination with councils, utilities and state agencies

Yarra City Council as the commissioning authority is responsible for the implementation of the Inner Circle Parklands CMP. The primary measures by which this CMP will be implemented are as follows:

- The updated **Inner Circle Parklands Masterplan**
- **Regular operational maintenance** and management of heritage fabric consistent with the policies, principles and analysis provided in this CMP
- **Liaison and agreements with the City of Melbourne and City of Moreland** to achieve coordinated management across the sections of the heritage place under the jurisdiction of these councils; this may include increased reference to this document in internal operational and capital planning and in statutory and strategic planning. Subject to liaison outcomes the CMP

and masterplan may also inform a coordinated implementation of shared standards, identity elements and interpretation throughout the parklands

- Strategic coordination and negotiations with VicTrack and with the Office of Housing to ensure that historical infrastructure under their ownership is conserved, whether through outright purchase or through access and management agreements.

The CMP and policies should be subject to an internal review at five-year intervals, and an external review and update on a 10 year interval. Should the circumstances of the site change substantively the policy should also be reviewed.

4.10 Statutory obligations and approvals

Undertake planning and other approvals in accordance with planning advice.

Where authority approvals are not required, implement internal protocols that consider the heritage values and potential mitigation or avoidance prior to undertaking works which may negatively impact the place. Maintain a consistent dialogue with park users through public engagement, outreach and established consultation bodies such as the Yarra Heritage Advisory Committee, and by engaging in similar settings with residents of the cities of Melbourne and Moreland.

As a public open space managed by local councils, and as a heritage place that extends to infrastructure in minor and major road reserves and in various operational utility easements, many of the valued features of the Inner Circle parklands may not be subject to formal statutory permit requirements despite the application of various heritage overlay controls across the place.

Irrespective of whether a permit is required, the council and other public and private entities which undertake works within the place must maintain responsible carriage of the heritage values of the Inner Circle parklands, to endeavour to conserve their historical fabric and character and to improve recognition of their intangible stories and history. This requires a commitment to best practice methods, consistent procedures and consideration of heritage values and opportunities to support those values within the parklands, and to engage with the public on proposed change.

5.0 FRAMEWORK FOR REINFORCING ASSOCIATIONS AND SIGNIFICANCE

The following framework identifies opportunities to plan and implement works within the Inner Circle Parklands that meet current and future needs while reinforcing the associations and cultural heritage values of the former railway. It is intended to inform the forthcoming master planning process.

The objective of this framework is to ensure that proposals for physical change:

- reinforce an understanding of the rail line as a place, and support understanding of associations and values (holistic design actions)
- are delivered in a coordinated way, avoiding piecemeal or incoherent outcomes (coordinated management)
- maximise opportunities to contextualise and support understanding of key sites (site-specific actions)

This framework sets out implementation strategies responding to these objectives, and including precedent examples.

The framework has been developed for consistency with the Burra Charter approach and policy basis adopted in Section 4.

HOLISTIC DESIGN

5.1 Develop a common design language for implementation in future works

As described in Section 4, a key management aspiration for the holistic management of the parklands, to conserve and reinforce their heritage and contemporary amenity values. Holistic management would be strengthened by the development of a cohesive design language for the parklands, one that would ideally be informed by and in conversation with a heritage interpretation plan (see Section 5.2).

The purpose of this work should be to:

- Reinforce the identity of the parklands as a cohesive site
- Support greater connection between the experience of the site and its story: both as a former railway and a parkland achieved through community and union activism
- Provide the visual and experiential framework for fragmentary fabric and the spatial qualities of the corridor to be understood and appreciated

The design language should consider and incorporate spatial, visual, material, operational and sensory qualities of the former railway. It should provide guidance on an approach to surface treatments, street furniture, shelters and other amenity elements, play spaces, signage and wayfinding. Alongside the heritage interpretation plan, it should consider a strategy for announcing a sense of arrival/departure to the parklands as a zone on the Capital City trail, such as through murals or other public artworks.

The design language should also address the spatial character of the parklands as a linear corridor, and the elements that have historically emphasised and punctuated that character: repeating vertical infrastructure (including the surviving sequence of electrical power stanchions), road crossings, and formal tree plantations using upright trees and formal spacing.

5.2 Reinforce the linearity of the former railway corridor

The major legacy of the Inner Circle Railway Line is the linearity of this former railway corridor. This is expressed in the prevailing alignment of the shared use path and the park boundaries, and in the railway stanchions as residual, repeating feature to be discovered within the site. However, without a coherent vision for the site, there is a possibility that the formal linearity of the reserve is eroded over time, impacting visitor apprehension of the parklands as a historical place and former railway.

There is an opportunity to enhance this spatial feature through a considered approach to landscaping, particularly at intersections, edges and gateways. Strategies could include aligning new spaces, amenity features, plantings and surface treatments to frame the corridor and emphasise its linearity and the present and historical movements it accommodated (Figure 46).

A variety of techniques could be used, including the incorporation of softer or contrasting elements, but these should be deliberately and carefully employed to enhance the legibility of the space (Figure 47). Similarly, hard surface treatments would need to be used selectively to manage budgets and avoid encroaching on the valued characteristics and passive amenity of the existing parkland.

The historical tree plantations established by the City of Fitzroy and City of Melbourne along the north side of Park Street in the 1910s and 1920s are a notable precedent of a formal planting strategy that worked with and reinforced the spatial character and linearity of the railway plan and its enabling infrastructure. However, the native plantings established along the Fitzroy branch line from St Georges Road to Alfred Crescent are an equally effective example of how a modern planting programme responding to ecological and amenity objectives can be used to reinforce the linear corridor.



Figure 44 Linear arrangement of amenity and planting on The Goods Line, Sydney
Source: Aspect Studios, <https://www.aspect-studios.com/au/project/the-goods-line/>



Figure 45 Remnant section of rails in crushed rock ballast, framed by angular paths and lawn, the Goods Line

Source: Aspect Studio, <https://www.aspect-studios.com/au/project/the-goods-line/>

5.3 Develop a heritage interpretation plan that integrates heritage storytelling into all major works

Interpretation means ‘all the ways of presenting the cultural significance of a place’.³² Interpretation must do more than provide information:

Interpretation is a means of communicating ideas and feelings, which helps people enrich their understanding and appreciation of their world, and their role in it. Heritage interpretation is about sharing memories and experiences. It respects the connections between people and place...³³

Interpretation can enhance appreciation of and connection to a site. It makes the significance of a site more transparent by supporting users and visitors to understand the reasons why a site is valued. Interpretation can contribute to the aesthetics of a site and can unify a site which is large and fragmented.

A heritage interpretation plan should be developed that considers the needs of a variety of audiences, recognises key themes and stories and identifies coherent locations for major interpretive devices. Ideally, these locations should respond to both the functional needs of visitors (for example, to orientate themselves to the site, or to have points of rest) and the availability of remnant fabric, documentary or other evidence. The interpretation plan should also consider methods and cost of ongoing maintenance, and locate interpretation at sites where it will be valued and maintained.

5.3.1 *Interpretation and place-making*

Interpretation should be more than the provision of information through signage. Rather, it should be understood as encompassing the full spectrum of actions undertaken to shape the public realm. The purpose of these actions should be to ground an understanding of the Inner Circle Parklands as a historical site and to inspire greater connection with the stories, spatial and sensory qualities that enliven the past and make sense of the contemporary urban environment and community relationships.

