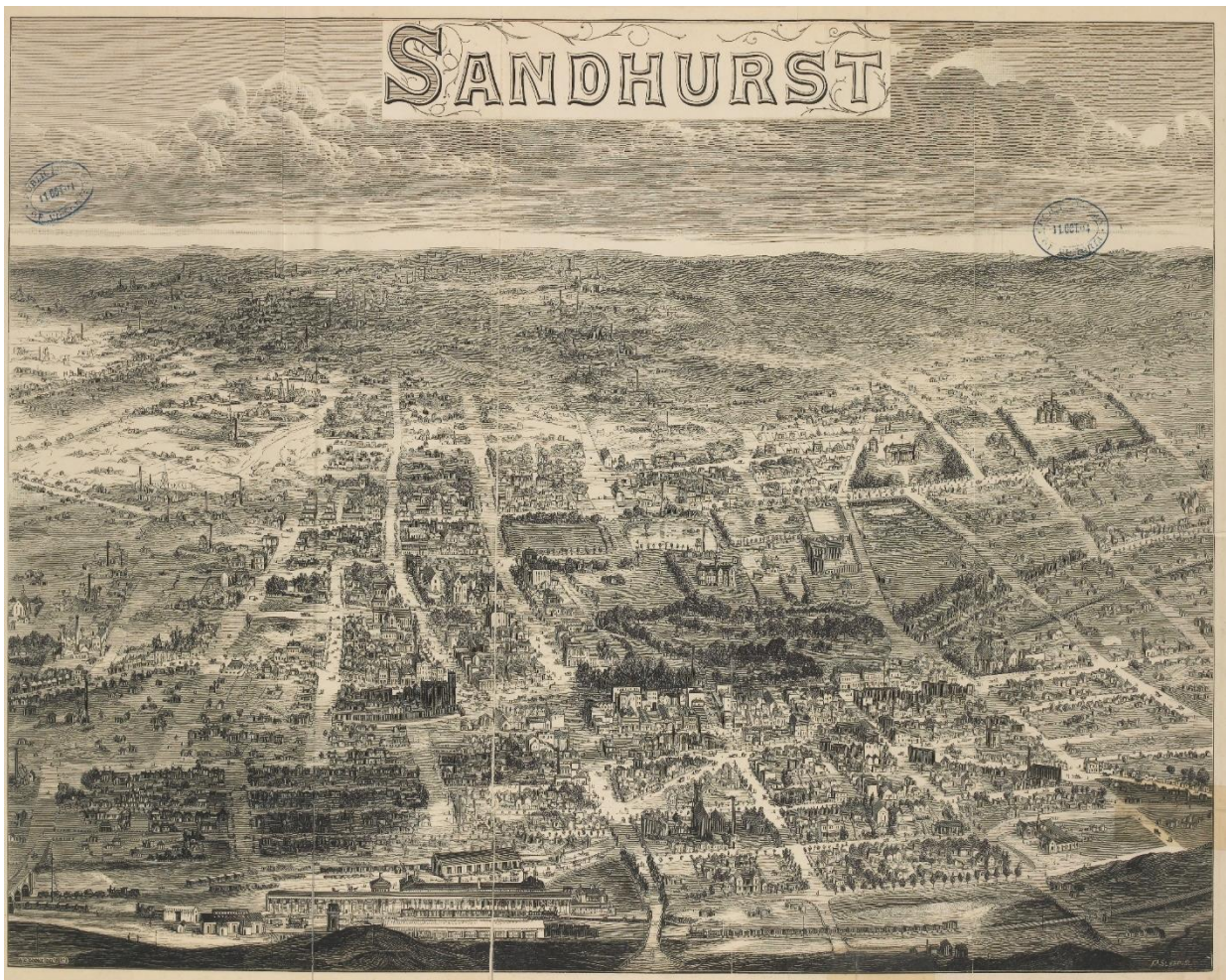


Bendigo City Centre Heritage Study Stage 1

Volume 2: Individually Significant Places

Report prepared for City of Greater Bendigo

June 2021



Report Register

The following report register documents the development and issue of the report entitled *Bendigo City Centre Heritage Study*, undertaken by Context in accordance with its quality management system.

Job No.	Issue No.	Notes/Description	Issue Date
2091	1	Draft report Volume 2: Individually Significant Places	22 September 2016
2091	2	Revised draft report Volume 2: Individually Significant Places	28 November 2016
2222	3	Revised draft report Volume 2: Individually Significant Places	18 September 2017
2455	4	Volume 2: Individually Significant Places	3 April 2020
2739	5	Volume 2: Individually Significant Places (Post-Panel amendment)	4 June 2021
2739	6	Volume 2: Individually Significant Places (Final edits following Council resolution 24 June 2021)	9 July 2021

Quality Assurance

The report has been reviewed and approved for issue in accordance with the Context quality assurance policy and procedures.

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Context

WILLIAM VAHLAND PLACE, BENDIGO

VAHLAND DRINKING FOUNTAIN

Prepared by: Context

Survey Date: October 2019

Place Type: Fountain / Monument

Architect: William C. Vahland

Significance level: Significant

Builder: W. Beebe Jnr.

Extent of overlay: Refer to map

Construction Date: 1881, 2016 (restoration)



Figure 1. Vahland Drinking Fountain in William Vahland Place, Bendigo. (Source: Context, October 2019)



Figure 2. Detail of the Vahland Drinking Fountain in William Vahland Place, Bendigo. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

6.0 Building towns, cities and the Greater Bendigo area

6.1 Establishing settlement in the Greater Bendigo Municipality

6.5 Markign significant phases in development of settlements, towns and cities

The share boom of early 1870s stimulated the building industry in Sandhurst. Public institutions such as the Hospital and Benevolent Asylum were enlarged to cope with increased demands made on them from the influx of population, and, confident about the city's future, the city's founders established schools and technical institutions.¹ Public rituals, such as the Easter Fair and St Patrick's Day, also established during the 1870s, played an important role in the civic life of Sandhurst. The period up to 1875 was one of foundation building.² Architect William Vahland was a key figure in the design and construction of many of Sandhurst's public buildings.

By the mid-1870s, the mining boom was in decline. Shares in major companies plummeted, gold yields decreased markedly between 1876 and 1880, and accumulation of water in abandoned claims caused significant drainage problems from the late 1870s. Only 22 new mining companies were registered in 1874 compared with 197 in 1873,³ and in June 1876, the mining surveyor listed only 31 working shafts, ranging from 700 to 1090 feet in depth.⁴ Those companies that remained became more highly capitalised and employed increasingly sophisticated technology. Unemployment rose, building activity slowed, and residents left to find work elsewhere. By the late 1870s Sandhurst was experiencing a serious recession. In the face of recession, council made the improvement of both the built and natural environment a priority with funding sought from the colonial government for improvements to public institutions.⁵ Historian Michael Roper maintains that by their very magnificence, buildings like the Post Office, Mechanics' Institute, Hospital and Benevolent Society, served as symbolic proof that the city was outliving its failing mining industry, becoming a place of beauty, staying the exodus to the metropolis, and immortalising the achievements of its pioneers.⁶

The economy improved and the population increased from the early 1880s. By 1885, Sandhurst supported a relatively stable population, had a significant industrial base and was the marketing and commercial hub of an expanding agricultural district. As Roper argues, the transformation of Sandhurst from the town of the 1860s to the city of the 1880s was accompanied by the 'movement of the first generation from fiery anti-authoritarianism to intense and potentially conservative loyalty to Great Britain', elements of which were manifested in the establishment of public rituals and the built

¹ Michael Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885" (Master of Arts Degree, Department of History, Monash University, 1986), 345.

² Ibid. 31.

³ Mineral Statistics 1872 and 1874. Cited in *ibid.*, 76-77.

⁴ Mining Surveyors' Reports, June 1876. Cited in David Bannear, and N. Watson, 'North Central Goldfields Historic Mining Sites Strategy, Revised Draft,' (Melbourne, Vic.: Department of Conservation and Natural Resources, North West Area, November 1994), 33.

⁵ Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," 31-32, 199.

⁶ Ibid., 346.

environment, which exemplified both the financial success of the Bendigo goldfield and the consequent prosperity of the city.⁷ A critical aspect of the transformation from town to city, Roper maintains, was the evolution of distinct boundaries around Sandhurst's principal park spaces, and around its administrative, retail and commercial precincts, with Alexandra Fountain, opened in July 1881, defining the city's ceremonial space. Public processions generally dispersed at the Fountain with a ritual performance involving the city's prominent citizens.⁸ As part of the building program at this time, by 1893 nineteen drinking fountains were in existence in Bendigo.⁹

PLACE HISTORY

The Vahland Drinking Fountain was originally erected and opened in 1881, to a design by prominent architect William C. Vahland, at the junction of Bridge Street and Pall Mall. The original Vahland-designed drinking fountain comprised four decorative water outlets over a circular water stock drinking trough lit by four gas lamps mounted on a Harcourt granite obelisk (Figure 3). Erected with upper and lower troughs, the fountain was designed to provide water for both people and animals.

Vahland described the design for the 'watertrough and lamps at the East end of Pall Mall' in a report to Bendigo City council on 23 April 1880:

*The watertroughs, steps and Basin to be of Bluestone, the Shaft & Cap to be of polished Granite; the Arms of the Lamps &c to be of Castiron, the extreme height of this erection will be about 20 feet and the width of the Base 13 feet, each Watertrough will be about 5 feet long.*¹⁰

⁷ Ibid., 10, passim.

⁸ Ibid., 161.

⁹ George Minto, Bendigo City Council surveyor, report to council, 3 March 1893, in Bendigo Regional Archives Centre (BRAC), Sandhurst/Bendigo Inwards Correspondence (1856-1899), VPRS 16936, P1. Provided by Dr Michele Matthews, BRAC Archives Officer.

¹⁰ Bendigo Regional Archives Centre (BRAC), Sandhurst/Bendigo Inwards Correspondence (1856-1899), VPRS 16936, P1.



Figure 3. The Vahland-designed drinking fountain at its original location. (Source: 'View of Pall Mall from Bridge Street, Bendigo' c.1906, SLV)

In May 1880, Bendigo City Council accepted the tender of William Beebe junior for the erection of 'an ornamental lamp' in Howard Place.¹¹ Beebe junior, then a stonemason working in the Beebe family's stone yards in Mitchell Street, later followed Vahland as a prominent architect.

On 17 May 1881, the *Bendigo Advertiser* reported:

*THE HOWARD-PLACE FOUNTAIN. - This fountain which was lighted for the first time on Saturday night, was formally handed over to the City Council yesterday. It is certainly a wonderful improvement on the old country town affair which it has replaced, and which is left standing with the idea it is to be presumed of letting the citizens have the benefit of the contrast for a while. The granite work is of a good sample of Harcourt granite; cut, polished, and erected by Mr. W. Beebe, jun., of Mitchell-street, from designs of Mr. Vahland, and the lamps which are on the Sugden pattern and have a very good effect, were made by Mr. T. J. Connelly, of High-street.*¹²

The fountain became a popular meeting place.

With the change of gas street lighting to electric and the introduction of trams, the fountain fell into disuse. The structure was removed when the Discovery of Gold statue was erected in its place in 1906. The troughs were relocated to the Alexandra Fountain in Bendigo, then to the animal enclosures at the White Hills Gardens. For a number of decades, the obelisk was situated in the centre of the roundabout on the junction of Williamson Street and Lyttleton Terrace.¹³

The City of Greater Bendigo has restored the drinking fountain, which has been reinstated in William Vahland Place, between the law courts and conservatory gardens, to commemorate William Vahland's

¹¹ *Bendigo Advertiser*, 22 May 1880, 2.

¹² *Bendigo Advertiser*, 17 May 1881, 2.

¹³ James Lerk, "Discover Bendigo: A Trinity of Local Talent." *Bendigo Weekly*, 25 June 1999, 29.

significant contribution to the built heritage of Bendigo. The fountain was officially unveiled on 2 October 2016.

William C. Vahland, architect

William Carl (Charles) Vahland, born in 1828 in the town of Nienburg an der Weser in the Electorate of Hannover, later part of Germany, trained in building and architecture in that country. Unsuccessful in goldmining, Vahland opened a carpenter's shop in Bridge Street, Bendigo, ca.1855 where he made gold cradles and other diggers' accessories. In March 1858, Vahland entered into partnership with another German architect, Robert Getzschmann. In 1872, Vahland employed German architect, Wilhelm Eduard (William) Nicolai, as a draftsman and clerk of works. Vahland's son, Henry, joined the firm in 1892, and the practice became known as W. C. Vahland and Son. The firm designed and directed the building of many of Bendigo's finest buildings, including the Town Hall, the Shamrock Hotel, the Bendigo Hospital, the Bendigo Benevolent Asylum, the School of Mines, the Mechanics' Institute, the Princess Theatre, the Bendigo Masonic Temple, the Cascades in Rosalind Park, the Alexandra Fountain, the Sandhurst Club, the Commercial, National and Colonial Banks, the grandstand at Canterbury Park, Eaglehawk, as well as churches, commercial buildings, and private homes. William Vahland died in Bendigo at 87 years old on 21 July 1915.¹⁴

William Beebe junior, architect

William Beebe junior was born in 1857 in Bendigo. A son of a Bendigo master stonemason William Beebe senior, W. Beebe junior studied architectural drawing at the Bendigo School of Mines & Industries under William (Wilhelm Eduard) Nicolai. Beebe commenced the practice as a stonemason in the late 1870s,¹⁵ working for his father William Beebe senior's stonemasonry business William Beebe Monumental and General Mason. In January 1881, W. Beebe junior was announced as the partner in the business, which became known as W. Beebe and Son.¹⁶ Beebe later commenced an architectural practice following his father's death in 1891. The former Bendigo Fire Station (1899) and 'Kelvin', a residence in View Street (1899) are among the notable examples of his architectural practice. He then entered into an architectural partnership with G. D. Garvin around 1908. The former Royal Bank in View Point (1908) is one of the key examples designed by the firm.

Beebe was elected as a fellow of the Royal Victorian Institute of Architects (F.R.V.I.A.) in 1910 and travelled overseas to Europe in the same year.¹⁷ He was also the director of the Bendigo Gas Co., and involved in politics, elected as a councilor and mayor of the City of Bendigo in 1915–17.¹⁸ Beebe died in Bendigo in 1920.¹⁹

¹⁴ Dr Robyn Ballinger, "A short biography of William Vahland, prepared for the City of Greater Bendigo, March 2015."

¹⁵ *Bendigo Advertiser*, 24 August 1878, 1.

¹⁶ *Bendigo Advertiser*, 6 January 1881, 3.

¹⁷ *Bendigo Advertiser*, 15 March 1910, 2.

¹⁸ *Bendigo Advertiser*, 2 March 1917, 8.

¹⁹ Public Records Office Victoria (PROV), Probate and Administration Files, VPRS 7591/ P2 unit 658, item 183/721.

DESCRIPTION

Restored in 2016 near the intersection of Bull Street and Pall Mall, Bendigo, the Vahland Drinking Fountain was originally erected in Howard Place at the junction of Bridge Street and Pall Mall, to a design by architect William Vahland.

The drinking fountain had four small water outlets, which pumped water through the mouths of cast metal lions spilling into four granite water receptacles. Below this was four granite water troughs for domestic stock to use located at ground level. Recent works on the fountain in 2016 revealed no plumbing holes, which indicates water may have been carted to fill the receptacles.

The four upper drinking troughs were crescent shaped with their protruding ends facing away from the fountain. Scroll-shaped granite buttresses connected the obelisk-shaped upper section of the fountain and combined with a lamp to form the stand and connection to the troughs. The shortened central obelisk had decorative devices such as a cornice top and the low relief pattern on the four highly polished granite sides. Gas lights were incorporated into the head piece design with Sugden pattern gasolier incised and fitted to elaborate cast metal brackets complete the fountain.

The fountain was stored for many years at the City's Kennington Shed storage and it was restored and reassembled in 2016. It was reassembled at a site near its original position, as the original site is now the location of the Discovery of Gold Jubilee monument. Each opening of the lower troughs is currently covered with a stone plaque to commemorate William C. Vahland.

INTEGRITY

The Vahland Drinking Fountain at William Vahland Place, Bendigo, is largely intact with a few changes visible to original or early significant fabric. The fountain retains key elements including four cast metal lion water outlets, four crescent-shaped upper water troughs, four granite lower troughs and the Sugden pattern gasolier, as well as other stylistic details including scroll-shaped granite buttresses, and cornice-topped central obelisk with low relief pattern on four sides. The fountain also retains its original built form, scale, and original Harcourt granite finishes. Changes to the original fabric include the blockage of the lower troughs. Overall, the fountain has high integrity.

COMPARATIVE ANALYSIS

The drinking fountain is the one of three nineteenth century Bendigo water features designed by Bendigo architect William C. Vahland; the others are the Cascades in Rosalind Park and the Alexandra Fountain at Charing Cross. The Vahland Drinking Fountain can be compared to two other water features designed by William Vahland:

The Cascades, Rosalind Park, Bendigo – commenced in 1880 but never completed due primarily to problems with the water supply, the Cascades waterfall and fountain fell into disrepair and were eventually buried until 1996 when they were excavated and restored, and reopened in 1997.

Alexandra Fountain at Charing Cross, Bendigo, erected by local craftsmen in 1881, is one of the largest and most ornate municipal fountains in regional Victoria.

