



Kensington Precinct HO9

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LOVELL CHEN

ARCHITECTS & HERITAGE CONSULTANTS

LEVEL 5, 176 WELLINGTON PARADE
EAST MELBOURNE 3002 AUSTRALIA
TEL +61 (0)3 **9667 0800**
FAX +61 (0)3 9416 1818
enquiry@lovellchen.com.au
www.lovellchen.com.au

Local Heritage Planning Policy Review

Statements of Significance

Melbourne's Local Heritage Planning Policy Review project includes the preparation of statements of significance for six Heritage Overlay precincts in the municipality, located outside the Capital City Zone.

The statements of significance are intended to provide succinct and concise insights into the precincts, including the heritage values and character of the areas. They should contain sufficient information about the significance of the precincts so that it is readily understood.

Local Heritage Planning Policy Review

Statements of Significance

A statement of significance typically contains three parts:

- It starts with 'what is significant?'. This component includes a history and description of the precinct, with the latter including a description of the important heritage characteristics such as the valued historical development and built form characteristics.
- The statement then includes a short statement identifying the heritage values of the precinct - historical, aesthetic/architectural, social, scientific or other heritage values - under 'how is it significant?'.
- It concludes with 'why is it significant?' which is where the significance is explicitly stated and expanded on, articulating why the precinct is significant for the identified heritage values.

Local Heritage Planning Policy Review

Statements of Significance

Statements of significance are not detailed documents and they do not normally include detailed information on individual properties. However, it is important that they capture what the community values or appreciates about a precinct. This may be information about particular developments or built form characteristics.

The community might also value other attributes of a precinct, such as its public recreation spaces and facilities, street trees, historic shopping strip, or church or school complexes.

Knowing what is important about a precinct - 'why is it significant?' - enables informed planning decisions to be made in relation to the management and conservation of a precinct.

HO9 - Kensington Precinct

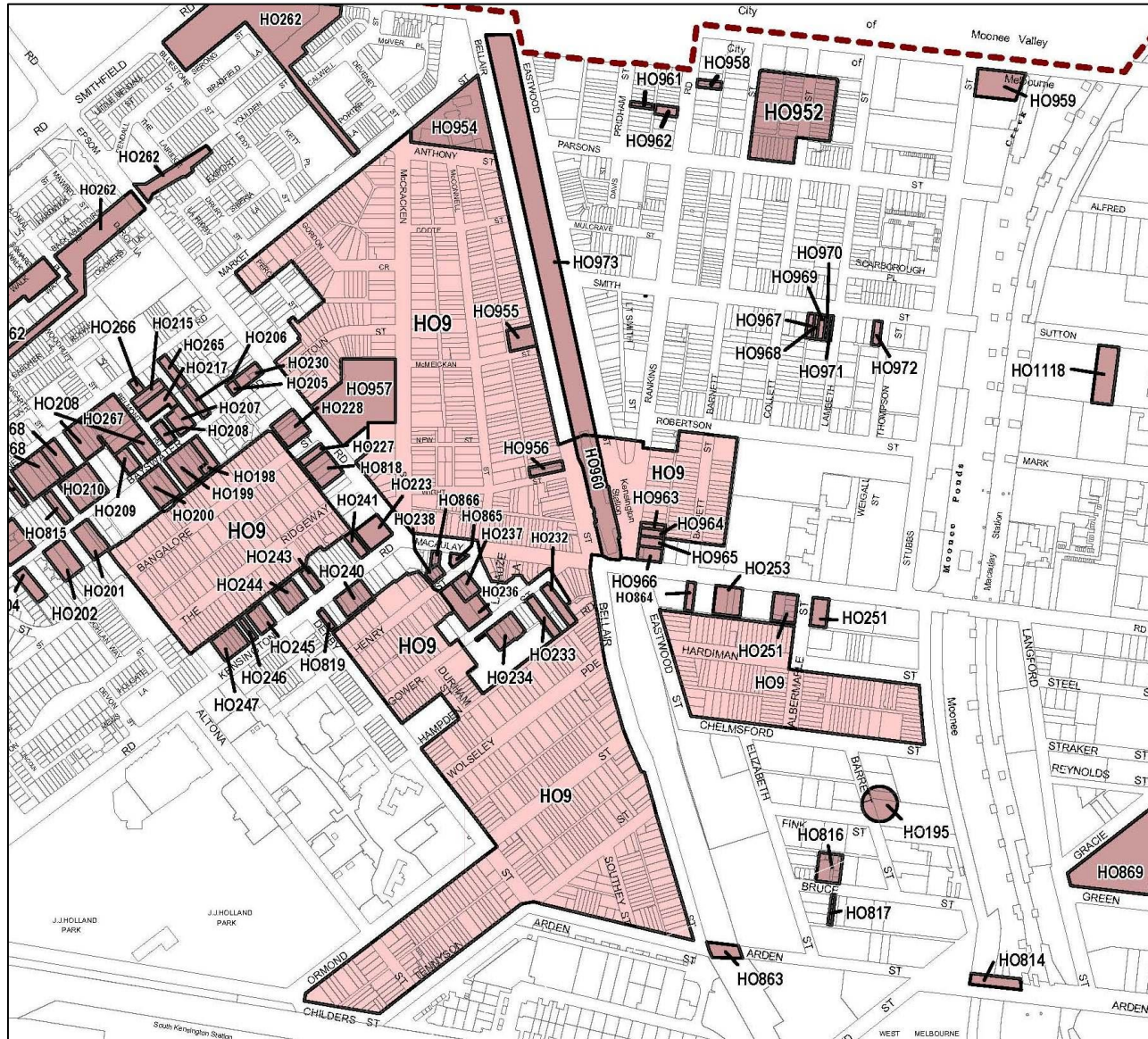
The Kensington Precinct generally comprises areas to the north and south of Macaulay Road, west of Bellair Street and the railway, with some small sections to the east of the railway.