Interpretive actions include the conservation and framing of remnant fabric, but also include the design of new elements and spaces. This might include:

- Soft and hard landscaping
- Amenity elements
- Playscapes
- Public art
- Wayfinding and signage
- Digital interventions
- Temporary activations and events

Options should not be thought about in isolation but should be part of a coherent vision and serve a clear purpose. Such purposes could include marking points of arrival to the site, establishing a sense of identity, and drawing visitors in by offering opportunities to recognise the known, feel a spark of curiosity and or experience wonder, spectacle or sensory appreciation.

There are a range of opportunities to incorporate interpretation into functional elements, including ground-plane treatments (Figure 44), lighting (Figure 54), seating (Figure 44), shelters, cycling infrastructure (such as bike parking) and play equipment (Figure 45). These options should be explored and delivered as part of all proposals for major works.

5.3.2 *Vision for interpretation at the Inner Circle Parklands*

A successful approach to interpretation of the Inner Circle Parklands would be one that defines a unified identity for the site. Successful interpretation would reveal to visitors the historical presence and operation of the railway and the history of activism that secured the railway reserve as a public open space. The stories expressed through this interpretation would be authentic, meaning that they would be grounded in remnant fabric, documentary evidence, oral history or community sentiment. There would be a range of different interpretive experiences at the site, responding to the range of values, and the diversity of audience needs as they travel through, gather, relax or play within the corridor.

Heritage story-telling would be integrated as a holistic component of all works and public amenity improvements across the parklands. Interpretation would not be delivered in isolation, but as a

consistent scheme that supports understanding and enjoyment of the place and which where practical is embedded in designed amenity and cultural components.

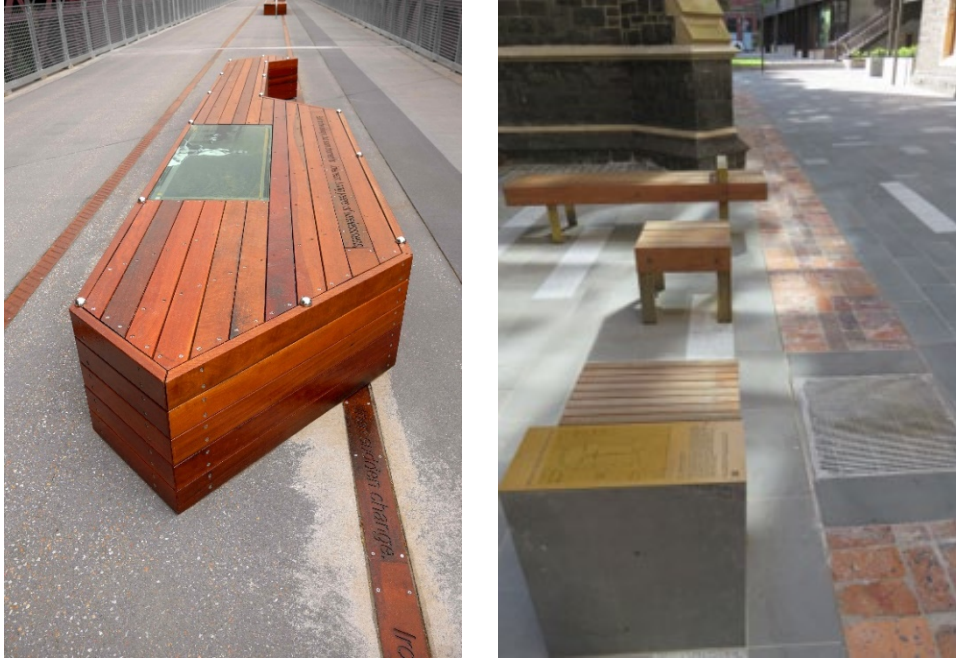


Figure 46 Ground plane treatments and seating serve an interpretive function at the Chandler Highway Bridge (left) and Wesley Place (right)



Figure 47 Interpretation can be built into the design of playscapes in a way that encourages an exploratory and playful engagement with a site's history
Source: Aspect Studios, <https://www.aspect-studios.com/au/project/port-adelaide-renewal-harts-mill-surrounds>

5.3.3 *Recognise and integrate the multiple values of the Inner Circle Parklands within the heritage interpretation plan*

Consistent with Section 3, the heritage values of the parklands relate to both their history as the site of the Inner Circle Railway Line, and their protection as a legacy of community and union activism to protect existing open spaces along the corridor and ultimately to achieve a contiguous network of public parklands across Melbourne's innermost suburbs. It is also evident that there are other values and aspirations associated with the parklands, such as the potential for this land base to contribute to biodiversity conservation, urban cooling and other sustainability objectives, or their potential as a site for Yarra's ongoing partnership and reconciliation works with Traditional Owners.

Where possible, an interpretation scheme should seek to address these values in an integrated way, exploring aspects of the site's past, but also enabling connections to its future.

One strategy for doing this could be through public art projects, where competing or multiple values can be explored, rather than resolved. Consideration should be given to multiple scales and modes of public art. Large pieces can serve as a landmark, creating meeting places and setting a tone for a space or a section of the linear corridor. Smaller pieces within the landscape can assist in identifying and recognising sites of interest, historic events or use, or simply to contribute to the aesthetic value of the overall place (Figure 48).

Another strategy for addressing multiple values is to consider interpretation which is not simply didactic, but that encourages interaction, asks questions or encourages observation (Figure 49).



Figure 48 One of 67 small bronze birds installed throughout the Sydney CBD as part of Tracey Emin's *The Distance of Your Heart* (2018)
Source: ABC News.



Figure 49 Interpretive signage at Maits Rest encouraging park users to observe and engage
Source: Nutshell Graphics Pty Ltd

5.3.4 *Recognise lost aspects in new public art, furnishings and other freestanding expressions*

The Linear Parkland is a place where fabric with a link to the operation as a railway is fragmentary—meaning that many elements have been lost. In particular, major road crossings were points of concentration of rail-related infrastructure, and formed important threshold spaces in the landscape. This rhythm has been eroded over time. While text or image-based interpretation can be useful in conveying information, public art and other expressive elements can play a role in impressing a sense of place and evoking feelings and memories about a place (Figure 57). Because public art need not be didactic, it can allow room for a creative response to multiple values of and aspirations for a place (Figure 58).

The location of expressive devices should be authentic (based on evidence of past activities or values) and carefully considered to reinforce entry points or areas for gathering or passive recreation. Artists or designers should be briefed to respond to remnant fabric, stories and documentary evidence, including historic photographs and plans.



Figure 50 Sculptural elements at Ballarat Station precinct (Slow Order, 2022)
Source: Robbie Rowlands, <https://www.robberowlands.com.au/slow-order>

5.3.5 *Explore opportunities for activity-based, temporary and/or digital interpretation as an option for interpretation*

Interpretation need not be limited to permanent fixed infrastructure. Digital content, activities and events can be a way of offering a deeper level of information or experience, or an alternative way of interacting with the site. Digital content can be linked to historic photographs or locational codes which also have an interpretive dimension. Podcasts, recorded audio or cycling tours, or audio- or location-

based games related to the site can be a compelling way to provide information and promote new opportunities for playful engagement with the site (Figure 50). Digital interpretation can offer opportunities to bring to life auditory or kinetic aspects of the past, to enrich documentary and photographic records.

Temporary events or self-directed activities can also be used to prompt a playful engagement with the site, and associated themes and stories. For example, treasure hunts or activity cards, temporary or performance-based artworks, and community walking tours could all offer ways to enrich people's experience of the site (Figure 51). Consistent with Yarra's heritage strategy, events or activities could include implementation of a new heritage walk, or could be developed to coincide with heritage festivals or other local events.