By comparison to the aforementioned places, the fountain of interest is a substantially more modest structure. The fountain retains only a low integrity as it was disassembled and removed from its original site in 1906. Most parts of the fountain are in existence, however the cast iron light fixture at the top of the fountain and the granite buttresses at the base are missing; these were fabricated to reflect the original design. The remaining pieces were stored by the City of Greater Bendigo for many years and they were in sound condition, needing only minor repair works. The fountain is one of only two remaining

drinking fountains of nineteen in existence in Bendigo by 1893; it is therefore a rare example of a nineteenth century fountain designed to provide water for both humans and animals.

ASSESSMENT AGAINST CRITERIA

✓	CRITERION A Importance to the course or pattern of our cultural or natural history (historical significance).
✓	CRITERION B Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).
	CRITERION C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).
	CRITERION D Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).
	CRITERION E Importance of exhibiting particular aesthetic characteristics (aesthetic significance).
	CRITERION F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)
✓	CRITERION G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).
✓	CRITERION H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

The Vahland Drinking Fountain at William Vahland Place, Bendigo, originally erected in 1881, and restored and reconstructed in 2016 in the current location, is significant.

Significant fabrics include the:

- original form and scale;
- original Harcourt granite finish;
- key elements of the drinking fountain including four cast metal lion water outlets, four crescent-shaped upper water troughs, four granite lower troughs and the Sugden pattern gasolier; and
- other stylistic details including scroll-shaped granite buttresses, and cornice-topped central obelisk with low relief pattern on four sides.

HOW IT IS SIGNIFICANT

The Vahland Drinking Fountain at William Vahland Place, Bendigo, is of local historic, rarity, social and associative significance to the City of Greater Bendigo.

WHY IT IS SIGNIFICANT

The drinking fountain is of historical significance because it was designed by prominent Bendigo architect, William C. Vahland. Vahland and his firm designed and directed the building of many of Bendigo's finest buildings. The drinking fountain holds further historical significance as William Beebe junior, another prominent Bendigo architect, manufactured the various stone elements of the fountain at the Beebe family stone monumental works in Mitchell Street, Bendigo. The drinking fountain is an early masonry work of Beebe, who had commenced his career as a monumental stonemason in the late 1870s. In addition to this, Thomas James Connelly, a leading ironmonger with a business located on the corner of Forest and High Streets in 1853, supplied and fitted the Sugden pattern gasolier.

The drinking fountain, designed by Vahland to provide water for both humans and animals, is of historical significance as it was erected in Howard Place in 1881 and used until 1906 when the Discovery of Gold statue was erected in its place. Parts of the fountain were used elsewhere and in later years stored by the Bendigo council. (Criterion A)

The drinking fountain is the one of only three nineteenth century Bendigo water features designed by Bendigo architect William C. Vahland; the others are the Cascades in Rosalind Park and the Alexandra Fountain at Charing Cross. The fountain is one of only two remaining drinking fountains of nineteen in existence in Bendigo by 1893; it is a rare example of a nineteenth century fountain designed to provide water for both humans and animals. (Criterion B)

The drinking fountain is of social significance as reflected by the City of Greater Bendigo's commitment to restoring the structure and reinstating it in Bull Street extension, now William Vahland Place, between the law courts and conservatory gardens to commemorate William Vahland's significant contribution to the built heritage of Bendigo. (Criterion G)

The Vahland Drinking Fountain is significant for its association with architect William Charles Vahland. Vahland who was one of Bendigo's leading architects. It is also significant for its association with the Beebe family who manufactured the various stone components of the fountain at their steam powered monumental works and for its association with Thomas James Connelly, a leading ironmonger in the city who was responsible for the supplying and fitting the gas and water piping. (Criterion H)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01–3)	No

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TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

Extent of Heritage Overlay is recommended as below, to cover the paved area (approximately 17 by 8 meters).



REFERENCES

Ballinger, Dr Robyn. "A short biography of William Vahland, prepared for the City of Greater Bendigo, March 2015." Accessed via <https://www.bendigo.vic.gov.au/>.

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Bendigo Regional Archives Centre (BRAC), Sandhurst/Bendigo Inwards Correspondence (1856–1899), VPRS 16936, P1.

Bendigo Weekly, as cited.

City of Greater Bendigo: "Vahland Drinking Fountain – A Plan for its restoration, conservation and reassembly", provided by Dannielle Orr, Heritage Planner at CoGB in July 2016.

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8–10 GARSED STREET, BENDIGO

TERRACED HOUSES

Prepared by: Context

Survey Date: October 2019

Place Type: Residential

Architect: Not known

Significance level: Significant

Builder: Not known

Extent of overlay: To title boundaries

Construction Date: c.1895



Figure 1. 8–10 Garsed Street, Bendigo. No. 8 is on the right and No. 10 on the left. (Source: Context, October 2019)



Figure 2. 8–10 Garsed Street, Bendigo. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

3.0 Connecting Greater Bendigo by transport and other communications

3.2 Linking Greater Bendigo by rail

6.0 Building towns, cities and the Greater Bendigo area

6.1 Establishing settlement in the Greater Bendigo Municipality

After the survey of Sandhurst, makeshift buildings along Camp Street and Auction Street were removed, and more permanent buildings appeared along the new boulevard, Pall Mall.

¹ Accompanied by the establishment of local brickyards, including Chinese brickworks, by 1861 churches, schools, a hospital, an asylum, a gaol, courts, a post office, breweries, and hotels had been built. Other services included newspapers, gas lighting, and a telegraph connection. In 1862, the Melbourne-Murray railway line reached Bendigo.

By 1862, additional tracks and roads led from Melbourne to Sandhurst, from Sandhurst to Echuca, from Sandhurst to Kerang and Swan Hill, and from Sandhurst to Inglewood, evidencing the opening up of agricultural land under the first Land Acts of 1860 and 1862.

Because of the large number of separate surveys, about 1100, of the Sandhurst district, a resurvey of Sandhurst was ordered in 1874.²

By the mid-1870s, the mining boom was in decline. Shares in major companies plummeted, gold yields decreased markedly between 1876 and 1880, and accumulation of water in abandoned claims caused significant drainage problems from the late 1870s. Only 22 new mining companies were registered in 1874 compared with 197 in 1873,³ and in June 1876, the mining surveyor listed only 31 working shafts, ranging from 700 to 1090 feet in depth.⁴ Those companies that remained became more highly capitalised and employed increasingly sophisticated technology. Unemployment rose, building activity slowed, and residents left to find work elsewhere. By the late 1870s Sandhurst was experiencing a serious recession.⁵

In the face of recession, council made the improvement of both the built and natural environment a priority and sought funds from the colonial government.⁶ Michael Roper maintains that by their very magnificence, buildings like the Post Office, Mechanics' Institute, Hospital and Benevolent Society,

¹ Ian Stuart and Mike Butcher, "Building materials in Bendigo", in Mike Butcher and Yolande M. J. Collins, *Bendigo at Work: An Industrial History* (Strathdale, Vic.: Holland House Publishing, 2005), 177.

² Rita Hull, *Origins of Bendigo Street Names* (Bendigo: Australian Institute of Genealogical Studies Inc., 2006), 6.

³ Mineral Statistics 1872 and 1874. Cited in Michael Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885" (Master of Arts Degree, Department of History, Monash University, 1986), 76-77.

⁴ Mining Surveyors' Reports, June 1876. Cited in David Bannear, and N. Watson, "North Central Goldfields Historic Mining Sites Strategy, Revised Draft," (Melbourne, Vic.: Department of Conservation and Natural Resources, North West Area, November 1994), 33.

⁵ Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," 31-32, 199.

⁶ *Ibid.*

Context

served as symbolic proof that the city was outliving its failing mining industry, becoming a place of beauty, staying the exodus to the metropolis, and immortalising the achievements of its pioneers.⁷

By 1885, Sandhurst supported a relatively stable population, had a significant industrial base and was the marketing and commercial hub of an expanding agricultural district. As Michael Roper argues, the transformation of Sandhurst from the town of the 1860s to the city of the 1880s was accompanied by the 'movement of the first generation from fiery anti-authoritarianism to intense and potentially conservative loyalty to Great Britain', elements of which were manifested in the establishment of public rituals and the built environment.⁸ A critical aspect of the transformation from town to city, Roper maintains, was the evolution of distinct boundaries around Sandhurst's principal park spaces, and around its administrative, retail and commercial precincts, with Alexandra Fountain, opened in July 1881, defining the city's ceremonial space. Public processions generally dispersed at the Fountain with a ritual performance involving the city's prominent citizens.⁹

PLACE HISTORY

Allotments in Garsed Street were surveyed and sold in the early 1870s. The allotment on which the subject residences are built form part of the Crown Allotment 7, section 118C, Sandhurst and was purchased by J. Renwick and 'another' on 15 November 1870. Renwick, a carrier, later a railway carrier, also owned the neighboring Crown Allotment 6, section 118C, Sandhurst, from which he ran stabling for his carrying business, Renwick and Co.¹⁰

By 1874 John Renwick's property on allotment 7 was described as 'land and house' rated at £8; by 1876, the property was valued at £34; and by 1886, £17. In 1893 Renwick advertised a brick Victorian cottage for rent at '1 Garsed Street'.¹¹ By 1895, Renwick had built two houses on the subject site, each described as 'land and house', and each valued at £30. In 1902, the properties were valued at £26 each. Railway employees rented the houses for most of the years from 1895 until 1902.¹²

John Renwick died in 1900. His obituary read:

The long list of pioneers of Bendigo, whose end has had lately to be recorded, was added to yesterday by several deaths, including that of Mr. John Renwick, of the widely-known firm of John Renwick and Co., carriers, rail-way station yards...The late Mr. Renwick was associated with the very early history of Bendigo. He was a native of Leeds, Yorkshire, and when 21 years of age he decided to visit Australia...and in January, 1853, he came to Bendigo, and on the flat near the site of St. Killian's Church he started a claim...In 1854 he returned to Melbourne, being tired of the goldfields, and engaged in carpentering work. [In 1856 he returned to Bendigo and] laid the foundation of the present business. He was first a sub-contractor for carrying goods which came by rail to the various consignees of the district, and this proved a paying concern, but, after eight months, the railway authorities stepped in and broke the contract. In 1865 Mr. Renwick continued the carrying business, and it speedily developed. To-day the firm is widely known all over the district. For the past 35 years Mr. Renwick has speculated largely in the Bendigo mines...He was chairman of the old Tramway Co., and was a director of the Sandhurst Trustees, Executors and Agency Co., while he was a large shareholder in the Electric Light Co., recently taken over by the British Insulated Wire Co. He was also a director of the Bendigo Rolling Stock Co. In 1880 Mr. Renwick made the European tour...and remained away for 15 months, and included America in his trip.

⁷ Ibid., 346.

⁸ Ibid., 10, passim.

⁹ Ibid., 161.

¹⁰ Parish Plan Sandhurst.

¹¹ "Advertising." *Bendigo Advertiser*, 27 November 1893, 4.

¹² Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

1886 he again visited the old country. He has resided for very many years in Wills-street, having been the first to build a cottage there...He leaves a widow and one daughter.¹³

In 1902, John Renwick's widow, Annie Renwick, put up for sale the property on allotment 7 in Garsed Street, described as 'a terrace of two new brick houses, with allotment of land'.¹⁴ In 1904 the houses were advertised for sale with the following description:

Absolute sale of splendid brick terrace of two houses in Garsed Street, close to centre of city, railway station and trams. Maurice Moran and Co. are instructed by the owner to offer for sale by auction...Part of Crown Allotment 7, Section 118C, Sandhurst, with right-of-way situated in Garsed street, near Mitchell street, Bendigo, on which is erected a well and substantially built double fronted brick terrace of two houses, containing each 4 rooms, bath, kitchen, servants' room and copper; all in good repair.¹⁵

William Brooke became the owner of the properties in 1922; and by 1945 Malcolm Brown owned the houses: 8 Garsed Street was rated at £35, and 10 Garsed Street was rated at £40.¹⁶ The allotment was subdivided into two in 1961.¹⁷

Today the brick terrace is used to house commercial offices.

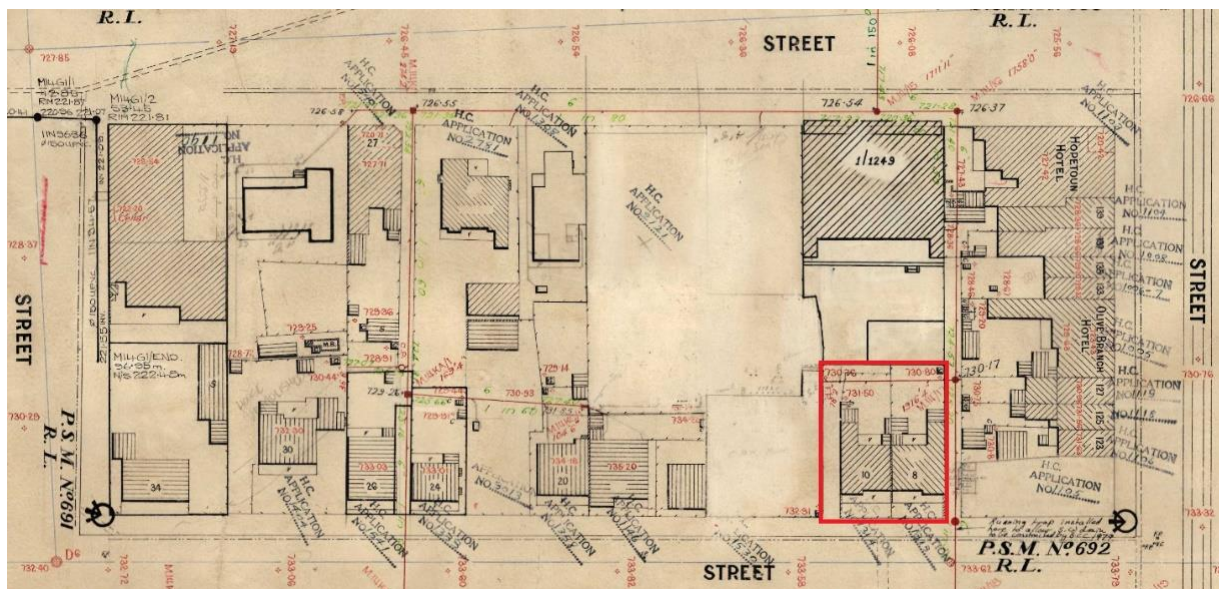


Figure 3 8–10 Garsed Street (outlined in red) shown on 1923 Bendigo Sewerage Authority Plan. (Source: Bendigo Sewerage Authority Detail Plan No. 39, 1923)

DESCRIPTION

The pair of houses at 8–10 Garsed Street, Bendigo, are single-storey double fronted brick terrace houses of the late Victorian period with Gothic and Queen Anne style influences. They are located on the north side of Garsed Street between Mitchell Street and Edward Street with laneways run along both side boundaries providing rear access.

¹³ "DEATH OF MR. JOHN RENWICK." *Bendigo Advertiser*, 7 June 1900, 3.

¹⁴ *Bendigo Independent*, 27 October 1902, 2.

¹⁵ "Advertising." *The Bendigo Independent*, 4 February 1904, 4.

¹⁶ Bendigo Ratebooks 1922 and 1945, PROV, VPRS 16267/P1/66 and VPRS 16267/P1/89, Bendigo Regional Archives Centre (BRAC).

¹⁷ Certificate of Title.

Context

Constructed in 1895, the pair of brick houses are mirrored around a central masonry party wall which divides the front verandah but is concealed below the main roof line. The building is symmetrical with a steeply pitched corrugated iron roof that is continuous across the pair and terminates with projecting gabled bays giving the overall composition a distinctive form that is reminiscent of the Queen Anne style architecture. The chimneys are constructed in red brick with cream brick cornices and corbelling and are topped with cream terracotta Gothic style chimney pots. Projecting stepped masonry walls extend from the front wall of the houses to the street and demarcate the properties boundaries.



Figure 4 Brick chimneys with cream terracotta Gothic style chimney pots. (Source: Context, October 2019)

The houses are constructed of loadbearing red face brickwork with bichromatic principal facades to Garsed Street. Originally a verandah ran across the front of both houses (separated by the party wall) however the verandah at No. 10 has been removed. Cream brickwork is used to simulate quoining around the window and door openings as well as creating blind arches to the projecting wing walls. Circular roof vents in the gable end of the projecting bays are distinguished by contrasting cream brickwork surrounds and cast iron infills. Iron frieze work is extant to the gable end barge boards at No.10 but has been removed at No.8. Both retain their turned timber finials.

Each terrace has a centrally placed entry door with a vertically proportioned timber framed double-hung window under the verandah and a tripartite timber framed window in the projecting bay with large central pane and narrow sidelights that are separated with engaged spiral colonettes. Sills are of dressed bluestone. Both entry doors are consistent with the late Victorian period with single moulded panelled doors, sidelights and highlight with distinctive carved transoms. Threshold are of dressed bluestone. The extant verandah at No.8 appears original and is distinguished by a deep iron frieze and iron posts with composite capitals.