The precinct is predominantly residential, with commercial buildings concentrated around Macaulay Road and Bellair Street.

A small number of civic and institutional buildings are generally located in the north of the precinct, with industrial development to the south (not included in HO9).

The main period of development was the late-nineteenth and early-twentieth centuries, and most buildings date from these periods.

HO9 - Kensington Precinct



History

- 1840s Horse racing begins at Flemington, north-west of Melbourne. Crown land sales of Portion 16, Parish of Doutta Galla. This subdivision of suburban allotments created roads now known as Robertson, Smith and Parson. Rankins Road named after J Rankin who purchased allotments in this sale.
- 1860s Privately owned Melbourne-Essendon railway was opened, extending in a north-west direction past 1840s subdivision. Crown land sales of allotments to west of railway line.
- 1871 Reopening of railway line after closure in 1864 to cater for the racecourse and the increasing use of the Newmarket livestock saleyards, established in 1861.

History

- 1880s Opening of new Kensington Railway Station (1888), resulting in significantly increased suburban development in the area. Several flour mills established on trunk railways in Kensington. Substantial residential development between 1880 and 1890. Streets to the north (including Bellair, McCracken) and south (including Ormond, Tennyson) of Macaulay Road formed during this period. The growing suburbs of Flemington and Kensington were severed from Municipal District of Essendon, and the Borough of Flemington and Kensington created in 1882.
- 1890s Development of area to north-west of McCracken Street. Wool stores established along rail sidings.
- 1900s Hopetoun Street and Gordon Crescent formed Flemington and Kensington unified with City of Melbourne.

KENSINGTON HILL.
PARISH OF DOUTTA GALLA.

For Sale by Mr. Hopporth

Mc MEIKAN

Mc CONNELL

STREET

WIGHT STREET

GOVERNMENT ROAD

GOVERNMENT ROAD

ESSENDON AND NORTH EASTERN RAILWAY.

PLAN OF LOCALITY.

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History



MMBW 160':1" plan of 1895 showing development in Kensington

Precinct Characteristics

- Substantially late 19th century suburban area
- Characteristically single-storey scale of buildings
- Streetscapes predominantly made up of repetitive rows of Victorian single-fronted single-storey cottages, with generally consistent allotment sizes
- Some variation with two-storey Victorian terraces, double-fronted dwellings, and Federation era subdivisions

Precinct Characteristics

- Mainly weatherboard construction but brick not uncommon
- Commercial buildings concentrated in Macaulay Road and Bellair Street
- High and low sides of streets, with topography influencing building form
- Railway and local industry also influencing development, albeit much is outside the precinct
- Some street plantings, particularly on main thoroughfares



Federation and late-Victorian cottages, Hopetoun Street



Single fronted cottages, Wolseley Parade



Weatherboard block cottages, Barnett Street



Victorian rendered brick and parapeted cottages, Tennyson Street



Federation era cottages, Gower Street



Two-storey rendered brick Victorian terrace row, Gower Street



Substantial interwar brick bungalow, Ormond Street



Kensington Primary School, McCracken Street



Two-storey brick Victorian shops, Macaulay Road



Two-storey brick Victorian, Federation and interwar commercial buildings, Bellair Street

Significance

Consistent and relatively intact streetscapes of late nineteenth century workers' cottages, constructed in a concentrated period (historical/aesthetic)

Relationship between residential development and the local growth in industry, including development of railways to south of precinct and saleyards to north (historical)

Commercial development/streetscapes related to railway station (historical)

Significance

Association with Melbourne's economic and construction 'boom' of the 1880s and urban growth to the north and west of the city (historical)

Demonstration of more modest residential architecture in the late nineteenth century (aesthetic/architectural)

Local heritage planning policies

Two local planning policies are being reviewed and revised as part of this project – Clause 22.04 Heritage Places within the Capital City Zone, and Clause 22.05 Heritage Places outside the Capital City Zone.

These policies are key planning tools to manage the thousands of heritage properties and places currently identified within the Schedule to the Heritage Overlay.

Local heritage planning policies

The revised policies will cover topics and issues which are important considerations in managing heritage places such as individual properties, streetscapes and precincts. They will have regard for the contemporary heritage policies of other metropolitan municipalities, and for the issues raised in 2014 during the preliminary review of the local heritage policies.

A wide range of matters are currently being considered in the policy review, including demolition, changes to shopfronts, signage, restoration, new development, additions to heritage buildings, management of precincts in the Capital City Zone, rooftop additions, corner properties, street infrastructure and laneways through to use of the Burra Charter and the role of Conservation Management Plans.

Local heritage planning policies

The City of Melbourne has commenced the process of reviewing the policies. Draft versions of the policies will be reviewed internally by Council officers, externally by experts and then by the Department of Environment, Land, Water and Planning before progressing to public exhibition.

At that stage, there will be opportunity for members of the public and interested residents and community groups to review and comment on the draft policies before they are adopted by Council.