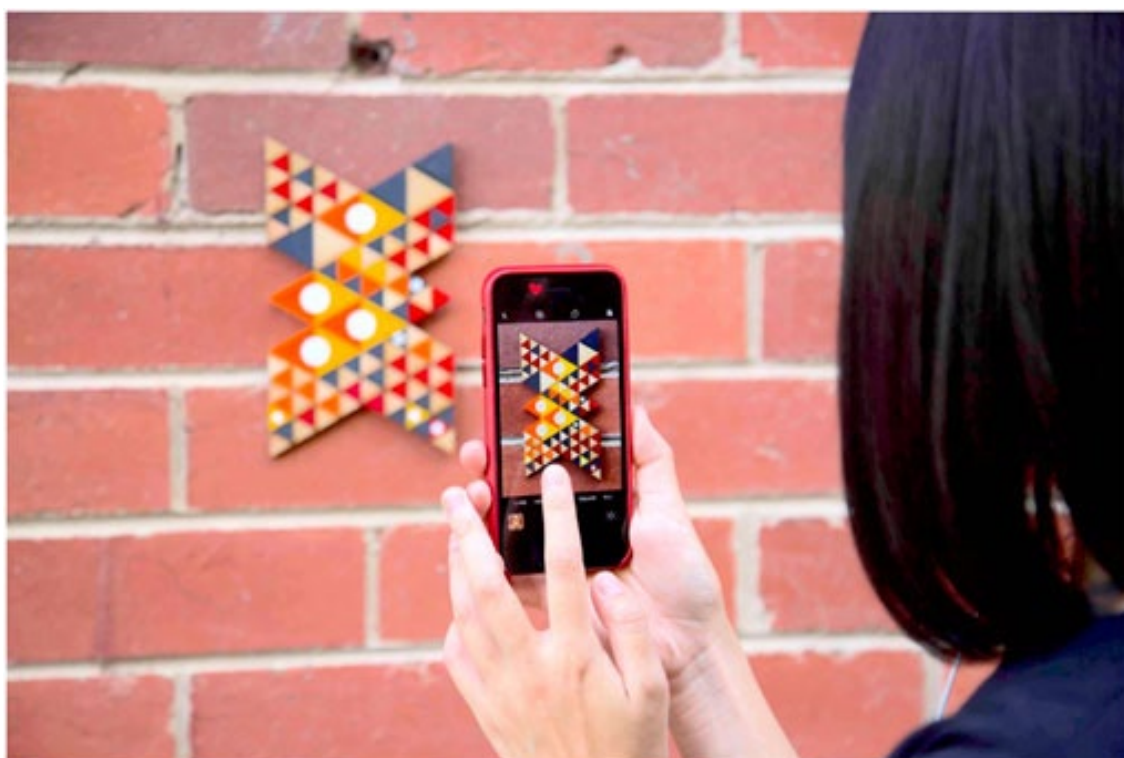


Figure 51 Location based games offer an opportunity for playful engagement and learning
Source: TiMER, Hugh Davies, Troy Innocent, Olivia Guntarik and Ngarara Willim Centre³⁴



Figure 52 'Seek and Find' project (Claire Mosely and Casey Atkinson for Royal Botanic Gardens) can prompt playful engagement and interaction with a place

COORDINATED MANAGEMENT

5.4 Coordinate implementation of this framework with City of Melbourne and City of Moreland

Interpretation should support an understanding of the rail corridor as a whole and should avoid replicating the fragmentation of management arrangements. The common design language should be developed to be accepted by City of Melbourne and City of Moreland as the basis for all new works within these segments of the Linear Parklands.

In particular, the segment of the shared use path that diverts from the Upfield Line and follows a cutting into Princes Park is a unique sensory experience with intact heritage fabric, and forms a natural gateway into the Linear Parklands. Opportunities to enhance this feature through conservation and activation of the existing heritage fabric (including two intact overhead support structures, and a remnant signal post) and through new interpretive treatments at a larger scale, such as public art or murals (Figure 52) or lighting structures or treatments should be explored.

Jointly developed works at the western gateway could be coordinated with recognition of the comparable eastern entry point to the parklands at the Thomas Kidney Reserve within Yarra, where a steep batter, modern substation building and remnant power stanchions and one overhead support structure form a similar (if somewhat more modest) gateway to the parklands.

At the central interface with Moreland, there would appear to be equally relevant opportunities to coordinate a series of ground plane, furnishing and identity improvements at Lygon and Nicholson Streets and on the intervening north-south connections. Thanks to a scale that is narrowed and intensified by infill housing and commercial facilities, this section of the parklands forms one of their most urban moments, and presents as an area where a denser application of hard surfacing, furnishings and expressive elements may be particularly suitable.



Figure 53 A portrait of local identity Hilda Bain (Cam Scale, 2016) announces the entrance to the Lunette area at Winton Wetlands
Source: <https://wintonwetlands.org.au/landscape-art/>



Figure 54 Painted and applied mural elements at the former Colinton Tunnel, south-west of Edinburgh
Source: Sustrans UK,
<https://storymaps.arcgis.com/stories/699f7f35e62142acac0a9a26ee5e879c>

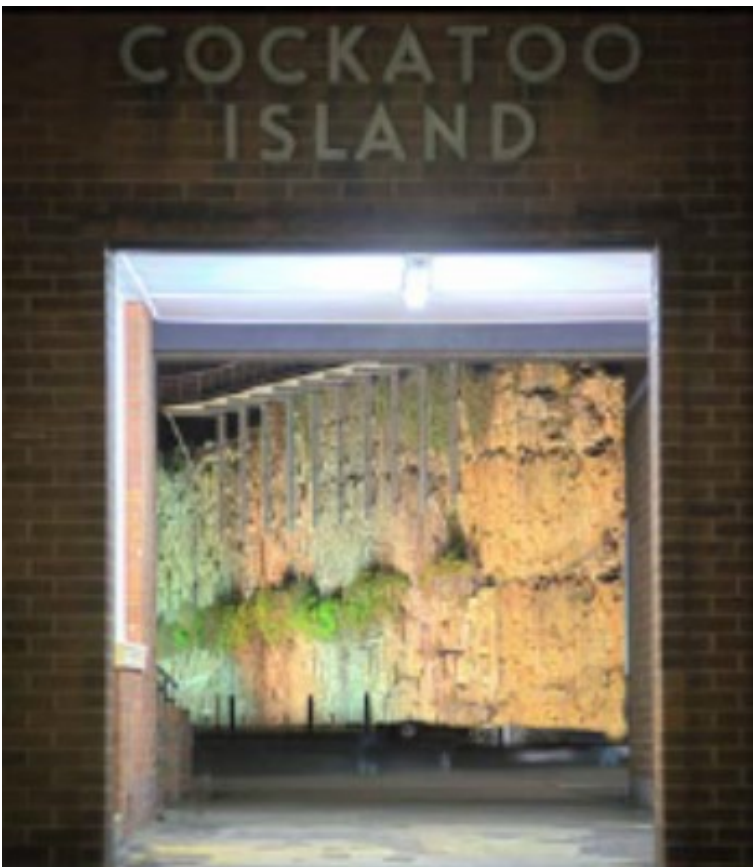


Figure 55 Lighting frames the entrance to Cockatoo Island at night
Source: Taylor Brammer, <https://www.taylorbrammer.com.au/cockatoo-island>

5.5 Explore opportunities for joint management of historical stanchions with VicTrack

The power stanchions are one of the more consistent remnant features of the Inner Circle Line, owing to their continuing operational reuse as a connector for the active Upfield and Mernda lines. While some stanchions are replacements, many were components of the original supporting structures erected for electrification of the Inner Circle line in c. 1920-1921.

The sequence of vertical stanchions present as a potentially unifying feature with an authentic connection to the history of the site. However, their current presentation is underwhelming. The stanchions are not visually distinguished or framed as remnant infrastructure or valued heritage fabric within the parklands, and in some cases are a target for graffiti.