The east and west elevations facing the side lanes are simple redbrick walls that terminate in low parapets that conceal the gutter. The buildings' sandstone foundations are visible from both sides. No. 8 has had a large two-storey contemporary extension at the rear. This addition respects the bulk, form and scale of the place and does not distort or obscure its significance. It is clearly identifiable as new work and does not confuse the story of the place by imitating or mimicking original fabric. No.10 retains the original brick lean-to with extant chimney. More recently, after 2016, roof cladding was replaced and overpainting was removed from the pair to reveal the decorative bi-chromatic brickwork, restoring the original aesthetic character.



Figure 5 8–10 Garsed Street, Bendigo, as of 2016. (Source: Context, April 2016)

INTEGRITY

8–10 Garsed Street, Bendigo, is largely intact with few changes visible to original or early fabric. The building retains its original built form as a paired terrace house, original roof form (although no. 8 has been altered at the rear), wing walls, verandah (no.8) and fenestrations. It retains its original chimneys, unpainted face brickwork, sandstone foundations, window and door joinery, bluestone sills and thresholds, decorative iron roof vents to the gable ends, cast iron verandah (no.8) and iron work to the gable end at No.10.

Changes include the removal of the verandah to No.10 and the loss of the iron frieze to the gable end barge boards at No 8. Both of these losses could be easily reversed. Both terraces have had their principle facades over painted in the past with the paint now removed. This paint removal process has left the brickwork somewhat compromised with the bricks pitted. Other alterations include a visible two-storey addition to the rear of No. 8. Overall, the building has high integrity.

COMPARATIVE ANALYSIS

Permanent residences replaced tents and huts in Bendigo's central area after Richard Larritt's survey of Sandhurst township in 1854. However few buildings remain in Bendigo's centre that represent the history of residential development in that area. Because of their proximity to the commercial centre, and due to the redevelopment of parts of Bendigo with large-scale commercial premises and carparking, many original residences have been demolished; others have been significantly altered and adapted for commercial use.

Many of the better-known extant residences in the central area of Bendigo were built for Bendigo's citizens of wealth and are thus of grand proportions. There are few surviving examples of more modest houses in the study area .

The following examples of terrace houses on the Greater Bendigo Planning Scheme Heritage Overlay compare with 8–10 Garsed Street, Bendigo:

- HO169, Fernville Terrace, 35–41 Mackenzie Street, Bendigo – a row of four red brick Italianate terraces built in 1885 for owners Finch and Bosselman. Henry Bosselman was later an architect so the terraces may have been designed by him. Although the terraces are two-storey, they appear single storey from the street due to the fall of the land with entry into the upper level.
- HO201 Moran's terrace, 100–104 Mollison Street, Bendigo – a row of three rendered Italianate brick two-storey terraces built in 1872. The terraces use classically derived architectural features across their façades is representative of a restrained version of the Victorian Free Classical style or Italianate style. Typical elements of the style include a decorative substantial pediment and cornice, arched window openings and pilasters with simplified capitals.
- VHR H1745, HO87, Park Terrace 140–144 Barnard Street, Bendigo.–a red brick late Victorian terrace with Gothic and Queen Anne influences comprising three residences, was designed by William Beebe. It was originally built for JF Warren, and the three residences were leased to successful professional men of Bendigo. Construction was completed early 1892

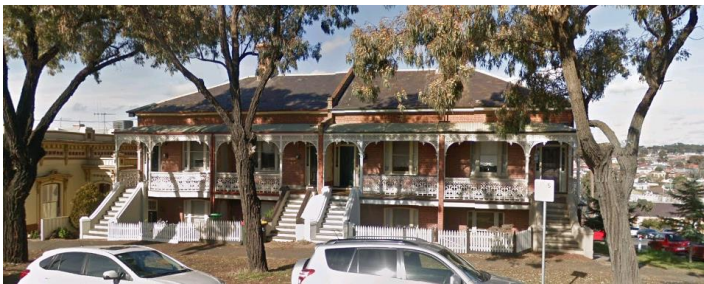


Figure 6 Fernville Terrace (HO169) 35–41 Mackenzie Street, Bendigo, built in 1885. (Source: Google, July 2017)



Figure 7 Moran's terrace (HO201) at 100–104 Mollison Street, Bendigo, built in 1872. (Source: Google, February 2018)



Figure 8 Park Terrace (VHR H1745, HO87) at 140–144 Barnard Street, Bendigo. (Source: VHD 2008)

8–10 Garsed Street, Bendigo is an intact example of a pair of modest terrace houses built in 1895 for John Renwick, railway carrier, as an investment property that was leased out to railway employees. The terraces are rare surviving examples of more modest dwellings built in the city centre that provided housing for such workers. They are of particular interest for their association with John Renwick who was an important founding businessman in the district.

Development pressure in the central part of Bendigo has resulted in few workers cottages remaining. For this reason, direct comparisons to 8–10 Garsed Street are few.

8–10 Garsed Street is somewhat comparable to Fernville Terrace (HO169) and Moran's Terrace (HO201) as rare surviving examples of attached dwelling houses built in the nineteenth century in Bendigo. What sets the subject building apart is the incorporation of Queen Anne influences that overlay the more classical architectural detailing that is more commonly used in buildings at this time. In this way 8–10 Garsed Street reflects the distinctive transitional and hybrid architectural style (sometimes referred to as 'Bendigo Boom style') which was developed by migrant German and Austrian architects like William C. Vahland and later, William Beebe. Houses designed in such style influenced by migrant architects and builders incorporate Italianate, Queen Anne Revival and/or Carpenter Gothic style elements.

8–10 Garsed Street is more comparable to Park Terrace at 140–144 Barnard Street, Bendigo (VHR H1745, HO87). While Park Terrace is more refined and elaborate in detail, their design is representative of the Queen Anne-Italianate fusion that developed during the 1890s and into the early years of the twentieth century.

Features of the style included in both terraces are their distinctive asymmetrical form designed to look like a substantial single occupancy, projecting steep gables at each end with finials and decorative barge details and use of bichromatic red and cream brickwork. Coupled with details associated with the

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Italianate style such as the iron verandah post with classically derived capitals, Italianate chimneys and double-hung timber windows with colonettes, the pairing of Victorian elements with Queen Anne details is distinctive. The gothic cream terracotta chimney pots of the subject building are of particular note.

Overall the pair of attached houses at 8–10 Garsed Street, Bendigo are a fine example of attached houses which represent the transitional/hybrid architectural style that became distinctive to Bendigo from the 1870s and into the first years of the twentieth century.

ASSESSMENT AGAINST CRITERIA

✓	CRITERION A Importance to the course or pattern of our cultural or natural history (historical significance).
✓	CRITERION B Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).
	CRITERION C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).
✓	CRITERION D Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).
✓	CRITERION E Importance of exhibiting particular aesthetic characteristics (aesthetic significance).
	CRITERION F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)
	CRITERION G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).
	CRITERION H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

The terraced houses at 8–10 Garsed Street, Bendigo, built for John Renwick in 1895 are significant.

Significant fabric includes the:

- original built form, roof form, fenestrations and scale;
 - load-bearing face brickwork and sandstone foundations;
 - cast iron frieze to the gable end barge boards (No.10), and cast iron frieze and posts to verandah (No.8);
 - circular roof vents with decorative iron inserts;
 - window and door joinery; and
- original chimneys and cream terracotta Gothic style chimney pots;

How is it significant

The terraced houses at 8–10 Garsed Street are of local historic, representative, and aesthetic significance to the City of Greater Bendigo.

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Why is it significant

8–10 Garsed Street is historically significant for its association with John Renwick who purchased the allotment on which the residences of interest stand with ‘another’ on 15 November 1870. As a young man Mr Renwick came from Leeds, England to try his luck on the Bendigo goldfields. He established a successful carrying business based around the railway and local transportation and later became the chairman of the Bendigo Tramway Company and Director of the Bendigo Rolling Stock Company. Renwick owned the neighboring allotment from which he ran stabling for his carrying business, Renwick and Co. By 1895, Renwick had built two houses on the subject site, each described as ‘land and house’, and each valued at £30. Railway employees rented the houses for most of the years from 1895 until Renwick’s death in 1902.

The brick terrace houses at 8–10 Garsed Street, built in 1895 for John Renwick, is historically significant as a surviving and intact example of an extant modest terrace built in the central area of Bendigo to house workers. Permanent residences replaced tents and huts in Bendigo’s central area after Richard Larritt’s survey of Sandhurst township in 1854. However, few buildings remain in Bendigo’s centre that represent the history of residential development in that area. Because of their proximity to the commercial centre, and due to the redevelopment of parts of Bendigo with large-scale commercial premises and carparking, many original residences have been demolished; others have been significantly altered and adapted for commercial use. (Criterion A)

The terraced houses at 8–10 Garsed Street are a fine representative example of late Victorian housing built in the centre of Bendigo for workers. Their design is representative of the Queen Anne-Italianate style fusion that was developed during the 1890s and into the early years of the twentieth century. In Bendigo, the distinctive hybrid style from this period is also referred to as ‘Bendigo Boom style’, and reflect the preferences of prominent local architects of German and Austrian backgrounds. As is typical for such houses, it retains details of the Italianate style with double hung timber windows with spiral colonettes, cast iron verandah (No. 8) and Italianate chimneys. Characteristics of the Queen Anne style are seen in the asymmetrical planning with projecting steep gable bays and finials that bookend the terrace giving the impression of a single residence. Notable details include: the entrance doors with fielded panels, the engaged spiral colonettes between the window panels on the projecting bays, and the cast iron lace work to the gable barge board (No. 10) and front verandah (No. 8). The projecting wing walls, iron wall vents and cream terracotta chimney pots are also notable features. (Criteria D and E)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No

OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01-3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

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159 HARGREAVES STREET, BENDIGO

BENDIGO BOWL

Prepared by: Context

Survey Date: October 2019

Place Type: Recreation & Entertainment

Architect: Moore and Hammond

Significance level: Significant

Builder: Not known

Extent of overlay: To title boundaries

Construction Date: 1963



Figure 1. 159 Hargreaves Street, Bendigo, designed by architects Moore and Hammond. (Source: Context, October 2019)



Figure 2. 159 Hargreaves Street, Bendigo, designed by architects Moore and Hammond. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This Precinct is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

5.0 Building Greater Bendigo's industries and workforce

5.6 Entertaining and socialising

9.0 Shaping Greater Bendigo's cultural and creative life

9.1 Participating in sport and recreation

As mining finished in Bendigo, a period of economic stagnation from 1915 to 1950 took place and little development occurred in Bendigo's central area. In the 1950s, most of the area's buildings remained as they had been first built and several arcades were in operation: Bendigo Arcade, Allans Walk, Victoria Lane and Bennetts Arcade. At this time, much of the real estate of the central area was owned by the estates of Bendigo's early families, including Abbott, Bissell, Patterson, Beaumont, and Garvin, as well as the estate of Rev. Henry Backhaus.¹

After World War Two a local ordnance factory was established and became a major employer, and poultry, service and small manufacturing industries were established. However, it was the textiles industry that kept Bendigo afloat in the lean years from the 1930s to the 1960s.² With the post-World War 2 economic boom, significant redevelopment of the central area took place. In the mid to late 1950s, Killian's Walk arcade and the Commonwealth Bank arcade, both between Hargreaves Street and Queen Street, were opened, and the former City Club Hotel was redeveloped into a number of small shops collectively known as the Fountain Plaza. By the 1960s, a large site between Pall Mall and Hargreaves Street was occupied by Woolworths, Coles had left its Mitchell Street premises to set up a substantial store between Hargreaves Street and Queen Street, and Myer had extended its store. In the mid-1960s the first supermarkets moved into the central area of Bendigo, including Moran and Cato in Hargreaves Street, and Dickens and S.S.W. in Pall Mall, leading to the demise of smaller grocery stores. In 1971, Coles built its New World Supermarket in Mitchell Street and Target opened its store in King Street, essentially moving the core of commercial development away from its historic Pall Mall-Hargreaves Street location.³

The period from the 1950s brought significant changes to the landscape of the central area of Bendigo, with many buildings demolished to make way for major developments, particularly in Hargreaves Street, Lyttleton Terrace and Mitchell Street.

PLACE HISTORY

The subject land was part of Crown Allotments 6 and 7, section 15c, Sandhurst, in October 1860.

¹ Noel F. Dyett, *Commercial Property Development in the Bendigo Central Business District: A History and Profile* (Bendigo, Vic.: Noel Dyett, 1983), 6.

² Yolande M. J. Collins, "The Cinderella industry: An introductory history of textiles in the greater Bendigo district", in Butcher and Collins, *Bendigo at Work: An Industrial History*, 192.

³ Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile*, 9-22.

The Bendigo Bowl building at 159 Hargreaves Street, Bendigo, was built and opened in 1963, and designed by Melbourne architects Moore and Hammond.⁴ It was one of many bowling alleys erected in the regional centres by the Sydney-based firm Bowling Centre (Holdings) Pty. Ltd. The firm expanded into Victoria in early 1962 when it won the tender for a bowling alley to be incorporated into the new Southern Cross Hotel on Exhibition Street. More than 20 bowling centres existed in metropolitan Melbourne by the end of 1964.⁵

Featuring 16 bowling lanes, an automatic scoring system, arcade room, pool tables, kids colouring table, spacious party room, pro shop and café, the building operates today as the Bendigo Bowling Centre and remains Bendigo's only bowling centre. It is one of Bendigo's longest running family businesses, providing recreational space for different age groups.⁶

In the early 2010s, a number of minor changes have been made including the overpainting of the primary elevation and replacement of some glazing. External signage was also installed over the central full-height glazing panels (see Figure 3).



Figure 3. 159 Hargreaves Street, Bendigo, in 2010 (above) and 2018 (below). (Source: Google, February 2010; February 2018)

⁴ Heritage Alliance, "Survey of Post-War Built Heritage in Victoria", prepared for Department of Environment, Land, Water & Planning 2008; "About us." *Bendigo Bowling Centre*. Available <http://bendigobowlingcentre.com.au/about-us/>.

⁵ "Moorabbin Bowl, 938 - 954 Nepean Highway, MOORABBIN." HERMES record no. 120511.

⁶ "About us." *Bendigo Bowling Centre*.

Context

Moore and Hammond, architects

Within a few years after the establishment of his sole practice in the mid-1950s, David Moore (1928–1983) elevated one of his staff, Theodore Hammond (1929–2006), into partnership.⁷ Moore and Hammond worked in both the residential and commercial sectors. Moore and Hammond became a limited liability company in 1967, and with its expertise in the design of high-rise apartment blocks, the practice became one of Melbourne's leading exponents of this typology. Moore and Hammond designed innumerable inner suburban examples, especially in Toorak and South Yarra. The 25-storey tower at 93–101 Spring Street completed in 1971 was one of the much-publicised projects of the partnership.

Their design work also includes 'Mayfair' at 399 Toorak Road, Toorak for Sherwood Estates Pty Ltd (1964), 'Oakdene', Toorak Road, Toorak for Pimo Investors (1975–76), a penthouse subdivision at 99 Spring Street, Melbourne for P.J. O'Sullivan (1977) and the Central Ukrainian house, Russell Street, Essendon, for the Essendon Association of Ukrainians in Victoria (1977).⁸

The partnership dissolved a few years later in early 1974. Moore remained in practice for another decade as the head of David Moore and Company, until his sudden death in 1983. Hammond continued practice under his own name, later merging with another firm to become Theo Hammond & Partners, Grant Heath & Wood. Hammond died in 2006.⁹

DESCRIPTION

159 Hargreaves Street, Bendigo, built in 1964, is a modernist building purpose-designed by Moore and Hammond as a ten-pin bowling alley. The building is located on the eastern side of Hargreaves Street between Mundy and Mclvor streets. It is built on a large allotment with a recessed corner entrance reached by terrazzo steps.

Consistent with the key tenants of modernist architecture the building's structure and function are expressed as part of its aesthetic. The building's form reflects its function using large areas of glazing in public spaces near the street and an enclosed area that accommodates the bowling lanes. Constructed using a structural steel frame and suspended concrete floor slab, the building features walls of non-loadbearing face brick (now overpainted) and a flat steel deck roof with a deep fascia and large eave overhang. The building has a single floor level, elevated above the street pavement level.

To the street frontage, the projecting elevated floor level features full height walls of glazing above an expressed concrete floor slab, supported by steel posts. A strip of clerestory windows run across its eastern elevation. The use of a structural steel frame marks a departure from a more traditional masonry load bearing wall system, and allows for full-height glazing, and clerestory windows set above walls of non-loadbearing brickwork. This reflects the structural engineering advancements of its time that has allowed for a large uninterrupted open floor space for bowling alleys internally.

The original pattern of openings is extant to all elevations, and the original industrial doors and windows are also retained at the rear.

An original roof-mounted sign is extant and features a large bowling pin above the words 'coffee shop' and 'Bowls'.

⁷ Built Heritage Pty Ltd, "Moore & Hammond." in *Dictionary of Unsung Architects*.

⁸ "10 Alexandra Street, Greensborough" HERMES record no. 120593.

⁹ Built Heritage Pty Ltd, "Moore & Hammond." in *Dictionary of Unsung Architects*.

INTEGRITY

159 Hargreaves Street, Bendigo, is largely intact with a few changes visible to original or early fabric. The building retains its original built form and scale, brick walls and its 'modern' style elements including full-height glazing to the street frontage, clerestory windows, and flat roof. The original pattern of openings is extant to all elevations, including the original industrial doors and windows at the rear. The original roof-mounted signage and its continuous use as a ten-pin bowling alley is also important. Changes include the overpainting of brickwork and installation of detachable signage over full height glazing. Overall, the building has high integrity.

COMPARATIVE ANALYSIS

Modernism was a movement that occurred in the first half of the twentieth century, its roots are in British and European avant-garde art movements such as Futurism, Constructivism, Expressionism and De Stijl. It had a far-reaching impact on all aspects of cultural life during this time, including art, music, writing and architecture.

With the overarching principle 'form follows function', coined by American Architect Louis Sullivan, modernism promoted expression of structural systems as well as simplicity and clarity in composition. Applied decoration was generally avoided in favour of visual interest created by the rhythmic patterns of structural elements and fenestration. A strong emphasis on the vertical lines and horizontal banding of such elements is a common hallmark of modernist architectural composition.

Modernist buildings frequently adopted a 'machine aesthetic' using industrially processed materials such as steel, concrete and glass and prefabricated elements. The use of long-span structural frames and lintels meant that buildings no longer relied on load-bearing walls and greater areas of glazing were possible. These structural developments brought a new freedom to the expression of walls, windows, and roofs as independent design elements and a similar freedom to the planning of interior spaces. Open floor plans were common, reflecting a new informality in shared living areas and a greater connection with the outdoors than what was promoted in most buildings of previous generations.

As an example of modernist building, the Bendigo Bowl building can be compared with a few examples of mid-century modern commercial buildings in central Bendigo. Examples include:

- VHR H1736, HO150, Beaufort Motor Garage, 404-406 Hargreaves Street, Bendigo – A former Beaufort Tyre garage in the form of a 'round house' service station. The site was built in 1958 to a design by Melbourne architects Eggleston, McDonald and Secomb. This building is also on the Victorian Heritage Register.
- Former Bendigo Timber Company store, 106 Williamson Street, Bendigo (assessed and recommended as an individually significant place as part of this study) – 106 Williamson Street, Bendigo, is a large commercial building built in 1959–60 by Green Brothers builders. Consistent with the key tenants of modernist architecture the building's structure and function are expressed as part of its aesthetic. The building is constructed of brick with expressed steel columns and extensive glazing to its two principal facades to Williamson Street and Mollison Street. An asymmetrical low-slung butterfly roof falls from the long sides of the building. A row of clerestory windows sits directly below the roof line facing Williamson Street.
- 339 Hargreaves Street, Bendigo (assessed but not recommended as an individually significant place as part of this study) – A postwar building believed to have been the former Patterson's furniture store in use in the 1960s. It is an example of a post-war commercial building in the city centre, the building at 339 Hargreaves Street also makes use of angular features in its principal elevation.

Context



Figure 4. Former Beaurepaire Motor Garage, 404-406 Hargreaves Street, Bendigo. (Source: VHR Place ID 5380)



Figure 5. Former Bendigo Timber Company store, 106 Williamson Street, Bendigo. (Source: Context, October 2019)



Figure 6. 339 Hargreaves Street, Bendigo. (Source: Google, February 2018)

Whilst the architecture of the former Bendigo Bowl building is less innovative than the former Beaurepaire building (VHR H1736, HO150), it presents as an intact and legible example of modernist architecture. Stylistic features that are indicative of the typology include the building's form reflective of its function, expressed through the use of a high level of glazing in the entry areas and reception and an enclosed area that accommodates the bowling lanes at the rear. The use of full height windows and clerestory windows between the eaves and the brick wall also reflects the technical advancement, which also enabled uninterrupted large open space for bowling alleys internally.

The former Bendigo Timber Company store at 106 Williamson Street is an excellent example of a modern commercial building in Bendigo, exemplified in features such as the tilted glazing, asymmetrical butterfly roof and stonework wall in the inset corner porch. The Bendigo Bowl building generally compares well with 106 Williamson Street, for its use of modern architectural techniques and language.

The Bendigo Bowl building is a better example of a postwar modernist building in comparison to 339 Hargreaves Street. The mass and form of 339 Hargreaves Street is distinctly different to that of the subject site. Emphasis has been placed on the materiality and shape of the second storey, as opposed to the light nature of the lower scale subject site, which is achieved through its windows.

Designed by architects Moore and Hammond, the subject building displays a greater design quality and aesthetic characters that are representative of the modern architecture popular at that time.

Ten-pin bowling alleys

Within the City of Greater Bendigo, there are no comparable examples of a 1960s bowling alley that represents the popularity of American-origin ten-pin bowling. In terms of comparison with bowling alleys more broadly, the Bendigo Bowl shares a similar historical background with other surviving bowling alleys.

With the introduction of the forty-hour week in 1948 Victorians gained more leisure time than ever before, which prompted a boom in recreational activities. This coupled with the influence of new technology, the motor car, and American culture, brought about a radical transformation of many traditional forms of recreation and the emergence of many entirely new ones.

Bowling alleys began to be constructed from 1960 in Australia. The Hurstville centre was a triumph for a Sydney-based firm known as Bowling Centre (Holdings) Pty. Ltd. Over the next 12 months the company built other bowling centres at Sylvania, Enfield, Blacktown and Parramatta. The firm expanded into Victoria in early 1962, and although numerous rival companies, for example, Bowl-O-Matic Pty. Ltd, had already built bowling centres in Victoria by that time, Bowling Centre Holdings nevertheless bought a piece of the local market by proposing the construction of two new bowling alleys in Victoria in 1963. One was built in Humffray Street, Ballarat (closed and altered) and the other in Victoria Road, Northcote (now demolished). Both were designed by Sydney architects Fisher and Jackson who had designed most of the company's previous bowling alleys in New South Wales.¹⁰

As noted in the place history above, by the end of 1964, more than 20 bowling centres existed in metropolitan Melbourne alone, with more examples in regional Victoria.

In his article in the National Trust of Australia (Vic) magazine in May 2016, architectural historian Simon Reeves reported that many suburban examples (such as Hawthorn, Altona, Camberwell and Footscray) are long gone, and a surprising number of others (such as St Kilda, Box Hill and Essendon) had been demolished during the early half of the 2010s.

The bowling alleys built during the 'boom period' of ten-pin bowling, between 1960 and 1970, in Victoria that are confirmed demolished or significantly altered are as below:

- Metropolitan Bowl, 70 Fletcher Street, Essendon (demolished) – built in 1962, to a design by architect Harry Winbush.
- Box Hill Bowl, Nelson Street, Box Hill (demolished) – built in 1962, to a design by architect Theodore Berman.
- St Kilda Bowl, 135 Inkerman Street, St Kilda (demolished) – built in 1964 to a design by architects Moore & Hammond.

¹⁰ Simon Reeves, "Ten Pin Bowling Alleys in Victoria: A Typological Study (Draft)," 2008.

Context

- Northcote Bowl, 166 Victoria Street, Northcote (demolished) – built in 1963, to a design by Fisher & Jackson.
- Dandenong Bowl-O-Matic, 151 Thomas Street, Dandenong (demolished) – built in 1965, to a design by Smith & Tracey.
- Mentone Bowl, 120–124 Nepean Highway, Mentone (demolished) – built in 1963, to a design by Osidacz & Lehrke.
- Frankston Bowl (former), 1 Davey Street, Frankston – built in 1963. No longer operates as a bowling alley.
- Hi-Way Bowl.79–81 Maroondah Highway, Ringwood (altered beyond recognition) – built in 1962, to a design by architect Theodore Berman.

Among the lost examples, the Essendon example was known as the earliest, finest and most intact example in the state, which was, according to Reeves the ‘most shameful heritage casualties of the past decade.’ Northcote Bowl, which was Australia’s first automated bowling alley, Mentone Bowl, another standout example designed in the Featurist style, and the Dandenong Bowl-O-Matic were demolished more recently, during the latter half of the 2010s.

In October 2008 Heritage Victoria commissioned a study to identify built places across Victoria from the postwar period that were considered to be of potential heritage significance at a State level. This study identified three bowling alleys; Moorabbin Bowl, Mentone Tenpin Bowl (now demolished) and the Bendigo Bowl (former).



Figure 7. Moorabbin Bowl, 938–954 Nepean Highway, Moorabbin, built in 1962, to a design by architect Theodore Berman (Source: VHR Place ID 120511)



Figure 8. Mentone Tenpin Bowl, 120–124 Nepean Highway, Mentone (demolished), built in 1963, to a design by Osidacz & Lehrke (Source: *Mordialloc Chelsea Leader*, 16 June 2017)

Bendigo Bowl is a fine representative example of a building typology developed to house this new recreational activity and is directly comparable to both the Moorabbin Bowl and Mentone Tenpin Bowl (demolished). By the very nature of the requirements of the sport, automated bowling alleys embraced modernist ideals where the function of the building dictated its form. Bowling alleys built at this time were commonly composed of two distinct halves. The hall like rear wing of the building, with its large open space enabled by the newly available techniques such as a structural steel frame, housed the lanes and, an elongated flat-roofed glass-walled front wing contained the reception, offices, café etc. Elevated on a podium to house the electronic lane equipment below, the buildings took on a stark rectilinear massing with flat roof, broad eaves, planar surfaces and glazed curtain wall. Internally the buildings provided for elements usually found in bowling alleys. These included a raised viewing area that steps down to players seating and the lanes, a shoe and lane hire counter, café and ancillary spaces including lockers,

offices and areas for electronic games and vending machines. All of these features remain at the Bendigo Bowl at 159 Hargreaves Street.

In regional Victoria, apart from the subject building, only a few of the bowling alleys associated with the sport's initial heyday survive in regional centres today:

- Colac Tenpin Bowling. 68 Bromfield Street, Colac – built in 1963, architect unknown
- Star Bowl tenpin Bowling 112–122 Fryers Street, Shepperton
- Great Ocean Road Tenpin Bowl, 153 Timor Street, Warrnambool



Figure 9. Colac Tenpin Bowling, 68 Bromfield Street, Colac built in 1963. (Source: Google)



Figure 10. Star Bowl Tenpin Bowling, 112–122 Fryers Street, Shepperton. (Source: Google)



Figure 11. Great Ocean Road Tenpin Bowl, 153 Timor Street, Warrnambool. (Source: Google)

Compared to the above examples the Bendigo Bowl is a more refined and considered example of the modernist ten-pin bowling alley typology. It remains as a very rare survivor not only in the regional centres but across the state, and with its high level of intactness and integrity as well as its continuous use as a recreation venue, it provides important tangible evidence of the ten-pin bowling culture, introduced to Australia in the 1960s.

ASSESSMENT AGAINST CRITERIA

✓	CRITERION A Importance to the course or pattern of our cultural or natural history (historical significance).
✓	CRITERION B Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).
	CRITERION C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).
✓	CRITERION D Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).
	CRITERION E Importance of exhibiting particular aesthetic characteristics (aesthetic significance).
	CRITERION F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)
✓	CRITERION G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).
	CRITERION H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

The Bendigo Bowl building at 159 Hargreaves Street, Bendigo, a ten-pin bowling alley built in 1963 to a design by Melbourne architects Moore and Hammond, is significant.

Significant fabric includes the:

- original built form and scale;
- expressed structural steel frame, suspended concrete floor slab and non-loadbearing face brick walls (now overpainted);
- recessed entry to Hargreaves Street including glazed entry screen and entry steps;
- natural aluminium framed windows and doors including the full height windows on north elevation, and clerestory windows on north and east elevations;
- extant pattern of fenestrations; and
- original roof-mounted signage featuring a bowling pin.

HOW IT IS SIGNIFICANT

159 Hargreaves Street, Bendigo, is of local historic, rarity, representative and social significance to the City of Greater Bendigo.

WHY IT IS SIGNIFICANT

Historically, the Bendigo Bowl building at 159 Hargreaves Street, Bendigo, is significant as a representation of the popularity of ten-pin bowling, which was introduced from America in the 1960s. By 1964, there were more than 20 bowling centres across Victoria. Opening its door in 1963, the building continues to operate as the Bendigo Bowling Centre and remains Bendigo's only bowling centre. (Criterion A)

The Bendigo Bowl building at 159 Hargreaves Street is a rare surviving example of a 1960s modern bowling alley extant in and outside the Bendigo region. While more than 20 bowling centres existed in metropolitan Melbourne by the end of 1964, today, only one example remains intact. Outside metropolitan Melbourne, Bendigo's bowling alley is one of only a few intact surviving examples of postwar bowling alleys. The lack of comparable examples in the City of Bendigo make the subject site a rare representative example of its typology in the area. The Bendigo Bowl is a very rare survivor not only in the regional centres but across the state, and with its high level of intactness and integrity as well as its continuous use as a recreation venue, it provides important tangible evidence of the ten-pin bowling culture, originally introduced to Australia in the 1960s. (Criterion B)

The Bendigo Bowl is a fine representative example of a Modernist (International style) building, which remains externally intact. It is significant as a representative example of the work of architects, Hammond and Moore who completed a number of commercial and residential developments in the Modernist style from the 1950s to the 1980s. The Bendigo Bowl building is also important as a typological example of a ten-pin bowling alley building erected in the 1960s during the sport's initial heyday. It demonstrates key features that are representative of its typology including its elevated, suspended concrete floor slab, flat roof form and expressed structural steel frame that allows for a large uninterrupted interior space and an extensive use of floor to ceiling glazing and clerestory windows set above non-loadbearing brickwork. It is unusual in having the roof mounted signage of a bowling pin still extant. (Criterion D)

The Bendigo Bowl building at 159 Hargreaves Street is of social significance as a bowling alley and entertainment facility that is known, used, and valued by the wider Bendigo community. Operating for 56 years, it is one of Bendigo's longest running family businesses, providing recreational space for different age groups. (Criterion G)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No

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TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01-3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

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165–171 HARGREAVES STREET, BENDIGO

FORMER HANRO (AUSTRALIA) KNITTING MILLS

Prepared by: Context

Survey Date: October 2019

Place Type: Commercial

Architect: Not known

Significance level: Significant

Builder: Not known

Extent of overlay: Refer to map

Construction Date: 1926



Figure 1. 165–171 Hargreaves Street, Bendigo. (Source: Context, October 2019).



Figure 2. 165-171 Hargreaves Street, Bendigo. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

5.0 Building Greater Bendigo's industries and workforce

5.2 Developing a manufacturing capacity

6.0 Building towns, cities and the Greater Bendigo area

6.2 Creating Bendigo

After the mining recession of the 1870s, in 1882 city valuer and surveyor George Knight explained to council that the city was unable to retain its growth because of the lack of manufacturing enterprises that were not directly related to the mining industry.¹¹ This gap, to some extent, was taken up by the coach building industry established in the Williamson Street and Lyttleton Terrace locale. The transport requirements of the mining industry gave rise to the wheelwright industry, which in turn expanded into coach building. In the late 1860s, Henry Haisman established the London Carriage Works in Lyttleton Terrace, a business that was taken over by Scholten and Marsh in 1884. George Pickles and Sons' British and American Carriage Works opened a coach building factory in Williamson Street in 1874, which became the Sandhurst Rolling Stock Company in 1882. Elsewhere, Michael Kinsella established his Federal Coach Factory in Hargreaves Street ca.1875 and F. W. Bruechert commenced operations as a coachbuilder in Lyttleton Terrace c.1901.¹²

By comparison to the hub of View Street, Pall Mall and Hargreaves Street, the Market Square (Lyttleton Terrace) precinct was viewed by commercial operators as being too far away from the city centre and it thus remained relatively undeveloped until 1872 when the market was substantially enlarged and some produce merchants and wholesalers set up businesses in the area; the larger retailers continued to focus on Pall Mall.¹³

As mining finished in Bendigo, a period of economic stagnation from 1915 to 1950 took place and little development occurred in Bendigo's central area. In the 1950s, most of the area's buildings remained as they had been first built and several arcades were in operation: Bendigo Arcade, Allans Walk, Victoria Lane and Bennetts Arcade. At this time, much of the real estate of the central area was owned by the estates of Bendigo's early families, including Abbott, Bissell, Patterson, Beaumont, and Garvin, as well as the estate of Rev. Henry Backhaus.¹⁴

After World War 2 a local ordnance factory was established and became a major employer, and poultry, service and small manufacturing industries were established. However, it was the textiles industry that kept Bendigo afloat in the lean years from the 1930s to the 1960s.¹⁵

With dwindling gold production, the winding up of several foundries, and rising unemployment, in 1891 the Bendigo Development League was established to seek new industries for Bendigo. In 1910 a 'local

¹¹ Michael Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," 132.

¹² Jock Murphy, "Coachbuilding in Bendigo", in Butcher and Collins, *Bendigo at Work: An Industrial History*, 134-35.

¹³ Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," 108-10.

¹⁴ Noel F. Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile*, 6.

¹⁵ Yolande M. J. Collins, "The Cinderella industry: An introductory history of textiles in the greater Bendigo district", in Butcher and Collins, *Bendigo at Work: An Industrial History*, 192.

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industries movement' examined the option of establishing a woollen mill in Bendigo. In 1912, the Economic Manufacturing Company commenced the production of white-works (underwear) in a factory on High Street. Other textile mills opened in the 1920s, including the Bendigo Knitting Mill in Mitchell Street in 1920 and Hanro Knitting Mills in Hargreaves Street in 1926, which continued operations through until the 1960s.