Acknowledging that VicTrack retains management responsibility and likely ownership of the stanchions, there would be value in partnering to explore and pursue options for interpretive treatments, including paintwork and the installation of identity and/or interpretation signage to the lower portion of the stanchion (already enclosed in many cases with steel sheet as an anti-climb measure).

In some areas there may be an opportunity in conjunction with new treatments to the stanchions themselves to reinforce the historical alignment of the railway, legible in the arrangement of these stanchions, through new pathways, surface treatments or planting arrangements.



Figure 56 Historical power stanchion along shared use path, north-east of North Carlton Neighbourhood House

5.6 Implement a coordinated wayfinding, signage and didactic interpretation system

While information is not itself interpretation, provision of some information provides a foundation for users of a site to understand its history and cultural values. Effective signage can be integrated with landscaping and wayfinding, and frequently combines images with text. Repetition of design or image motifs contribute to a sense of cohesion across a site. Particularly in a park setting, signage can be considered in three-dimensional forms, incorporating playable or functional elements, or elements that reference the industrial character of the site (Figure 56).

A consistent signage strategy would serve to unify the Linear Parklands and reinforce connections with its past. Signage should follow a coordinated, hierarchical approach, with the size, prominence and design of signage being consistent, but tailored to the importance of the message that is being shared.

The locations for heritage interpretation should be meaningful, legible and logical. In planning the location of major interpretive elements, consideration should be given to:

- Locations where there is a story to be understood—evidenced through remnant fabric, historical documents (including photographs) or oral history
- Entry points and paths through the parklands
- Points of rest along the path (current and future)

Suggestions for location of interpretive treatments are outlined in the following table.

Summary of suggested interpretive zones and locations

Location	Themes/ messages	Interpretive strategies
City of Melbourne—Princes Park Cutting	Operation of the Inner Circle Railway Line	<ul style="list-style-type: none"> • Incorporate major interpretive art piece (such as a mural, major artwork or lighting treatment) to mark the cutting as the entrance to the parklands • Stabilise, conserve and integrate the remnant fabric within the cutting
Bowen Crescent Crossing	<p>Identity of the site as a historic place and former railway crossing</p> <p>Explain the functionality and operation of the former crossings</p>	<ul style="list-style-type: none"> • Adopt a consistent, interpretive approach to entrance signage/wayfinding • Stabilise and conserve the timber fences within an improved ground plane • Reference the adjacent former Gatekeeper's Cottage

Location	Themes/ messages	Interpretive strategies
North Carlton Station Precinct	<p>Operation of the Inner Circle Railway Line, particularly as a passenger line</p> <p>History of community and union advocacy to preserve public parkland</p> <p>Formation of the North Carlton Community House and evolving community uses</p> <p>Recognition of habitat plantings, other modern aspirations for the place</p>	<ul style="list-style-type: none"> • Incorporate a suite of interpretive devices into landscaping, spatial arrangements, amenity features and playscape at the station building to reinforce the perception of this area as a former platform space and railway alignment • Consider more overt interpretation such as didactic signage or artistic/expressive responses to interpret the former passenger services as well as the 1960s confrontations that led to preservation of Hardy Gallagher Reserve • Consider opportunities to incorporate interpretive treatments to the base of stanchions (Hardy Gallagher Reserve to east of Lygon St) as a sequential storytelling device • Consider denoting parts of the historical alignment of the railway through an alternative walking path
Lygon Street Crossing Nicholson Street Crossing	<p>Identity of these intersections between the Capital City Trail and major roadways as a historic place and former railway crossing</p>	<ul style="list-style-type: none"> • Adopt a consistent, interpretive approach to entrance signage/wayfinding • Conserve remnant rails consistent with guidance in Section 6. If rails must be relocated, they should be integrated with new amenity or interpretive features within the parkland
North Fitzroy Station Platform Remnants	<p>Operation of the railway line, rise and fall of traffic after electrification (in conjunction with nearby North Fitzroy Substation)</p>	<ul style="list-style-type: none"> • Stabilise and conserve remnant fabric and spatial arrangements within a new, formal space for recreation • Consider potential for using historic photographs to

Location	Themes/ messages	Interpretive strategies
	Identity of the site as a historic place and former railway	enable understanding of past uses and buildings
Janet Millman Reserve (including, if possible, 880 Brunswick Street N)	<p>Operation of the Inner Circle Railway as a goods line, historical warehousing and industrial uses along the corridor</p> <p>Community activism for retention of public parkland, in particular the contribution of Janet Millman</p> <p>Recognition of habitat projects, other modern aspirations for the site</p>	<ul style="list-style-type: none"> Consider incorporating interpretive signage to the base of stanchions through this area, another potential sequential storytelling opportunity Consider use of historic photographs, or use of soft landscaping or surface treatments to interpret form of former silos
Fitzroy Branch Line	Entrance/exit point: Identity of the site as a historic place and former railway	<ul style="list-style-type: none"> Adopt a consistent, interpretive approach to entrance signage/wayfinding Research and interpret relationship with the Mark Street Hall Integrate existing interpretation of the Litter Trap
Thomas Kidney Reserve	<p>Entrance/exit point: Identity of the site as a historic place and former railway</p> <p>Geographic connections and operations of the Inner Circle line, use of the triangular loop tracks</p> <p>Recognition of habitat projects</p>	<ul style="list-style-type: none"> Adopt a consistent, interpretive approach to entrance signage/wayfinding Incorporate major interpretive art piece (such as a mural, major artwork or lighting treatment) to mark the entrance to the parklands from Merri Creek Emphasise the remnant overhead supporting structure above/behind the trail ramp, denoting the former link track from the Mernda (Whittlesea) to Inner Circle lines.



Figure 57 Eveleigh Treehouse responds to the site's former life as a Railway Workshop
Source: Nell and Cave Urban, 2019, <https://www.caveurban.com/eveleigh-treehouse>

SITE-SPECIFIC ACTIONS

5.7 Recognise heritage identity and values at major road crossings and entry points

Major road crossings and other entry points present as desirable locations for major interpretive devices. Interpretation should be considered as a strategy to frame fragmentary fabric (such as rails and fragmentary crossing gates), and to emphasise a sense of arrival to the parklands. Interpretation could be incorporated into devices for wayfinding, which reference the historical character of the place (Figure 56).

Interpretation at road crossings should also include a sustainable solution for retention of rail within the roadway (refer to Section 6). Where this cannot be achieved (based on documented evidence), options for relocation of the rail line should be appropriately framed with a coordinated approach to interpretation, in order to enhance the understanding and appreciation of relocated elements.



Figure 58 Entry signage to former Sub Base Platypus references its industrial and naval past
Source: Aspect Studios, <https://www.aspect-studios.com/au/project/sub-base-platypus>

5.8 Explore opportunities to acquire and integrate the Director of Housing property at 880 Brunswick Street N

It is understood that the parcel of land at 880 Brunswick Street N is owned by the Director of Housing, with no known plans for its immediate use. Since its identification as a site for infill housing in the 1980s, the parcel has neither been actively managed as public open space, nor demarcated as private land. This uncertain status negatively impacts the presentation of the space and prevents its integration with surrounding parkland, it is currently occupied by a gravel car park.

In conjunction with adjoining land to the east in the Janet Millman Reserve, the parcel contains the most extensive rail layout in the parklands, relating to a siding established at this location at an early date, and to the later construction of a line of large grain bins here in the 1950s. The rail layout includes effectively the full length of siding, sections of curved track and points, and the 1950s weighbridge (the latter within existing Yarra-managed open space).