Under the 1970 Urban Renewal Act, Bendigo City council identified a 'dead spot' bounded by Mitchell Street, Myers Street, Mundy Street and Lyttleton Terrace as suitable for redevelopment. Although the project did not go ahead, the ideas influenced subsequent development in the central area.¹⁶ From the 1970s until 1983, Sandhurst Trustees, administrators of the Backhaus Estate, redeveloped three major Backhaus properties in Mitchell Street; the Bissell Estate developed property at the corner of Williamson Street and Lyttleton Terrace; the Abbott Arcade was built in Queen Street and shops were built in Queen Street on a site adjoining Abbott Arcade; the National Australia Bank was built in Mitchell Street; a multi-storey car park was erected in Hargreaves Street; and a Coles supermarket and carpark were built in a block purchased by council bounded by Mitchell Street, Myer Street, Williamson Street and Lyttleton Terrace.¹⁷

The period from the 1950s brought significant changes to the landscape of the central area of Bendigo, with many buildings demolished to make way for major developments, particularly in Hargreaves Street, Lyttleton Terrace and Mitchell Street.

PLACE HISTORY

The site at 165–171 Hargreaves Street, Bendigo, stand on Crown allotments 2, 3, 4, part of 14, 15, 16 and 17, Section 15C.

The Bendigo Knitting Mills, established by Harry Longstaff, opened in Mitchell Street in 1920.¹⁸ By 1922, the company owned 6000 square feet of floor space over two adjoining properties at 76–78 and 80 Mitchell Street.¹⁹

In 1926, Longstaff began negotiations with textile mill Handschin and Ronus Ltd. of Switzerland to set up operations in Bendigo:

*A good deal of interest has been aroused in Bendigo by negotiations which are in progress for the establishment in the district of knitting mills by Messrs. Handschin and Ronus, of Switzerland. Mr. Handschin is in Bendigo inquiring into the suitability of this city as a site for his works, and...he expressed himself as much impressed with the facilities which Bendigo offered. He stated that until last year, when the Federal Government increased the duties on imported knitted goods his firm had an extensive business connection in Australia. The duty imposed, however, made it impossible for the firm to market its goods profitably in the Commonwealth, and this was reflected in the firm's business, the output of which had to be materially restricted. He now considered it possible to meet Australia's requirements for knitted goods from within her own shores. He had made investigations in New South Wales and Victoria, and considered that this State offered greater facilities than did New South Wales.*²⁰

¹⁶ Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile*, 9-22.

¹⁷ Ibid.

¹⁸ "BENDIGO AND DISTRICT." *Argus*, 2 October 1920, 17.

¹⁹ Collins, "The Cinderella industry: An introductory history of textiles in the greater Bendigo district." in Butcher and Collins, *Bendigo at Work: An Industrial History*, 195.

²⁰ "BENDIGO KNITTING MILLS." *Age*, 30 April 1926, 7.

In May 1926, the Bendigo Knitting Mills amalgamated with Handschin and Ronus Ltd. of Liestal, Switzerland, to become Hanro (Australia) Knitting Mills Pty. Ltd. (later Hanro (Australia) Knitting Mills Ltd. by the 1950s). Lansell family members were major shareholders in the venture.²¹ The *Argus* reported:

*The branch works in Bendigo will be largely capitalised by Bendigo investors, and Mr. Charles Handschin and Mr. H. F. Longstaff, proprietor of the Bendigo Knitting Mills, will be members of the directorate of the Bendigo company. A site for the new works has been obtained in Hargreaves street, opposite the Bendigo School of Mines. A substantial building for the factory will be constructed on modern lines. Machines will be imported from Switzerland. It is expected that the plant will be ready to begin manufacturing goods early in January.*²²



Figure 3. The subject site prior to the construction of the Hanro Knitting Mills (Source: "Hargreaves Street between Mundy and Chapel Streets, Bendigo." 1920, *Victorian Collections*)

Hanro Knitting Mills commenced the construction of new premises in Hargreaves Street in 1926. In December of that year it was reported that the mill, set up to manufacture Swiss rib underwear with the latest technology imported from Switzerland, was expected to cost between £16,000 and £17,000. Planned to open in early 1927, the firm was to employ about 250 people, mostly women, when fully operational. In addition, 'expert operatives' were to arrive from Switzerland by the 'Orania' on 20 December 1926 to take charge of the various departments.²³ Hanro Knitting Mills were operational by April 1927.

²¹ Collins, "The Cinderella industry: An introductory history of textiles in the greater Bendigo district." in Butcher and Collins, *Bendigo at Work: An Industrial History*, 195-98.

²² "NEW BENDIGO INDUSTRY." *Argus*, 5 May 1926, 20.

²³ "BENDIGO'S NEW INDUSTRY." *Age*, 1 December 1926, 16.

Context



Figure 4: Hargreaves Street frontage of Hanro Textiles in the 1960s. (Source: Butcher and Collins, *Bendigo at Work: An Industrial History*, 2005)



Figure 5. Employees busy at the plant of Hanro Knitting Mills Ltd, Bendigo, 1956. (Source: Neil Murray, "Employees busy at the plant of Hanro Knitting Mills Ltd." 1956, National Library Australia)

In 1941, Hanro manufactured khaki jumpers for the Defence department. By the 1950s, the factory was producing clothes for both men and women in addition to women's underwear; by the 1960s Hanro was manufacturing mainly women's synthetic garments targeted at the middle-class market.²⁴ Natural fibres,

²⁴ Collins, "The Cinderella industry: An introductory history of textiles in the greater Bendigo district", in Butcher and Collins, 198-99.

such as wool and cotton, were used by the mill in the first few decades, and by the 1950s the main fibres in use were wool, cotton, Rayon, Orton and Nylon.

Also included on the site is a two-storey brick factory building at 15 Hopetoun Street which was built by 1956 (see Figure 7 and Figure 8). It is likely that this building was built for Hanro as it was not listed in the postal directories throughout the 1950s-70s, indicating that the complex was operated by the same entity. By 1970, other smaller-scale buildings at the rear of the main brick building were demolished to make way for a car park.²⁵

John Brown Industries took over the Hanro (Australia) Knitting Mills Ltd. in 1966, and later the Perfectfit Hosiery Co. took over the site in the 1970s.²⁶

In the 1990s, the building was extensively refitted to create local and state government office space. The City of Greater Bendigo council currently occupies offices in the former Hanro building in Hargreaves Street as well as space in the building at 15 Hopetoun Street, the former factory of Perfectfit Hosiery and Jansco Jeans in the early 1970s.²⁷

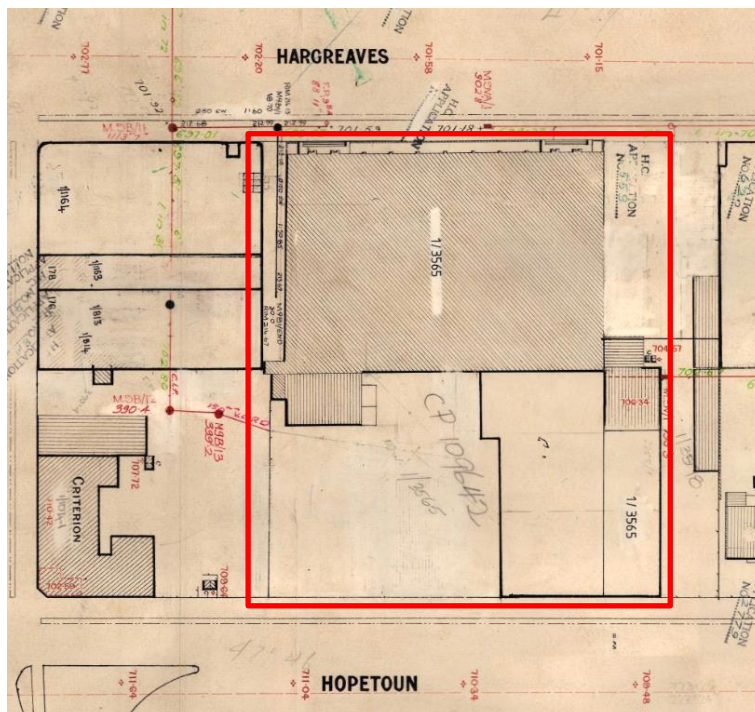


Figure 6. 165–71 Hargreaves Street as it appears in the amended sewerage plan from the 1930s. The 1950s Hopetoun Street building is shown without hatching. (Source: Bendigo Sewerage Authority Detail Plan No. 10, c.1930s)

²⁵ “Bendigo-Shepparton Highway Project.” 1956, Central Plan Office.

²⁶ Collins, “The Cinderella industry: An introductory history of textiles in the greater Bendigo district”, in Butcher and Collins, 202-04.

²⁷ Ibid., 204-05.

Context



Figure 7. Birds eye view of 165–71 Hargreaves Street in 1945. The Hopetoun Street building was not built at this point. (Source: “Mapsheet photography – Bendigo.” 1945, Central Plan Office)



Figure 8. Birds eye view of 165–71 Hargreaves Street in 1956. The 1950s Hopetoun Street building was existent. (Source: “Bendigo-Shepparton Highway Project.” 1956, Central Plan Office)

DESCRIPTION

165–171 Hargreaves Street, Bendigo, is a substantial single-storey red brick interwar industrial building built in 1926 for the Hanro (Australia) Knitting Mills Ltd. The building demonstrates key elements of the interwar stripped classical style with a symmetrical massing that creates a classical composition that incorporates simplified classical motifs particularly around the key entry points.

The former Hanro (Australia) Knitting Mills occupies a large allotment on the south side of Hargreaves Street mid-block between Mundy and Chapel streets in central Bendigo. The site extends through to Hopetoun Street and includes a postwar warehouse building at 15 Hopetoun Street (built by 1956) and a carpark. The building at 165–171 Hargreaves Street is set back slightly from Hargreaves Street and built to the allotment boundaries.

The principal elevation facing Hargreaves Street is symmetrically arranged and exhibits stripped-back classical elements. These include a parapet which once held the name of the company, a triangular pediment and entablature supported by paired engaged pilasters to each of the two protruding entrances, and regular bays divided by engaged pilasters. The main wall plains are laid in English bond whilst the engaged pilasters are in stretcher bond providing a subtle textural refinement to the facade. The original openings along the façade having been enlarged and fitted with contemporary aluminium frames (presumably as part of the 1987 alterations) and one of the engaged pilasters has been removed to create a wide central entry. Early images show the windows as steel framed (see Figure 4). A tubular steel canopy has been added to the central entry and disability ramps and planter boxes added.

The building sits beneath a saw tooth roof, other than a ‘popped up’ section (added after c.1956 but before 1970) at its western end that includes a run of clearstory windows that face Hargreaves Street. The western elevation of the building is visible from a laneway that runs along its boundary and is a red brick wall that is articulated by the rise and fall of the saw tooth roof and downpipes with rainwater heads. These elements render the original industrial purpose of the building clearly legible. Original openings have been either bricked up or replaced with contemporary aluminium frames.

Also part of the site, 15 Hopetoun Street, built by 1956, is a two-storey face brick building with a straight parapet that conceals a sawtooth roof. The building’s principal elevation to Hopetoun Street is punctuated with eight openings at each level that sit beneath a continual rendered band that continues down the sides of each opening. There is evidence of the windows having been altered and new glazed entrance doors have been added. The two-storey section of the building is two bays deep with a contemporary single storey addition extending from the rear of the building and across the back of 165–171 Hargreaves Street.

INTEGRITY

The 1926 factory building at 165–171 Hargreaves Street, Bendigo, is largely intact with some changes visible to original or early fabric. The building retains its original built form, scale, materiality and stylistic details as an interwar stripped classical industrial building built in 1926. Original detailing includes a symmetrically arranged red face brick principal facade that exhibits stripped back classical elements including a parapet, triangular pediment and entablature supported by paired engaged pilasters to each of the two protruding entrances, and regular bays divided by engaged pilasters. The western elevation (facing a lane) is articulated by the rise and fall of the buildings saw tooth roof leaving the original industrial purpose of the building clearly legible.

Changes include the enlarging of openings and the replacement of window frames (Hargreaves Street), removal of an engaged pilaster to form a central entry, the addition of a tubular steel canopy and bricking in of openings along the western elevation and alterations to the roof to create a ‘popped’ up section at

Context

its western end. The roof alterations occurred after 1956 but before 1970 and were undertaken by Hanro Knitting Mills evidencing their ongoing operation and upgrading of the site. Overall, the building has high integrity.

15 Hopetoun Street, Bendigo is generally intact with some changes visible to original or early fabric. The building retains its original built form and materiality as a 1950s industrial building. Changes include the wholesale replacement of window frames and alterations to some openings. Overall the building has moderate integrity.

COMPARATIVE ANALYSIS

Varied industrial enterprises developed in Bendigo's central area after Richard Larritt's survey of Sandhurst township in 1854. While a number of significant industries developed in the centre of Bendigo from the 1860s, such as the Bendigo Gas Works (VHR H0781, HO294), few places remain from this phase of Bendigo's history. Furthermore, as mining finished in Bendigo, a period of economic stagnation from 1915 to 1950 took place and little development occurred in Bendigo's central area. As a result, only a few places survive in Bendigo's centre to evidence this interwar development.

Existing historic industrial places are becoming increasingly rare. In recent years, for example, the former Central Foundry, at 62–68 Eaglehawk Road, Ironbark, established in 1872, and the municipal abattoir building in Lansell Street, East Bendigo, opened in 1912, have been demolished. Those that do remain help to define the character of the central city area through their contribution to streetscape, scale, form and design.

For these reasons, there are few places that are directly comparable to the 1926 factory building at 165–171 Hargreaves Street, Bendigo currently on the Greater Bendigo Planning Scheme Overlay. Examples of commercial/industrial buildings that date from this period in or near the centre of Bendigo that are included or recommended for inclusion on the Heritage Overlay include:

- HO863, Gillies/ Crystal Ice Complex, 93–125 Garsed Street, Bendigo – The buildings were used by three companies that have been prominent in the industrial or manufacturing history of Bendigo - the Bendigo Preserving Company, Crystal Ice & Cool Stores Co, and Gillies Brothers. The buildings were constructed over the course of about four decades from circa 1915 to the early 1950s.
- Former W.D. Mason Glass Merchants Building built in 1926 is a two-storey red brick commercial building designed using simplified Commercial Freestyle attributes with Arts and Crafts influences (assessed and recommended as an individually significant place as part of this study).



Figure 9. 95 Garsed Street, Bendigo, built 1947 recommended for inclusion on the Heritage Overlay (Source: RBA Architects, 2010)

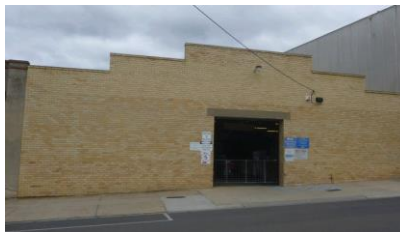


Figure 10. 97 Garsed Street, Bendigo, built 1965 recommended for inclusion on the Heritage Overlay. (Source: RBA Architects, 2010)



Figure 11. 121 Garsed Street, Bendigo, built 1951 recommended for inclusion on the Heritage Overlay. (Source: RBA Architects, 2010)



Figure 12. 25 Queen Street, Bendigo. (Source: Context, October 2019)



Figure 13.25 Queen Street, Bendigo, showing the upper-level details including original openings and sills. (Source: Context, October 2019)

Together with 165–171 Hargreaves Street, Bendigo, the above buildings date from a period in Bendigo's history when there was an ongoing concern to bolster and establish new industries, including manufacturing, in response to the decline in mining. They provide tangible evidence of the limited industrial growth that occurred in central Bendigo during this time. Their interwar and post war origins remain evident in their built form, materiality and architectural styling and remain as only a few examples of industrial buildings in central Bendigo dating from the 1920s to 1950s. Whilst it is acknowledged that the group of buildings at the Gillies/ Crystal Ice Complex at 93–125 Garsed Street, Bendigo, have higher integrity, the subject building retains its original built form, scale, materiality and stylistic details and is clearly legible as an interwar stripped classical industrial building. Original detailing includes a symmetrically arranged red face brick principal facade that exhibits stripped back classical elements including a parapet, triangular pediment and entablature supported by paired engaged pilasters to each of the two protruding entrances, and regular bays divided by engaged pilasters. The western elevation (facing a lane) is articulated by the rise and fall of the buildings saw tooth roof leaving the original industrial purpose of the building clearly legible.

15 Hopetoun Street, a 1950s warehouse on the subject site, has lower architectural interest and retains moderate integrity. Whilst it demonstrates the growth of Hanro Knitting Mills in the postwar period, due to the demolition of other clusters of smaller-scale warehouses of the business in Hopetoun Street in the 1970s, the warehouse at 15 Hopetoun Street became isolated surrounded by car park and no longer appears as part of the complex.

ASSESSMENT AGAINST CRITERIA

✓ **CRITERION A**
Importance to the course or pattern of our cultural or natural history (historical significance).

CRITERION B
Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).

CRITERION C
Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).

✓ **CRITERION D**
Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).

CRITERION E
Importance of exhibiting particular aesthetic characteristics (aesthetic significance).

CRITERION F
Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)

CRITERION G
Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

CRITERION H
Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

The former Hanro (Australia) Knitting Mills, 165–171 Hargreaves Street, Bendigo, built in 1926, is significant.

Significant fabric includes the:

- original form and scale;
- load bearing face brick walls and saw tooth roof;
- original façade detailing including a symmetrically arranged red face brick principal facade that exhibits stripped back classical elements including a parapet, triangular pediment and entablature supported by paired engaged pilasters to each of the two protruding entrances, and regular bays divided by engaged pilasters; and
- western elevation of the building (visible from the side laneway) that is articulated by the rise and fall of the saw tooth, rendering the original industrial purpose of the building clearly legible.

The building at 15 Hopetoun Street, Bendigo is not significant.

HOW IT IS SIGNIFICANT

The former Hanro (Australia) Knitting Mills at 165–171 Hargreaves Street, Bendigo, is of local historic and representative significance to the City of Greater Bendigo.

WHY IT IS SIGNIFICANT

The former Hanro (Australia) Knitting Mills at 165–171 Hargreaves Street, Bendigo is historically significant for the evidence it provides of a period in Bendigo's history where there was an ongoing concern to bolster and establish or consolidate new industries, including manufacturing, in response to the decline in mining. The building was purpose built in 1926 for the Hanro (Australia) Knitting Mills Pty. Ltd., who operated from the site for 40 years. The building provides tangible evidence of the limited industrial growth that occurred in central Bendigo during this time. Its interwar origins remain evident in its built form, materiality and architectural styling and remains as one of only a few examples of industrial buildings in central Bendigo dating from the 1920s.

The Bendigo Knitting Mills Ltd., established by Harry Longstaff, opened in Mitchell Street in 1920. By 1922, the company owned 6000 square feet of floor space over two adjoining properties at 76–78 and 80 Mitchell Street. In May 1926, the Bendigo Knitting Mills amalgamated with Handschin and Ronus Ltd. of Liestal, Switzerland, to become Hanro (Australia) Knitting Mills Pty. Ltd (later Hanro (Australia) Knitting Mills Ltd. by the 1950s).

Opening in early 1927, the new premises of the firm at 165–171 Hargreaves Street employed about 250 people, mostly women, when fully operational. In addition, 'expert operatives' came out from Switzerland to take charge of the various departments. In 1941, Hanro manufactured khaki jumpers for the Defence department. By the 1950s, the factory was producing clothes for both men and women in addition to women's underwear; by the 1960s Hanro was manufacturing mainly women's synthetic garments targeted at the middle-class market. (Criterion A)

The former Hanro (Australia) Knitting Mills at 165–171 Hargreaves Street, Bendigo is a fine representative example of an industrial building built in the interwar period. The building retains its original built form, scale, materiality and stylistic details as an interwar stripped classical industrial building built in 1926. Original detailing includes a symmetrically arranged red face brick principal facade that exhibits stripped back classical elements including a parapet, triangular pediment and entablature supported by paired engaged pilasters to each of the two protruding entrances, and regular bays divided by engaged pilasters. The western elevation (facing a lane) is articulated by the rise and fall of the buildings saw tooth roof leaving the original industrial purpose of the building clearly legible. (Criterion D)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

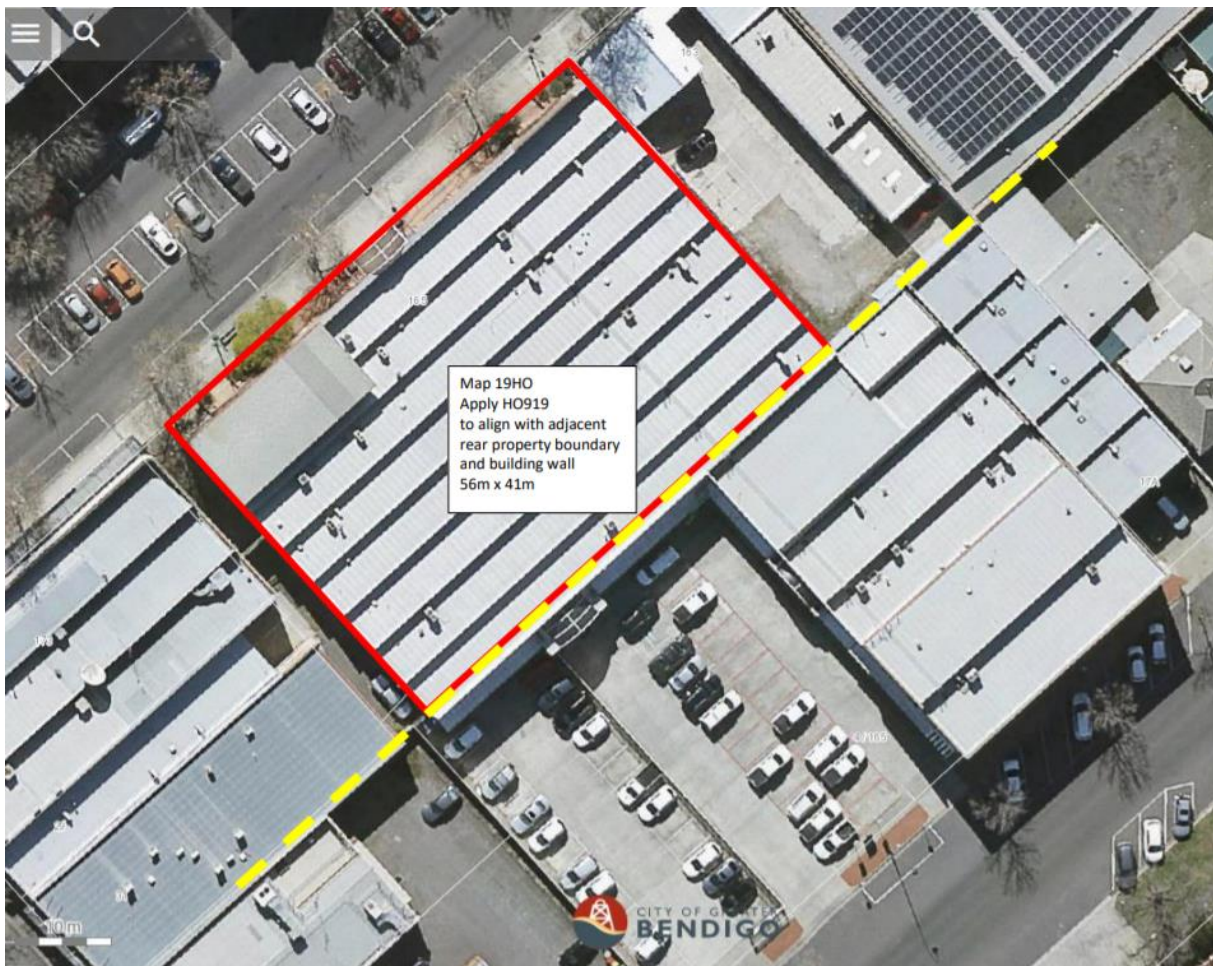
EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No

Context

TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01-3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

Extent of Heritage Overlay is recommended as below, along title boundaries, and to align with adjacent rear (southern) property boundary and building wall (approximately 56 by 41 meters).



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426 HARGREAVES STREET, BENDIGO

FORMER FEDERAL COACH FACTORY

Prepared by: Context

Survey Date: October 2019

Place Type: Transport - Road

Architect: F. W. Lehmann

Significance level: Significant

Builder: Not known

Extent of overlay: To title boundaries

Construction Date: 1900



Figure 1. Former Federal Coach Factory building viewed from Hargreaves Street. (Source: Context, October 2019)



Figure 2. Former Federal Coach Factory building viewed from the intersection of Hargreaves and Short streets. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

3.0 Connecting Greater Bendigo by transport and communications

3.1 Establishing pathways

3.3 Linking Greater Bendigo by road

5.0 Building Greater Bendigo's industries and workforce

5.2 Developing a manufacturing capacity

Sandhurst's industries were established alongside its residential and commercial areas, with the main industrial area initially established in Pall Mall, View Point, View Street, Mitchell Street and Market Square (Lyttleton Terrace). The area was occupied by commercial, financial and professional services as well as intensive manufacturing enterprises such as saddlers, bakers, gunsmiths and printers. The majority of larger industries, such as foundries and breweries, were located outside the central area.¹

With the expansion of quartz mining in the early 1870s, a construction boom occurred in Pall Mall and adjoining streets with a number of commercial buildings, which housed sharemarket activities, and retail buildings erected in the period. Pressure for building sites in Pall Mall manifested as early as 1870.² In the period 1870–75, allotments in the area bounded by Hargreaves Street, Wattle Street, High Street and Edward Street; and allotments in the area bounded by Edward Street, Wills Street, Mitchell Street and Garsed Street, were sold. In 1895, land in Sandhurst's centre block commanded £200 a foot, and in the next best locality, Hargreaves Street, £100 a foot.³

After the mining recession of the 1870s, in 1882 city valuer and surveyor George Knight explained to council that the city was unable to retain its growth because of the lack of manufacturing enterprises that were not directly related to the mining industry.⁴ This gap, to some extent, was taken up by the coach building industry established in the Williamson Street and Lyttleton Terrace locale. The transport requirements of the mining industry gave rise to the wheelwright industry, which in turn expanded into coach building. In the late 1860s, Henry Haisman established the London Carriage Works in Lyttleton Terrace, a business that was taken over by Scholten and Marsh in 1884. George Pickles and Sons' British and American Carriage Works opened a coach building factory in Williamson Street in 1874, which became the Sandhurst Rolling Stock Company in 1882. Elsewhere, Michael Kinsella established his Federal Coach Factory in Hargreaves Street and F. W. Bruechert commenced operations as a coachbuilder in Lyttleton Terrace c.1901.⁵

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1. Yolande M. J. Collins, "Introduction", in Mike Butcher and Yolande M. J. Collins, *Bendigo at Work: An Industrial History* (Strathdale, Vic.: Holland House Publishing, 2005), 4.
 2. Michael Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885" (Master of Arts Degree, Department of History, Monash University, 1986), 112.
 3. Noel F. Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile* (Bendigo, Vic.: Noel Dyett, 1983), 5.
 4. Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," 132.
 5. Jock Murphy, "Coachbuilding in Bendigo", in Butcher and Collins, 134-35.

Context

Coach transport was crucial for early settlement in the township of Sandhurst, and remained as a popular method of travel throughout the nineteenth century:

by 1853 a coach service carrying passengers, gold and mail had been established between Melbourne and Sandhurst. In 1854, the Cobb and Co coach company, which had been operating in Melbourne from the previous year, also commenced a service to the goldfields....⁶

By the early 1860s, the radiating network of railways from Melbourne had taken precedence over coach transport. In response, coach companies provided cross-link connections, such as between Sandhurst and Castlemaine.⁷

From the 1920s, in response to an increase in car ownership, new types of commercial premises, such as motor garages and service stations, developed in the Bendigo CBD and along the arterial roads and highways:

In 1913 the Country Roads Board was formed. Car ownership also steadily increased from the 1920s, putting further pressure on road improvement, although relatively few Victorians owned cars until the 1950s. From the mid-1920s, the Country Roads Board could nominate certain roads as state highways, to be funded by State and Federal government. The Melbourne to Bendigo road was proclaimed the North Western Highway in 1925 and renamed the Calder Highway in 1928, after William Calder, the first chairman of the Country Roads Board.⁸

PLACE HISTORY

Irish wheelwright Michael Kinsella purchased Crown Allotment 5, section 111C, Sandhurst, in 1870.⁹ Prior to the construction of the brick coach factory building in 1900, Kinsella operated a shop on the subject site by 1875. The 1883 rate record for the Hargreaves Street property describes the property as 'land and house' valued at £22 on the corner of Short and Hargreaves Street. The same description and similar value (£18 - £24) is ascribed to the property until 1901.

In 1900, tenders were called for the erection of a large brick coach factory, 'The Federal', in Hargreaves Street for M. Kinsella and Sons to the plans drawn up by Bendigo architect F. W. Lehmann. In the 1890s Michael Kinsella with his sons, William and Michael, had established a coachbuilding factory 'Federal Coach Factory' in Mitchell Street.¹⁰ In March 1901 Kinsella and Sons, coachbuilders, advertised the opening of their new premises in Hargreaves Street.¹¹ In 1901, the property was described as 'land and building' and is rated at £30, and in 1902 at £40.¹²

The availability of the motorcar from the early years of the twentieth century impacted on the coachbuilding trade. Initially, only the wealthy purchased cars and the less well-off and the farming community continued to use coaches. However, increasingly, coach businesses relied on repair work and by 1914, the coach trade had diminished significantly in Bendigo.

⁶ Lovell Chen, *Greater Bendigo Thematic Environmental History*, prepared for the City of Greater Bendigo, 2013, 36.

⁷ *Ibid.*, 40.

⁸ Lovell Chen, *Greater Bendigo Thematic Environmental History*, 2013, 42.

⁹ Parish Plan Sandhurst.

¹⁰ Matthew S. Churchward, 'Bendigo's foundries and engineering works,' in Butcher and Collins, 134.

¹¹ "Advertising." *Bendigo Advertiser*, 29 March 1901, 4; "Advertising." *Bendigo Advertiser*, 16 June 1900, 6.

¹² Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

The Kinsella family operated the coachbuilding business until c1920, in which year the building was vacant.¹³ By 1925, Charles A. Lawson's motor garage was operating from the premises, and continued to occupy the building at least until 1970.

The factory building was extended to the rear sometime after 1986. The new Short Street elevation was built in a design that matched the original Hargreaves Street brick wall. Doors and windows in the Hargreaves Street elevation were also replaced (Figure 5). The façade of the former Federal Coach Factory stands today, and the building is used as offices.

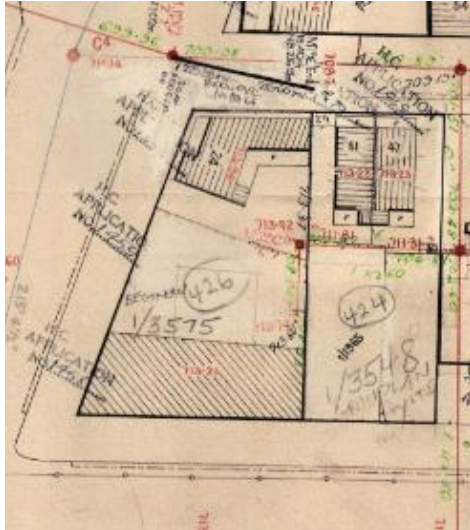


Figure 3. The former Federal Coach Factory as it appears in the sewerage plan from 1923. The original factory building had an irregular-shaped footprint. (Source: Bendigo Sewerage Authority Detail Plan No. 37, 1923)



Figure 4. The former Federal Coach Factory in 1986, prior to the extension. (Source: 'Midland Highway Bendigo – Mansfield' 1986, via Landata)

¹³ 1920



Figure 5. The former Federal Coach Factory in the late twentieth century, then occupied by Noel's Service Centre. (Source: 'Noel's Service Centre', via Victorian Collections)

F. W. Lehmann, architect

Frederick Lehmann studied at the Bendigo School of Mines and was articled to Emil Manermann, later taking over the practice in 1892–3. Lehmann was briefly in practice with H. D. Bosselmann and his most prestigious commission was for the Sunday School at St Paul's Church Bendigo in 1897–98. Lehmann was one of a number of German architects operating in Bendigo as part of the Vahland School.¹⁴

DESCRIPTION

The former Federal Coach Factory building built in 1900 occupies an irregular allotment to the north of the intersection of Hargreaves and Short streets in central Bendigo. After 1986, the former factory was extended to the allotment boundaries and extends to Bath Lane to the north-west.

The single-storey industrial building is constructed with a simple small-scale factory form in red face brick laid in English bond with hipped corrugated iron roof concealed behind a parapet with Dutch gable detailing. Over painted brick detailing highlights the segmental arched openings, the intermediate cornice line, and the parapet capping.

The principal facade to Hargreaves Street is divided into seven bays separated by expressed brick pilasters. Vertically proportioned window openings sit within five of the bays and two wide openings sit beneath the Dutch gables that would have originally provided coach access. Originally, it extended along Short Street by three bays only. Each of these bays included a single window opening that matched those along Hargreaves Street. The brick work to the wide entries on Hargreaves Street bear evidence of carriage marks where carriage wheels would have rubbed against the brick work. (Figure 6).

Alterations and extensions have been undertaken in a sympathetic manner. The addition was constructed to match the segmentally arched windows with cream brick lintels and sills set between brick

¹⁴ Frank Cusack, ed. *Bendigo, the German Chapter* (Bendigo, Vic.: German Heritage Society, Bendigo, 1998), 36-7.

pilasters. Original decorative panels have been retained at the parapet level and were also added to each bay in the new section. Two new single entrances were added to Short Street and Bath Lane. Early timber doors were replaced with half glazed timber entrance doors with fielded panels, glazed highlights and side lights with a new encaustic tiled floor. Windows have been restored and/or replaced and are segmentally arched and divided into six panels. Early windows have painted stone sills.