While the absence of the planned housing development has led to retention of this rail layout to the current date, there is a risk that the site's uncertain management will result in the future erosion of the historical fabric both on the Housing parcel and on the adjoining parkland. Integration into the nearby parkland would provide more certainty in the management of this area, would improve amenity and allow the fragmentary fabric to be understood and appreciated. Consideration should be given to:

- Framing remnant fabric and allow its story to be understood
- Integrating the area with the Janet Millman reserve through paths or soft landscaping
- Connecting to the east with interpretive treatments of the form of former grain silos, through surfaces or plantings
- Providing new active recreational amenity in this area to anchor its public use



Figure 59 880 Brunswick St N site (gravel car park in background), with weighbridge in Janet Millman Reserve in the foreground

5.9 Ensure that proposals for works at former station sites reinforce understanding of historical use, railway alignments and former platform layouts

The former station sites present are important areas for reinforcing heritage values and associations through landscape design and interpretation.

The North Carlton Neighbourhood House is the only intact former station building in the Linear Parklands. While some attempts have been made to employ train-themed equipment, there is an opportunity to enhance an understanding of this area as a historical place and to clearly define it as an interpretive zone (Figure 60). The design of this area should be expressive of the historical alignment of the railway, the location of platforms, and the use of the corridor as a passenger and then goods line. This could also be an appropriate location to tell stories of community activism following the closure of goods services. Consideration could be given to the materiality of former railway uses, such as ballast, rail and sleeper elements, as well as playful or functional elements that are expressive of the flow of people and goods.

The former North Fitzroy Railway Station now consists of an elevated area of the former station platform, with remnants of bluestone and concrete edging (Figure 61). There is a need for stabilisation of this area, consistent with guidance in chapter 6. Further, proposals for works in this area should consider potential for contextualising the station in a way that allows visitors to visualise the site's past.



Figure 60 North Carlton Neighbourhood House patio space (top) and nearby playground with freeform railway themed elements (above); opportunities to invest in improved surfaces

and furnishings and strengthen the interpretation of this former platform space, the linearity of the railway alignment and the architectural qualities of the station building



Figure 61 View of the former Fitzroy North station platform, remnant bluestone footings and retaining walls, and Peppercorn trees that grew on the platform

6.0 CONSERVATION PLAN FOR SIGNIFICANT ELEMENTS AND REMNANT FABRIC

6.1 Former North Carlton Station building

Recommended policy/actions

- Establish a system of ongoing preventive maintenance for the station building
- Plan for and undertake external conservation works to address past and present issues with the building's weather envelope and the material deterioration of rendered, stone and brick masonry elements of the exterior
- Improve contextual support for the station building and rear verandah through a ground plane treatment and other features expressing the former alignment and scale of the station platform, consistent with the recommendations at Chapter 5
- Maintain an active programme use of the station building.

Discussion

Preservation of the former North Carlton Station building was an important outcome of the 1986 Development Plan. Conservation of the building's 135-year-old fabric requires ongoing preventive maintenance and planning for future redress of existing material and structural deficiencies and the external presentation of the structure. Continued investment in comfortable internal spaces supports the ongoing use of the building and thus its long-term conservation as a used and valued asset.

The former North Carlton station building will require a relatively extensive course of external remediation works to address the accumulated material impacts of previous failures, water saturation and ad hoc replacement of rainwater goods. The Maldon station type is well-documented in the archival record, and a number of successful restoration projects have been undertaken on active station buildings in recent times.

An initial visual review of the building condition was undertaken as part the site survey. The following table provides initial observations on a likely scope of external conservation works, developed to inform policy recommendations.

Table 3 North Carlton Station, external condition and approach to remediation

<ul style="list-style-type: none">• Rendered cornices have suffered extensive damage as a result of previous rainwater goods failures, extended periods of water saturation and subsequent inappropriate retrofits to accommodate modern gutters and downpipes.• Some cornice segments will require patch repair or recasting, while the existing painted coating is failing in various location and requires removal and preferably replacement with an appropriately specified skim coat.• In at least one location, the stone bracket adjoining the cornice has also suffered substantial erosion from weathering or water saturation and requires repair.• Incorrect rainwater goods profile and mounting details have been utilised, and poor-quality penetrations made through the original roof cornices to facilitate the retrofit systems. The rainwater goods should be replaced with correct Ogee profile guttering and coloured to match the painted wood trim, and penetrations through the cornices repaired. Gutter and flashing also require correction on the verandah.

- Weathering and loss of mortar is apparent on various sections of masonry, requiring fairly extensive repointing and patch repair to the brickwork.
- Old metal fixtures on the masonry walls should be carefully removed and made good and damaged ventilator grilles replaced to prevent nesting.
- Although the building's bluestone foundation plinth and lower brick courses appear in relatively good condition, the condition of the foundations and external drainage should be reviewed to prevent the emergence of future issues as an outcome of the infill of the former track space on the platform side, the paving of the rear surfaces, and the installation of garden beds at the front foot of the building.
- Garden beds should be set off the building face and appropriate grading and subsurface drainage installed to ensure water is moved away from the foundations.
- Extensive organic growth is visible on the roof slates, and there is evidence of previous repairs and some present lifting or separation of the slates. The weather tightness of the roof should be investigated and reconfirmed, and missing ridge flashing replaced.
- Chimneys should be capped to prevent water ingress, and missing roof finials should be reinstated.
- There is evidence of ongoing vandalism pressure on some areas of the external facades; consider a review of options to address passive surveillance and reduce the requirement for ongoing cleaning of graffiti from brick and render surfaces which may be permanently marred over time by repeated cleanings.



Figure 62 North Carlton Station Building (Neighbourhood House), general presentation to Park Street, March 2022



Figure 63 Rear elevation and verandah of the former North Carlton Station Building



Figure 64 Detail photos showing current condition of rendered cornice, stone brackets, weathered masonry, roof slates and improper rainwater goods

6.2 Rails

Recommended policy/actions

- Best practice conservation outcomes rely on integration of remnant track fabric into new functional surfaces, garden features or other elements of the contemporary parklands and intersecting roadways, in order to communicate their status as valuable heritage features.
- Conserve remnant rail fabric in situ where practical, and integrate into new functional surface designs
- Where rails are integrated with shared use paths or other functional surfaces for cyclists and pedestrians, use anti-slip coatings or other measures to manage slip risks
- Design subsurface utility works to maintain remnant rail fabric in situ, and to restore 'priority' surface condition after works
- Where an in-situ road outcome that expresses the value of the rail fabric is not possible, relocate rail fabric into adjoining park areas along the original track alignment and reset the fabric into a new finished surface or garden feature; alternatively present the rails as part of a bespoke furnishing or public artwork. Refer further recommendations below.

Discussion

The decommissioning of the Inner Circle Line and Fitzroy Branch resulted in removal of most of the original track. Some sections of track were abandoned and removed prior to 1981, with the remainder taken up over the following decade. Track appears to have only been left in situ where its ownership was private or uncertain (as at 880 Brunswick St N), or where it was embedded in active road surfaces and removal would have been a more expansive exercise in reconstruction. Use of retained track as a feature does not appear to have been identified in the 1980s development planning, and it was only much later that a heritage value was ascribed to the remnant rail fabric in the corridor.