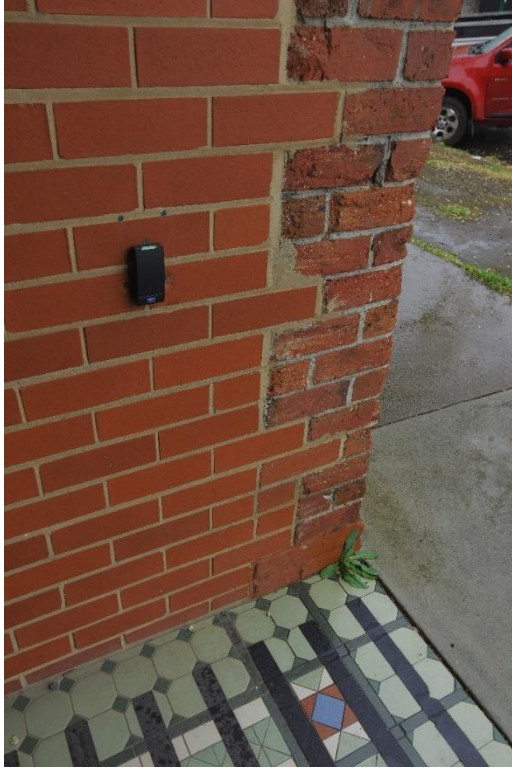


Figure 6. Carriage marks observed in the wide carriage entries on Hargreaves Street. (Source: Context, October 2019)

INTEGRITY

426 Hargreaves Street, Bendigo, is relatively intact with some changes visible to original or early significant fabric. The building retains two original street frontages along Hargreaves and Short Streets, with extensions built in a matching design. The early sections of the building retain face brick walls laid in English bond, hipped corrugated iron roof, segmental arched openings, stone sills, and decorative elements such as the panels at the parapet level and brick pilasters dividing each bay. The new section does not overscale the original section of the building and is able to be easily distinguished. The building has moderate integrity, but the building's retention of the single-storey scale and form, face brick finish (partly overpainted) and the detailing enhances its integrity. Overall, the building remains largely legible as its type.

COMPARATIVE ANALYSIS

Varied industrial enterprises developed in Bendigo's central area after Richard Larritt's survey of Sandhurst township in 1854. However, while a number of significant industries developed in the centre of Bendigo from the 1860s, only a few places remain to evidence this layer of Bendigo's history.

Whilst the industrial sites of the study area are not of the scale of the Bendigo Gas Works industrial site, together they define the more fine-grained character of the central city area through their contribution to streetscape, scale, form and design. Along with the coachbuilders, other horse-related businesses of

Context

saddling and stabling also operated, but extant early buildings built for these purposes have become rare in central Bendigo. With the redevelopment of many parts of Bendigo with large scale commercial premises and carparking, smaller scale commercial and industrial premises have been lost, and those that remain are somewhat geographically isolated.

Many extant places that demonstrate Bendigo's industrial development are often associated with goldmining and/or are located away from the city. Survival of historic industrial places in central Bendigo is also becoming increasingly uncommon. In recent years, for example, the former Central Foundry, at 62–68 Eaglehawk Road, Ironbark, established in 1872, and the municipal abattoir building in Lansell Street, East Bendigo, opened in 1912, have been demolished.

Few Victorian and Edwardian period industrial buildings remain in Bendigo's central area. Surviving examples are mostly converted for retail and/or office use.

Individually significant examples of industrial buildings close to, or in, central Bendigo include:

- HO498, former Fuse Factory, 193–197 Wattle Street and 29 Valentine Street, Ironbark – a brick complex constructed from c1878 to manufacture safety fuses for the mining industry; it features twin towers and elaborated mansard roofs over what were once courtyard entries.
- HO105, former Golden Eagle Flour Mill and Granary, 2 Queen Street, Bendigo – a four storey brick flour mill built in 1878 to the design of architect Joseph Martin Brady.
- HO302, former Grimsby Roller Flour Mill, 35 Wills Street, Bendigo – a brick and corrugated iron flour milling complex dating from 1874 and designed by stonemasons and architects William Beebe and Son.
- HO194, former Bolton Brothers printery and stationery store, 43–45 Mitchell Street, Bendigo – a three-storey brick building constructed in 1902 to house Bolton Brothers retail stationery department and offices on the ground floor, and a printing factory on the second and third floors.
- Former Red Wheel Coach Factory and Bruechert's Garage, 156–158 Lyttleton Terrace, Bendigo (assessed and recommended as a significant place in this study) – two buildings built in the early twentieth century. Number 156 is notable for its geometric parapet evoking a traditional Dutch Gable.



Figure 7. Former Fuse Factory, 193-197 Wattle Street, Ironbark. (Source: Google, February 2015)



Figure 8. Former Golden Eagle Flour Mill and Granary, 2 Queen Street, Bendigo. (Source: Google, May 2017)



Figure 9. Former Grimsby Roller Flour Mill, 35 Wills Street, Bendigo. (Source: Google, February 2015)



Figure 10. Former Bolton Brothers printery and stationery store, 43–45 Mitchell Street, Bendigo. (Source: Google, February 2015)



Figure 11. Former Red Wheel Coach Factory and Bruechert's Garage, 156–158 Lyttleton Terrace, Bendigo. (Source: Context, October 2019)

In comparison to the former Federal Coach Factory building, the extant Victorian and Edwardian period industrial buildings on the City of Greater Bendigo's HO generally have a higher degree of intactness and integrity, and are of a larger scale. Although representing different historical aspects of Bendigo's manufacturing industry, the subject building is comparable to the above-listed industrial buildings established from the mid-nineteenth century through to the early twentieth century, during when Bendigo's mining industry gradually declined.

The former Red Wheel Coach Factory and Bruechert's Garage in Lyttleton Terrace, another surviving former coach factory in central Bendigo, is well-compared to the subject building.

The former Federal Coach Factory building remain largely legible as its type, retaining key elements such as the wide entrances for carriages in Hargreaves Street. The early fabric of the factory is important rare evidence of the coachbuilding industry that had been intimately related to everyday living. Its later long-term use as a motor garage is also representative of the changing mode of transport by road.

Coach factories in Bendigo

The coachbuilding industry thrived in central Bendigo until the 1920s, when car ownership became widespread. In regional areas, horses had been more intimately involved in everyday living, due to the limited access to various transport systems. In 1910, there were at least 15 coachbuilding factories operating in central Bendigo, including a number of well-known businesses of H. Sanneman and Sons (in Bull Street near Myers Street) and J. Abberton and Sons (at the intersection of Hargreaves and Mundy streets).¹⁵

As seen in the below figures, Bendigo's coach factories built in the nineteenth and early twentieth century featured a central carriageway and simple ornamental details such as Dutch gables or pediments. These coach factories had been established in the commercial centre of Bendigo, in Lyttleton Terrace, Hargreaves Street, Williamson Street, Mitchell Street, Bull Street and Queen Street.

¹⁵ Sands & McDougall Melbourne, *Suburban and Country Directory*, 1910.

Context



Figure 12. H. Sanneman and Son's Bull Street factory in 1899. The building has since been demolished. (Source: Museum Victoria Collections)



Figure 13. Simon Brown's Queen Street factory in 1902. The building has since been incorporated into later development and altered beyond recognition. (Source: M. J. Collins, *Bendigo at Work*, 127)



Figure 14. Scholten and Marsh's Queen Street factory in 1890. The building has since been demolished. (Source: Museum Victoria Collections)

Among the known examples of the coach factories in Bendigo, the subject factory building and F. Bruechert's building at 156–158 Lyttleton Terrace (assessed and recommended as a significant place in this study) survive today and are important as rare intact examples of the type.

ASSESSMENT AGAINST CRITERIA

✓	<p>CRITERION A Importance to the course or pattern of our cultural or natural history (historical significance).</p>
✓	<p>CRITERION B Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).</p>
	<p>CRITERION C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).</p>
✓	<p>CRITERION D Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).</p>
	<p>CRITERION E Importance of exhibiting particular aesthetic characteristics (aesthetic significance).</p>
	<p>CRITERION F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)</p>
	<p>CRITERION G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).</p>
	<p>CRITERION H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).</p>

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

The former Federal Coach Factory at 426 Hargreaves Street, Bendigo, built in 1900 for M. Kinsella and Sons, is significant.

Significant fabric includes:

- its single-storey scale and two original street frontages to Hargreaves Street (seven bays) and Short Street (three bays), as well as the industrial building form built to the irregular allotment boundary without setback
- face brick walls and early patterns of openings including segmental arched windows with stone sills and wide segmental arched entrances for carriage access; and
- stylistic detailing such as decorative panels to the parapet, cement rendered cornices to the parapet, engaged brick pilasters that define building bays and contrasting trims to arched window and door openings (rendered to Hargreaves Street and face cream brick to Short Street).

Later alterations including the c.1980s extension (after three bays in Short Street) are not significant.

Context

HOW IT IS SIGNIFICANT

426 Hargreaves Street, Bendigo, is of local historic, rarity and representative significance to the City of Greater Bendigo.

WHY IT IS SIGNIFICANT

The Federal Coach Factory building at 426 Hargreaves Street is of historic significance because it provides evidence of one of the important industries that developed in Bendigo after the mining recession of the late 1870s. Goldmining was Bendigo's first significant industry, and by the late 1860s, the goldfields had become a focus for the foundry, engineering and wheelwright industries. The wheelwright industry in turn expanded into coach building, which provided the economic foundation for Bendigo's development through to the twentieth century. (Criterion A)

The Federal Coach Factory building at 426 Hargreaves Street, Bendigo is significant for its association with the coachbuilding industry in Bendigo at a time when coaches were the key transportation option. Wheelwright Michael Kinsella conducted a shop in Hargreaves Street in 1875, and operated a coach building factory 'Federal Coach Factory' with his sons, William and Michael, from Mitchell Street in the 1890s. 426 Hargreaves Street is significant as Michael Kinsella's new factory in Hargreaves Street built in 1900 to plans drawn up by Bendigo architect F. W. Lehmann. The availability of the motorcar from the early years of the twentieth century impacted on the coachbuilding trade. The factory operated until c1920 and the building was then converted to a motor garage by c1925, owned and operated by Charles A. Lawson at least until 1970. Its later long-term use as a garage also contributes to the historical significance of the building, representing the newly emerged industry that continuously supported the transportation by road network.

The Federal Coach Factory building designed by F. W. Lehmann is a rare surviving example of the once extensive network of coach building factories that were established in Bendigo's central area in the second half of the nineteenth century and early twentieth century. (Criterion B)

The Federal Coach Factory building at 426 Hargreaves Street is a representative example of an industrial building from 1900 built to a design by locally trained architect F. W. Lehmann. The design is representative of its coach factory type through its size and placement on the allotment boundary; its consistent pattern of openings along the street frontages; wide entrances for carriage access; and its simple but stylised parapet with Dutch gables. Notable features include the industrial building form, two Dutch gables over the entries to Hargreaves Street, cement rendered cornices to the parapet, engaged brick pilasters that define building bays and contrasting trims to arched window and door openings (rendered to Hargreaves Street and face cream brick to Short Street). (Criterion D)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No

TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01-3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

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Lovell Chen. *Greater Bendigo Thematic Environmental History*. Prepared for the City of Greater Bendigo, 2013.

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PROV, Wills, Probate and Administration Records 1841–2013, VPRS 28/P2, unit 852.

156–158 LYTTLETON TERRACE, BENDIGO

FORMER RED WHEEL COACH FACTORY AND SHOWROOM

Prepared by: Context

Survey Date: October 2019

Place Type: Commercial

Architect: Not known

Significance level: Significant

Builder: Not known

Extent of overlay: To title boundaries

Construction Date: 1903 (156 Lyttleton Terrace),
c.1910 (158 Lyttleton Terrace).



Figure 1. 156–158 Lyttleton Terrace, Bendigo. (Source: Context, October 2019)



Figure 2. 156 Lyttleton Terrace, Bendigo. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

3.0 Connecting Greater Bendigo by transport and communications

3.1 Establishing pathways

3.3 Linking Greater Bendigo by road

5.0 Building Greater Bendigo's industries and workforce

5.2 Developing a manufacturing capacity

Sandhurst's industries were established alongside its residential and commercial areas, with the main industrial area initially established in Pall Mall, View Point, View Street, Mitchell Street and Market Square (Lyttleton Terrace). The area was occupied by commercial, financial and professional services as well as intensive manufacturing enterprises such as saddlers, bakers, gunsmiths and printers. The majority of larger industries, such as foundries and breweries, were located outside the central area.¹⁶

With the expansion of quartz mining in the early 1870s, a construction boom occurred in Pall Mall and adjoining streets with a number of commercial buildings, which housed sharemarket activities, and retail buildings erected in the period. Pressure for building sites in Pall Mall manifested as early as 1870.¹⁷ In the period 1870–75, allotments in the area bounded by Hargreaves Street, Wattle Street, High Street and Edward Street; and allotments in the area bounded by Edward Street, Wills Street, Mitchell Street and Garsed Street, were sold. In 1895, land in Sandhurst's centre block commanded £200 a foot, and in the next best locality, Hargreaves Street, £100 a foot.¹⁸

After the mining recession of the 1870s, in 1882 city valuer and surveyor George Knight explained to council that the city was unable to retain its growth because of the lack of manufacturing enterprises that were not directly related to the mining industry.¹⁹ This gap, to some extent, was taken up by the coach building industry established in the Williamson Street and Lyttleton Terrace locale. The transport requirements of the mining industry gave rise to the wheelwright industry, which in turn expanded into coach building. In the late 1860s, Henry Haisman established the London Carriage Works in Lyttleton Terrace, a business that was taken over by Scholten and Marsh in 1884. George Pickles and Sons' British and American Carriage Works opened a coach building factory in Williamson Street in 1874, which became the Sandhurst Rolling Stock Company in 1882. Elsewhere, Michael Kinsella established his Federal Coach Factory in Hargreaves Street and F. W. Bruechert commenced operations as a coachbuilder in Lyttleton Terrace c1901.²⁰

¹⁶ Yolande M. J. Collins, "Introduction," in Mike Butcher and Yolande M. J. Collins, *Bendigo at Work: An Industrial History* (Strathdale, Vic.: Holland House Publishing, 2005), 4.

¹⁷ Michael Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885" (Master of Arts Degree, Department of History, Monash University, 1986), 112.

¹⁸ Noel F. Dyett, *Commercial Property Development in the Bendigo Central Business District: A History and Profile* (Bendigo, Vic.: Noel Dyett, 1983), 5.

¹⁹ Roper, 'Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885,' 132.

²⁰ Jock Murphy, "Coachbuilding in Bendigo," in Butcher and Collins, 134-35.

By comparison to the hub of View Street, Pall Mall and Hargreaves Street, the Market Square (Lyttleton Terrace) precinct was viewed by commercial operators as being too far away from the city centre. It thus remained relatively undeveloped until 1872 when the market was substantially enlarged and some produce merchants and wholesalers set up businesses in the area. The larger retailers continued to focus on Pall Mall.²¹

As mining finished in Bendigo, a period of economic stagnation from 1915 to 1950 took place and little development occurred in Bendigo's central area. In the 1950s, most of the area's buildings remained as they had been first built and several arcades were in operation: Bendigo Arcade, Allans Walk, Victoria Lane and Bennetts Arcade. At this time, much of the real estate of the central area was owned by the estates of Bendigo's early families, including Abbott, Bissell, Patterson, Beaumont, and Garvin, as well as the estate of Rev. Henry Backhaus.²²

After World War Two a local ordnance factory was established and became a major employer, and poultry, service and small manufacturing industries were established. However, it was the textile industry that kept Bendigo afloat in the lean years from the 1930s to the 1960s.²³

Under the 1970 Urban Renewal Act, Bendigo City council identified a 'dead spot' bounded by Mitchell Street, Myers Street, Mundy Street and Lyttleton Terrace as suitable for redevelopment. Although the project did not go ahead, the ideas influenced subsequent development in the central area.²⁴ From the 1970s until 1983, Sandhurst Trustees, administrators of the Backhaus Estate, redeveloped three major Backhaus properties in Mitchell Street; the Bissell Estate developed property at the corner of Williamson Street and Lyttleton Terrace; the Abbott Arcade was built in Queen Street and shops were built in Queen Street on a site adjoining Abbott Arcade; the National Australia Bank was built in Mitchell Street; a multi-storey car park was erected in Hargreaves Street; and a Coles supermarket and carpark were built in a block purchased by council bounded by Mitchell Street, Myer Street, Williamson Street and Lyttleton Terrace.²⁵

The period from the 1950s brought significant changes to the landscape of the central area of Bendigo, with many buildings demolished to make way for major developments, particularly in Hargreaves Street, Lyttleton Terrace and Mitchell Street.

PLACE HISTORY

156–158 Lyttleton Terrace, Bendigo, comprises the former coach factory (1903) and showroom (1908), constructed for Frederick Bruechert's Red Wheel Coach Company. The subject site stands on Crown Allotment 11 and part of Allotment 10, Section 16C, Sandhurst. Allotment 11 was purchased by P. Murphy in 1856 and allotment 10 was purchased by J. Beaver in 1857.²⁶

Phillip Murphy had built a dwelling and store on allotment 11 by 1859. A store operated on the site until 1895. In 1900, the property was described in the Bendigo City ratebook of that year as 'land' owned by

²¹ Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," 108-10.

²² Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile*, 19-26.

²³ Yolande M. J. Collins, "The Cinderella industry: An introductory history of textiles in the greater Bendigo district," in Butcher and Collins, 192.

²⁴ Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile*, 19-22.

²⁵ Ibid.

²⁶ Parish Plan Sandhurst.