Remnant sections of track can be found embedded in surfaces at the following locations:

Crossing Street / Other location	Physical scope	Current treatment
Bowen Crescent (Yarra / Melbourne)	Single track spanning roadway	Trail priority crossing
Lygon Street (Moreland)	Single track, cut by tramway with cut ends relayed inside in situ rails at either side of tramway	Remnant track in deteriorating road surface
Amess Street (Moreland)	Double track in humped roadway between public housing buildings	Remnant track in deteriorating road surface
Nicholson Street (extant track on Moreland side only)	Single track, cut by tramway with cut ends relayed inside in situ rails	Remnant track in deteriorating road surface

Crossing Street / Other location	Physical scope	Current treatment
Rae Street (Yarra)	Double track spanning roadway	Recently repaved (standard asphalt surface)
Brunswick Street N (Yarra)	Double track spanning roadway, plus third siding track curve	Trail priority crossing
Janet Millman Reserve / 880 Brunswick St N (Yarra)	Double siding track with points and concrete framed weighbridge	Flush in soil/granular surfaces, no current management or interpretation
Scotchmer Street (Yarra)	Single track spanning roadway	Trail priority crossing
Alfred Crescent (Yarra)	Single track spanning roadway	Remnant track in fair condition road surface
Edinburgh Gardens (Yarra)	Single track spanning path intersection (short length)	Remnant track in fair condition path surface

Condition and management options for the remnant road crossing rails were previously reviewed in *Linear Park Rail Treatment* (Lovell Chen, 2012). That document favoured in situ preservation of the remnant rails at all locations but emphasised that work was required to ‘reposition’ the rails as valuable heritage features rather than undistinguished ones that give rise to the unsightly surface conditions.’³⁵ For minor road intersections, the 2012 report supported ‘trail lane realignment’ and trail priority crossings then under development by Yarra.

Trail priority crossings have largely now been implemented across the parklands and are assessed as having successfully integrated and elevated the remnant rail fabric as a valued feature of the parklands. Some interpretation should be provided in future to present the history of these crossing tracks. These priority crossings in minor roads offer the best opportunity to retain road crossing tracks in place while communicating their value through a distinctive pavement colour/treatment and integration with contemporary use.

There are two remaining minor road crossings where a trail priority treatment may be viable in future, at Rae Street and Alfred Crescent, priority or similarly upgraded crossings should be implemented at these sites in coordination with road reconstruction schedules and traffic design, with track fabric retained in situ.

Three other road crossings are not viably treated in this way, these are the major road crossings at Nicholson Street and Lygon Street, and the minor road crossing at Amess Street. At these sites, the implementation of an upgraded pavement treatment and integration with other public facilities is unlikely, while adopting a ‘do nothing’ or ‘simply maintain’ strategy with the remnant track fabric at these locations is likely to result to continue to produce impaired asphalt conditions, visible decay, and continued pressure to remove this fabric.

At the two major roads, track fabric has previously been cut and repositioned to permit construction of modernised tramways, creating doubled rails that are likely more prone to causing asphalt deterioration than single track settings. The tramway positioning and interaction with adjoining intersections has required the trail crossings to be located south of the original railway alignment; there is consequently no foreseeable future supporting facility into which these segments of remnant track can be integrated.

Exemptions in the planning scheme for transport infrastructure works mean that there may be no enforceable permit requirement to secure retention of the rail fabric in the major roads; in c. 2018 a tramway improvement project on Nicholson required the removal of a 3.1 metre segment of the in-situ rails at this crossing (removal of the remnant fencing in 2021 at this location may also have been an 'in the course of works' requirement for works vehicle access or other reasons).³⁶

While in preference, all remnant rails would be retained in situ, in practice this is dependent on integration with park and trail infrastructure (trail priority and other minor road crossings that coincide with trail crossing) which would express the value of the remnant element and provide a basis for ongoing maintenance.

Where rails are proven to be incompatible with surface transportation infrastructure, other management solutions will be required. Reasons of cost, convenience, and the requirements of buried utility replacement or maintenance remain unacceptable reasons for removal.

Remnant rails that cannot reasonably be retained in the road corridor should be relocated into adjoining parkland and reconfigured to retain their value and significance.

There is an ongoing perception of a safety issue with rails interacting with bicycle and pedestrian crossings. Note that in all these cases, rails are now being maintained in a flush, embedded condition within modern pavements, and there is no 'wheel trap' risk at these sites. A residual risk of slips may exist due to the exposed metal surfaces and weather conditions, however no data or other evidence of this risk or past incidents at these sites has been collected. Non-slip coatings have been employed at the active crossings, however no data on their performance or lifespan was easily available in the course of preparing this CMP update. Any future reconsideration of the treatment of trail crossing rails would require factual evidence of a public safety harm and the failure of physical mitigation measures such as no-slip coatings.

The following is consolidated procedural advice for managing the various remnant rail track conditions found across the parklands.

Rail location	Recommendations
Track sections in parkland and properties	<ul style="list-style-type: none"> • Rails in parkland and in other publicly owned properties should be retained in place. • Manage ground plane treatments and location of complementary park uses in order to privilege and communicate the value of retained rails in open spaces. • Locate conflicted park uses so as not to require the removal of intact sections of track from parklands and properties.

Rail location	Recommendations
<p>Comment:</p> <p>Rails in open spaces could be maintained flush to ground level or could be restored to a presentation approximating their original condition (on exposed timber ties and ballast) if separation can be provided from foot traffic. Interpretation should be provided.</p>	
<p>Rails in minor roads</p>	<ul style="list-style-type: none"> • The approach to integrating rail crossings in the minor roads with trail priority crossings is supported and has contributed to the retention of these crossings since the program began. • Continue to retain these crossing rails where they can be integrated with path crossings or other permanent public infrastructure with an elevated material treatment. • Review opportunities to complete the program with upgrade of the Alfred Crescent and Rae Street crossings. • Coordinate with City of Moreland and the Director of Housing to review management options for the derelict road crossing at Amess Street.
<p>Comment:</p> <p>Rails should be maintained in minor roads where a safe surface can be maintained.</p> <p>Further review of the condition at Amess Street should be undertaken in future. In preference, the rails at Amess Street would be retained in situ, and a decorative pavement treatment developed to express their heritage value and interpret the historical crossing of the Inner Circle line at this location.</p>	
<p>Rails in major roads</p>	<ul style="list-style-type: none"> • Remnant rails that cannot reasonably be retained in a state of good repair in major road carriageways should be relocated into adjoining parkland • Reinstate relocated rails on original track alignment in parklands, with upgraded surface treatment, or integrate as artefacts
<p>Comment:</p> <p>The standard for relocation is the inability to integrate the rails with park and trail infrastructure or to otherwise provide an appropriate in situ treatment to conserve and express their heritage value.</p> <p>There is a recognised incompatibility of the remnant rail crossings at Nicholson and Lygon streets with transportation upgrades and modernisation, which has previously manifested in the cutting and restocking of the remnant fabric into the remaining carriageway. At these locations, there is an expectation that removal of the remnant rails will be required by future works.</p> <p>When this eventuates, an alternative management approach will be required for these remnant rail sites. The following is the recommended approach to conserving the heritage value of the Nicholson and Lygon street remnant rails:</p> <ul style="list-style-type: none"> • Rails should in preference be reset in a finished ground surface along the original track alignment, as close to the original road crossing as feasible. They should not be relocated to a point where a visual relationship to the original road crossing cannot be maintained. • Resetting could be undertaken in a flush condition within a finished plaza pavement, or it could be on exposed ties in an open ballasted area within a garden or plaza setting (situated where it will 	

Rail location	Recommendations
	<p>not form an obstacle/trip hazard). In order to express the value of the reset rails, they should form a part of a considered feature that is integrated with use of the parklands and/or the Capital City Trail facility.</p> <ul style="list-style-type: none"> • When resetting track, maintain the original track width, and employ qualified specialists and suitable details to ensure long-term stability of the relocated track section. • If resetting on / in ground on the original track alignment is not possible, present retained rails artefactually, as an integrated element in bespoke furnishings, signage or public art. • The artefactual location should be close to the original road crossing, at a site with a visual relationship to the crossing, and as with resetting should express the value of the rails through integration with use of the parklands and trail. • Engage the advice of a heritage consultant in developing a design for relocation or artefactual retention of rail fabric.



Figure 65 Bowen Cres trail priority crossing with embedded track



Figure 66 Amess Street minor road crossing with double track remnant rails



Figure 67 Lygon Street remnant rails cut by tramway



Figure 68 Detail of pavement failures at Lygon Street



Figure 69 Nicholson Street remnant rails (doubled with cut sections)



Figure 70 Remnant siding tracks in ground at Janet Millman Reserve and 880 Brunswick St N

6.3 Crossing fences

Recommended policy/actions

- Undertake regular preventive maintenance (painting) of remnant fence fabric and gate posts
- Provide improved ground treatments to identify fences as valued artefacts and to protect from mowing damage
- Consider reinstating timber pickets as art / identity feature at some historical locations, as part of comprehensive interpretation plan

Discussion

White-painted timber picket fences were a feature of the trafficked road crossings of the Inner Circle line throughout its decades of passenger operation. Following discontinuation of the passenger service in 1948, the manually operated road gates were removed, and the pedestrian crossing fences and gates were gradually removed through attrition.

Since 2005, remnant sections of timber picket fence and gates have been removed from Bowen Crescent (Yarra side, 2005 after crash, some gate posts remain), Nicholson Street (Moreland side, 2021) and Scotchmer Street (Yarra, c. 2020) and not reinstated. The sole remaining fence sections are located within Princes Park at Bowen Crescent, with a few other remnant gate posts to be found at locations within the parklands managed by Yarra. The Nicholson Street section may have been removed as part of tramway works; it is also possible that gas pipeline maintenance has been a factor in the removal of fence sections there and at Scotchmer Street.

The principal remaining sections of crossing fence on the Melbourne (west) side of Bowen Crescent appear to be at risk due to material deterioration. Gate posts formerly located in the adjoining footpath have been removed recently to provide clearway, with the posts laid on ground alongside the fencing. All are subject to ongoing damage from lawn mowing and other maintenance activities.

The remaining fence sections should be retained in place and provided with an appropriate surrounding ground treatment to express their heritage value and to ensure their long-term conservation. An example treatment would be to lay a strip of rock ballast inside timber or steel edging, providing a setback from lawn mowing and elevating the presentation of the two fence sections as historical artefacts of the former railway operation. Appropriate management of the removed gate posts should also be developed; if they are to be relocated, they should be reset on historical gate locations in the park.

Consideration may be given to reinstating the visually distinctive crossing fences at other sites along the parklands where they are known to have been present historically. Reinstatement should be as an art / identity feature and should be interpreted.

6.3.1 *Chambers Street boundary fence*

A presumed early section of unpainted timber picket fencing has also been retained at the end of Chambers Street. This section of fence is of minor historical interest as a presumed section of remnant boundary fence from the rail corridor, however the association is not at the same level as the crossing fences. Where the crossing fences are expressive of the functional nature of the railway and the ways it interacted with public traffic on the intersecting streets, the boundary fence at the end of Chambers Street is only a remnant of previous management and exclusion measures for the railway lands (and is

inconsistent with the parklands' other value as a contiguous public open space). Future reconfiguration or removal of the Chambers Street fence would not impact the Inner Circle heritage values.



Figure 71 Remnant timber crossing fences at Bowen Crescent, in Princes Park (Melbourne)



Figure 72 Detail showing condition of painted timber, and gate post recently removed from footpath and laid on ground



Figure 73 Original location of Bowen Crescent gate posts now stockpiled on ground, 2004



Figure 74 Remnant gate posts with Palm tree, Yarra side of Bowen Crescent



Figure 75 Former remnant section of timber fencing, Nicholson Street (west side, Moreland), 2004 (removed 2021)



Figure 76 Former remnant fencing at Scotchmer Street on Fitzroy branch line (removed from both sides in 2020)

6.4 Overhead power stanchions

Recommended policy/actions

- Ongoing electrical use of the historical stanchions by VicTrack is supported in order to secure their retention and conservation within the parklands.
- Liaise and partner with VicTrack to ensure appropriate maintenance and management of the stanchions continues to occur, and to explore adaptation opportunities identified in the Interpretive Design Framework (Section 5) to add signage / identity / interpretation features to the stanchions.

Discussion

The overhead power stanchions are a major surviving fabric feature from the electrified operation of the Inner Circle railway (1921-1948). The stanchions are a consistent, sequential feature in most parts of the corridor, excepting the area between Nicholson and Rathdowne streets where they were removed in development of public housing at that location.

Some stanchions were freestanding power poles from the outset, while others were originally installed as piers of the overhead supporting structures for the DC current lines that supplied traction power to operating vehicles on the railway. When the overhead traction power was decommissioned, the supporting structures were removed but single stanchion piers were retained where they were still needed to carry the transmission lines balancing the Upfield and Mernda lines.

Three complete supporting structures do survive at either end of the former railway: two abandoned structures within the Parkville cutting at the west end of the line, and a third structure at the edge of the Thomas Kidney Reserve at the east end of the parklands, where active lines remain mounted to the vertical stanchion in connection with rail operations on the adjacent Mernda line. The two abandoned structures in the Parkville cutting are presumed to now be owned and managed by the City of Melbourne.

All remaining historical power stanchions in the parklands offer significant evidence of the former scope and operations of the Inner Circle line and should be retained. Replacement with modern power poles should be avoided, and the existing steel truss and beam stanchions refurbished wherever practical.

As a recurring vertical feature, the stanchions also present as having the potential to carry interpretation / identity signage and/or other cultural expressions as part of an integrated design strategy for the parklands; this would be subject to coordination with VicTrack or any successor infrastructure manager and the operational requirements of what remains an active electrical transmission function which is the primary basis for their long-term conservation on the site.

Further discussion is provided in Section 5.

Note that the larger pyramidal transmission stanchions (typically aligned to the southern side of the parklands) did not have the same close relationship to the electrified train operations and have been subject to greater subsequent replacement works. These pyramidal stanchions are not considered significant.



Figure 77 Historical power stanchion in Janet Millman Reserve; many of these steel truss stanchions were formerly piers in the overhead traction power supporting structures of the electrified railway. The anti-climb plates near the base are a natural fit for identity signage, interpretation or artwork, and could be presented in sequence across the more than twenty accessible stanchions in the parklands

6.5 Remnant footings

Recommended policy/actions

- Inventory and develop long-term management approaches for all remnant railway footings in the corridor.
- Retain and repair remnant footings at the former North Fitzroy station platform.
- Where practical, explore opportunities to integrate isolated remnant footings into new furnishings, amenities or planted areas, particularly where they intersect with major road crossings or other strategic locations such as the North Fitzroy station site.
- Where isolated footings cannot be made a feature of the current parklands, consider recording and removing.

Discussion

Several types of isolated remnant footing can be found across the parklands. These footings were originally installed as foundations for the overhead power stanchions or other poles and equipment. Today these are generally isolated, not integrated into active infrastructure within the parklands, and not interpreted or valued.

Opportunities to integrate the surviving isolated footings into parklands amenities and/or interpretation should be identified; following implementation of an integrated interpretative design framework for the parklands, consideration could be given to the recording and removal of other footings for which a contemporary use and value could not be identified.

More extensive footings and retaining walls are also found at the former North Fitzroy station site and platform. These walls have suffered deterioration but are important features in the retention of the platform ruin as a legible component of the former railway; some restoration works should be designed to repair the retaining walls and provide a suitable context for their retention in the parklands.

Consistent with chapter 5, there is an opportunity to integrate restoration works with interpretive interventions. A preferred approach may be to add a modest amount of formality below the edge of the platform to strengthen the recognition of this area as a site for lounging and passive recreation and as a historical place. This should include stabilising the raised platform and remaining bluestone and concrete fabric and incorporating this into informal seating or other amenity uses. Those works could be combined with other functional elements with an expressive dimension about the history of the station, as well as more overt didactic interpretation that allows visitors to visualise the site's past.



Figure 78 Two examples of small and large-scale concrete footings which remain in the parklands; at left a small footing for a power stanchion, at right a very large concrete footing whose original purpose is not known

6.6 Tree plantations

Recommended policy/actions

- Retain historical trees (pre-1980s) where feasible, and in accordance with other tree and vegetation management policies, local laws and best practice arboricultural management
- Establish new linear / formal plantings on the location of the former Park Street plantations, using appropriate modern species selections; this may involve the progressive removal of the remnant Poplar trees and their renewal with new (not like-for-like) selections
- Establish new ornamental plantings in front of the former stations and substations, and at other key public landmarks consistent with the character of historical specimens but addressing contemporary needs and expectations
- Where tree removals are required, plan appropriate replacement plantings consistent with historical treatments and values and today's aspirations for the place.

Discussion

There is sufficient historical information to understand that the parklands' principal tree plantations were installed by Melbourne and Fitzroy councils in the 1900s and 1910s, on the Park Street road reservation. While council plantings, their intent was to beautify the space of the Inner Circle Railway, and trees were selected and arranged formally to maximise opportunities afforded by the linear site and experience of travel along it (an experience replicated today on the Capital City Trail).

The original structural plantings of Poplars and Plane trees are now much diminished due to age and attrition, a condition that has advanced considerably since the previous CMP was prepared in 2004-2005. While that CMP identified a number of rows along sections of the Park Street frontage, most have now been reduced to more fragmentary groupings of aging trees (where they have endured at all).

The more diverse tree and shrub selections that were included in the plantations west of Nicholson Street have also largely disappeared, however a large Carob Tree (*Ceratonia siliqua*) near McIlwraith Street appears to have originated in those plantations as an individual specimen and is a signpost to the variety of plants that may have originally been included. A number of Canary Island Palms are also a feature of the former Park Street reserve plantings, including those in front of the former North Carlton Station, on the southern boundary of the Hardy Gallagher Reserve, and at the corner of Park Street and Nicholson Street. Other early ornamental groups of palms can be founded in the related Holden Street Reserve and Rushall Station reserve.

New plantations should incorporate a formal arrangement of trees with defined structural characteristics and canopy forms suitable to formal planting. These plantations need not replace Poplars and Planes like-for-like, but could employ native trees with strong vertical forms, tight canopy structure and a neat appearance. In some areas, tree selections and arrangements will need to respond to existing overhead transmission lines.

Formal structural plantings can be punctuated by the more informal native habitat plantings already established in the corridor; these areas of formal and informal planting need not be in conflict but with intentional design can be brought into conversation as park visitors traverse the parklands.

New plantations could also reasonably include understory plantings and more diverse individual specimen trees within a formal structure and setting, as is known to have formed a part of the historical plantations west of Nicholson Street.

Tree / Tree Group	Understood provenance	Conservation approach
Carob Tree (<i>Ceratonia siliqua</i>), near Park Street / McIlwraith Street	c. 1918 City of Melbourne Park Street tree plantations	<ul style="list-style-type: none"> • Retain specimen. If lost, replace with suitable specimen, preference for like-for-like replacement. • Establish new formal tree plantation from Lygon Street west to North Carlton Station building, consisting of (i) recurring structural planting and (ii) diverse specimen trees. • Nominate to next round of Significant Tree Register
Maiden's Wattle (<i>Acacia maidenii</i>) remnant growth, Park Street edge at Moss Street (Yarra Significant Tree Register)	c. 1900s beautification planting in front of North Fitzroy Station and Electric Substation	<ul style="list-style-type: none"> • Specimen lost in 2021 after structural failure • Replace, possibly through selection and relocation of sucker growth from the existing tree roots • Consider larger formal planting strategy using native trees in area to the front of the former Substation, based on historical treatment
Canary Island Palm trees, Hardy Gallagher Reserve	Station beautification c. 1900s; unclear if by Victorian Railways or City of Melbourne	<ul style="list-style-type: none"> • Retain palm trees, and replace like-for-like if lost
Palm tree, Nicholson Street cnr (Yarra Significant Tree Register)	c. 1918 City of Melbourne Park Street tree plantations	<ul style="list-style-type: none"> • Retain
Palm trees, Holden Street Reserve	c. 1930s City of Fitzroy park development after presumed withdrawal of site from railway land reserve – Whittlesea line originally planned to pass through this land	<ul style="list-style-type: none"> • Retain and replace like-for-like if lost
Palm trees, Rushall Reserve (Yarra Significant Tree Register)	c. 1930s plantation after development of Rushall station	<ul style="list-style-type: none"> • Retain, replace like-for-like

Tree / Tree Group	Understood provenance	Conservation approach
Plane trees, east of St Georges Road	c. 1908 City of Fitzroy plantation	<ul style="list-style-type: none"> Replace with new formal tree plantation; alternative species selection acceptable
Poplar trees, Lygon Street to Nicholson Street, south of infill buildings (at least 1 tree at Lygon St included in Yarra Significant Tree Register)	c. 1918 City of Melbourne Park Street tree plantations	<ul style="list-style-type: none"> Replace with new formal tree plantation; alternative species selection acceptable
Poplar trees, Lygon Street to Nicholson Street, between infill buildings, and on west side of Lygon Street	c. 1990s plantings	<ul style="list-style-type: none"> Retain as practical, no requirement to reinstate if removal is required.



Figure 79 Remnant Poplar row, established on the fence line to the railway corridor



Figure 80 Remnant Plane Trees east of St Georges Road



Figure 81 Formal planting of Melaleucas near Bowen Crescent replicates the language of original Poplar plantings in a native tree



Figure 82 Denser native tree plantings with structural form along the Fitzroy Branch Line, formalising the road boundary



Figure 83 Carob Tree near McIlwraith Street, an early specimen planting included in the ornamental plantations



Figure 84 Palm Trees ornament the reserve in front of North Carlton Railway Station and continuing along Park Street to the west

6.7 Relationship and views to neighbouring buildings and sites

Recommended policy/actions

- Develop urban design and landscaping features, and wayfinding and didactic signage, to identify and express the value of the parkland's relationship to neighbouring sites
 - Celebrate and communicate the relationship of the parklands to neighbouring heritage buildings and sites, including the North Fitzroy Electric Railway Substation, the Gatekeeper's Cottage at Bowen Crescent, Rushall Railway Station, Edinburgh Gardens, the Former Whittlesea Railway Bridge over Merri Creek, and the Holden Street Reserve
 - Celebrate other neighbouring heritage places that can be viewed and/or accessed from the parklands, including the Rathdowne Street Cable Tram Engine House, Brunswick South Primary School, the former Metropolitan Fire Brigade station at St Georges Road, Melbourne's Royal Park and Princes Park, the Melbourne Electric Supply Co. substation on St Georges Road (1912), and the Mark Street Hall



Figure 85 Gatekeeper's Cottage at 70 Bowen Cres, now a private residence but formerly essential to the railway operation



Figure 86 Brunswick South Primary School, with a long history of interaction with the railway and parklands



Figure 87 Melbourne Electric Supply Co. substation



Figure 88 Former Cable Tram Engine House at Rathdowne Street

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