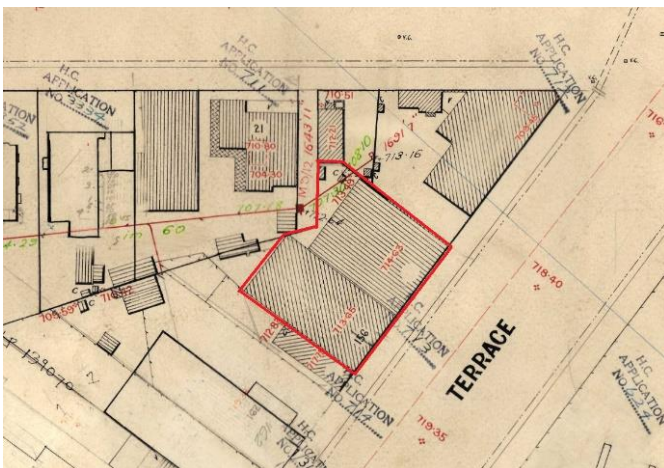
Context

Frederick W. O. Bruechert, coachbuilder.²⁷ It is likely that Bruechert purchased part of allotment 10 at the same time. In 1901, Bruechert took over the Scholten and Marsh Carriage Factory, located on another site in Lyttleton Terrace, which was founded by Henry Haisman in the late 1860s. In 1903, Bruechert opened his own Red Wheel Coach Factory and showroom in Lyttleton Terrace at the subject site at 156–158 Lyttleton Terrace.²⁸

It appears that the , 158 Lyttleton Terrace showroom, was built in 1908, when Bruechert advertised the opening of a new showroom in 'Mclvor Street'. Mclvor Street was the unofficial name of the section of Lyttleton Terrace west of Mclvor Road (today's Mclvor Highway). This new showroom (1908) and the original factory building (1903) is seen in Figure 3 and Figure 4.²⁹



Figure 3. The site as it appeared in c1910. The current 156 Lyttleton Terrace is marked as the factory, whilst the current 158 Lyttleton Terrace is marked as the showroom. The large sign above the showroom has since been removed, and the facades painted over. (Source: Flickr)



²⁷ Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

²⁸ "Advertising." *Bendigo Advertiser*, 7 December 1901, 3; "Advertising." *Bendigo Advertiser*, 9 February 1904, 2.

²⁹ "Advertising." *Bendigo Independent*, 15 December 1908, 4.

Figure 4. The former Red Wheel Coach Company Factory and showroom as they appear in the sewerage plan from 1923. Red outline indicates the approximate boundary of the subject site. (Source: Bendigo Sewerage Authority Detail Plan No. 12, 1923)

In 1913, Bruechert was described as a 'popular', 'clever' and 'progressive' coachbuilder, who produced 'a large and unique collection of vehicles', Bruechert was an early adopter of the rubber tyre, which he made one of his 'specialties'. Bruechert's workshops had a plant dedicated to putting rubber tyres on wheels by 1913.³⁰

Reflecting the changing nature of the transport industry, Bruechert built a garage further along Lyttleton Terrace in 1923, which was used for Bruechert's expansion into the production of individual car bodies. This building still exists at 178 Lyttleton Terrace.³¹

In 1952, an advertisement for the auction of Bruecherts Pty Ltd coach builder's property and plant at 156 Lyttleton Terrace described the building as a large brick and iron building used as a 'Garage and Workshop, Coach Factory, Office and Showroom, Machinery Shop and Timber Loft.'³²

By 1957–58, M. G. Taylor Pty Ltd owned the property, from which fruit merchant John Cullen and Landy Constructions operated businesses.³³ A number of businesses have operated from the buildings since that time.

The buildings at 156–158 Lyttleton Terrace continue to be used for commercial purposes.

DESCRIPTION

156–158 Lyttleton Terrace, Bendigo, comprises a former coach factory (1903) and showroom (1908), built for the owner Frederick Bruechert's Red Wheel Coach Company. The pair of buildings occupy a wide allotment on the north side of Lyttleton Terrace, just west of the intersection with Chapel Street. Both buildings are constructed to the allotment boundaries.

Number 156 Lyttleton Terrace, constructed in 1903, is a single-storey factory building constructed in loadbearing face brick (now over painted). The principal façade facing Lyttleton Terrace is symmetrically arranged and is distinguished by a centrally placed stepped parapet that evokes a traditional Dutch Gable. Below the parapet a projecting string course runs the width of the façade. Two large segmental arched entrances, that would have originally allowed access for coaches, sit between vertically proportioned two over two over two timber framed windows. Both carriage openings have had their original doors replaced with one now fitted with a contemporary aluminium framed entry door and glazing and the other with a garage roller door.

Number 158 Lyttleton Terrace is a single-storey commercial building built in 1908 as a showroom for the adjoining coach factory at number 156. Whilst single storey the building is substantially taller than the adjoining factory building and dominates the streetscape. Utilitarian in character the building is distinguished by its stepped parapet with large circular louvred roof vent that references the parapet of the adjacent building and conceals a gabled corrugated iron roof. The principal façade facing Lyttleton Terrace appears to be timber framed clad in sheet metal and corrugated iron. The original shopfront to the building has been replaced with a contemporary aluminium framed assembly.

³⁰ *Bendigo Independent*, 16 October 1913, 6.

³¹ Bendigo Ratebooks 1912-13 and 1927-28, PROV, VPRS 16267/P1/57 and VPRS 16267/P1/72, Bendigo Regional Archives Centre (BRAC); Jock Murphy, 'Coachbuilding in Bendigo', in Butcher and Collins, 129, 134.

³² "Advertising." *Age*, 2 February 1952, 18.

³³ Bendigo Ratebooks 1957-58, PROV, VPRS 16267/P1/102, Bendigo Regional Archives Centre (BRAC).

INTEGRITY

The site at 156–158 Lyttleton Terrace, Bendigo, is largely intact with some changes visible to the original or early fabric. Both sections of the building retain their notable parapets, however the original signage has been removed and the facades have been painted over.

The former factory at 156 Lyttleton Terrace has maintained its original openings, however one set of doors has been replaced with a modern aluminium frame. The other entryway has been replaced with a modern roller door and this opening appears to have been partially widened below the spring point of the arch; the arch itself remains intact. The former showroom at 158 Lyttleton Terrace has had its original shopfront replaced, altering the glazing to the façade. However the opening pattern largely remains and original use of the building is still legible. A large sign above the roofline, seen in Figure 3, has since been removed.

The original built form of the buildings is highly intact and reads as an early twentieth century coach factory complex. Overall, the buildings have high integrity.

COMPARATIVE ANALYSIS

Varied industrial enterprises developed in Bendigo's central area after Richard Larritt's survey of Sandhurst township in 1854. However, while a number of significant industries developed in the centre of Bendigo from the 1860s, only a few places remain to evidence this phase of Bendigo's history.

Whilst the industrial sites of the study area are not of the scale of the Bendigo Gas Works industrial site, together they define the character of the central city area through their contribution to streetscape, scale, form and design. Along with the coachbuilders, other horse-related businesses of saddling and stabling also operated, but extant early buildings built for these purposes have become rare in central Bendigo. With the redevelopment of many parts of Bendigo with large scale commercial premises and carparking, smaller scale commercial and industrial premises have been lost, and those that remain are somewhat geographically isolated.

Many extant places that demonstrate Bendigo's industrial development are often associated with goldmining and/or are located away from the city. Survival of historic industrial places in central Bendigo is also becoming increasingly uncommon. In recent years, for example, the former Central Foundry, at 62–68 Eaglehawk Road, Ironbark, established in 1872, and the municipal abattoir building in Lansell Street, East Bendigo, opened in 1912, have been demolished.

Few Victorian and Edwardian industrial buildings remain in Bendigo's central area; those that do are defined by their zero setback to the street and are currently used for retail and/or office use.

Individually significant examples of industrial buildings close to or in central Bendigo include:

- HO498, former Fuse Factory, 193–197 Wattle Street and 29 Valentine Street, Ironbark – a brick complex constructed from c.1878 to manufacture safety fuses for the mining industry; it features twin towers and elaborated mansard roofs over what were once courtyard entries.
- HO105, former Golden Eagle Flour Mill and Granary, 2 Queen Street, Bendigo – a four storey brick flour mill built in 1878 to the design of architect Joseph Martin Brady.
- HO302, former Grimsby Roller Flour Mill, 35 Wills Street, Bendigo – a brick and corrugated iron flour milling complex dating from 1874 and designed by architects William Beebe and Son.

- HO194, former Bolton Brothers printery and stationery store, 43–45 Mitchell Street, Bendigo – a three-storey brick building constructed in 1902 to house Bolton Brothers retail stationery department and offices on the ground floor, and a printing factory on the second and third floors.
- Former Federal Coach Factory, 426 Hargreaves Street, Bendigo – a wide brick factory which makes similar use of gabled parapets, built at a similar time to the subject site.



Figure 5. Former Fuse Factory, 193-197 Wattle Street, Ironbark. (Source: Google, February 2015)



Figure 6. Former Golden Eagle Flour Mill and Granary, 2 Queen Street, Bendigo. (Source: Google, May 2017)



Figure 7. former Grimsby Roller Flour Mill, 35 Wills Street, Bendigo. (Source: Google, February 2015)



Figure 8. Former Bolton Brothers printery and stationery store, 43-45 Mitchell Street, Bendigo. (Source: Google, February 2015)



Figure 9. Former Federal Coach Factory, 426 Hargreaves Street, Bendigo. (Source: Context, October 2019)

Compared with the abovementioned places, the former Red Wheel Coach Factory and adjoining Bruechert's Garage retain a high degree of integrity. The buildings are rare examples of the important coach building industry that was established in Bendigo's central area in the nineteenth and twentieth centuries, and the adaptation of that industry to cater for increasing motorcar ownership from the 1920s.

Other horse-related businesses of saddling and stabling also operated along with the coachbuilders, but extant early buildings purpose built for these industries have become rare in central Bendigo. The stable building at the former Bush's Store is a rare example in the central Bendigo area that represents the popularity of horse and carriages during the nineteenth century.

The premises of the former Red Wheel Coach Factory retain a high level of integrity of design and original fabric, especially when compared to other coach factories built at a similar time, such as the former Federal Coach Factory, 426 Hargreaves Street, Bendigo. Although buildings such as the Federal Coach Factory exhibit a more sophisticated level of design, the subject factory remains legible and retains key elements such as its original pattern of openings to 156 Lyttleton Terrace, and the notable

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parapets on both buildings. The buildings provide important evidence of the coachbuilding industry that had been intimately related to everyday living at the period in which it was built.

Coach factories in Bendigo

The coachbuilding industry thrived in central Bendigo up until the 1920s, when car ownership began to become widespread. In regional areas, horses had been more intimately involved in everyday living, due to the limited access to various transport systems. In 1910, there were at least 15 coachbuilding factories operating in central Bendigo, including a number of well-known businesses of H. Sanneman and Sons (in Bull Street near Myers Street, Figure 12) and J. Abberton and Sons (at the intersection of Hargreaves and Mundy streets).³⁴

As seen in the below figures, Bendigo's coach factories built in the nineteenth and early twentieth century featured a central carriageway and simple ornamental details such as Dutch gables or pediments. These coach factories had been established in the commercial centre of Bendigo, in Lyttleton Terrace, Hargreaves Street, Williamson Street, Mitchell Street, Bull Street and Queen Street.



Figure 10. H. Sanneman and Son's Bull Street factory in 1899. The building has since been demolished. (Source: Museum Victoria Collections)



Figure 11. Simon Brown's Queen Street factory in 1902. The building has since been incorporated into later development and altered beyond recognition. (Source: M. J. Collins, *Bendigo at Work*, 127)



Figure 12. Scholten and Marsh's Queen Street factory in 1890. The building has since been demolished. (Source: Museum Victoria Collections)

Among the known examples of the coach factories in Bendigo, the subject factory building and the former Federal Coach Factory at 426 Hargreaves Street (assessed and recommended as a significant place in this study) survive today and are important as rare intact examples of the type.

³⁴ Sands & McDougall Melbourne, *Suburban and Country Directory*, 1910.

ASSESSMENT AGAINST CRITERIA

✓	<p>CRITERION A Importance to the course or pattern of our cultural or natural history (historical significance).</p>
✓	<p>CRITERION B Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).</p>
	<p>CRITERION C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).</p>
✓	<p>CRITERION D Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).</p>
	<p>CRITERION E Importance of exhibiting particular aesthetic characteristics (aesthetic significance).</p>
	<p>CRITERION F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)</p>
	<p>CRITERION G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).</p>
	<p>CRITERION H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).</p>

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

The former Red Wheel Coach Factory and showroom at 156–158 Lyttleton Terrace, Bendigo, built in two stages in 1903 and 1908, is significant.

Significant fabric includes the:

- original built form and scale;
- face brick walls (now overpainted) and early patterns of openings including segmental arched windows with original timber framed multi-paned glazing and wide segmental arched entrances for carriage access (no 156);
- face brick walls (now overpainted), early patterns of openings, and timber louvred circular roof vent (no 158); and
- Dutch stepped gable parapets to both buildings and gabled roofs.

HOW IT IS SIGNIFICANT

156–158 Lyttleton Terrace, Bendigo, is of local historic, rarity and representative significance to the City of Greater Bendigo.

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WHY IT IS SIGNIFICANT

156–158 Lyttleton Terrace, consisting of two parts, was constructed for Frederick Bruechert and used by him to house his Red Wheel Coach Factory (1903) and showroom (1908) that operated from 1903. The building is of historic significance because it evidences one of the important industries that developed in Bendigo after the mining recession of the late 1870s. Goldmining was Bendigo's first significant industry, and by the late 1860s, the goldfields had become a focus for the foundry, engineering and wheelwright industries. The wheelwright industry in turn expanded into coach building, which provided the economic foundation of Bendigo's development through to the twentieth century. The buildings represent the importance of the coachbuilding industry to Bendigo's economy before the advent of the car in the first decades of the twentieth century, and the way in which coaches were marketed and sold to customers. (Criterion A)

The former Red Wheel Coach Company's factory and showroom buildings are a rare and intact example of the once extensive network of coach building factories that were established in Bendigo's central area in the second half of the nineteenth century and early twentieth century. (Criterion B)

The former factory and showroom at 156–158 Lyttleton Terrace are excellent examples of a set of industrial buildings that were once prevalent on and around Lyttleton Terrace. Distinctive features that represent the original use as a coach factory include the stepped parapets evoking traditional Dutch Gables, centrally located segmental arched carriageway, segmental arched window openings with timber panes divided into six panels with fine glazing bars. (Criterion D)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01–3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

REFERENCES

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Parish Plan Sandhurst.

Roper, Michael. 'Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867–1885.' Master of Arts Degree, Department of History, Monash University, 1986.

259–265 LYTTLETON TERRACE, BENDIGO

FORMER EDINBURGH TANNERY SHOP AND WAREHOUSE

Prepared by: Context

Survey Date: October 2019

Place Type: Commercial

Architect: William C. Vahland

Significance level: Significant

Builder: Not Known

Extent of overlay: To title boundaries

Construction Date: 1881 (259–261), c.1920 (263–265)



Figure 1. 259–261 Lyttleton Terrace, Bendigo. (Source: Context, October 2019)



Figure 2. Remnant inscription reading 'Edinburgh Tannery Estd. 1855' at 259–261 Lyttleton Terrace, Bendigo. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

5.0 Building Greater Bendigo's industries and workforce

5.1 Producing raw materials

5.2 Developing a manufacturing capacity

Sandhurst's industries were established alongside its residential and commercial areas, with the main industrial area initially established in Pall Mall, View Point, View Street, Mitchell Street and Market Square (Lyttleton Terrace). The area was occupied by commercial, financial and professional services as well as intensive manufacturing enterprises such as saddlers, bakers, gunsmiths and printers. The majority of larger industries, such as foundries and breweries, were located outside the central area.³⁵

With the expansion of quartz mining in the early 1870s, a construction boom occurred in Pall Mall and adjoining streets with a number of commercial buildings, which housed sharemarket activities, and retail buildings erected in the period. Pressure for building sites in Pall Mall manifested as early as 1870.³⁶ In the period 1870–75, allotments in the area bounded by Hargreaves Street, Wattle Street, High Street and Edward Street; and allotments in the area bounded by Edward Street, Wills Street, Mitchell Street and Garsed Street, were sold. In 1895, land in Sandhurst's centre block commanded £200 a foot, and in the next best locality, Hargreaves Street, £100 a foot.³⁷

After the mining recession of the 1870s, in 1882 city valuer and surveyor George Knight explained to council that the city was unable to retain its growth because of the lack of manufacturing enterprises that were not directly related to the mining industry.³⁸ This gap, to some extent, was taken up by the coach building industry established in the Williamson Street and Lyttleton Terrace locale. The transport requirements of the mining industry gave rise to the wheelwright industry, which in turn expanded into coach building. In the late 1860s, Henry Haisman established the London Carriage Works in Lyttleton Terrace, a business that was taken over by Scholten and Marsh in 1884. George Pickles and Sons' British and American Carriage Works opened a coach building factory in Williamson Street in 1874, which became the Sandhurst Rolling Stock Company in 1882. Elsewhere, Michael Kinsella established his Federal Coach Factory in Hargreaves Street and F. W. Bruechert commenced operations as a coachbuilder in Lyttleton Terrace c.1901.³⁹

By comparison to the hub of View Street, Pall Mall and Hargreaves Street, the Market Square (Lyttleton Terrace) precinct was viewed by commercial operators as being too far away from the city centre and it thus remained relatively undeveloped until 1872 when the market was substantially enlarged and some

³⁵ Yolande M. J. Collins, "Introduction", in Mike Butcher and Yolande M. J. Collins, *Bendigo at Work: An Industrial History* (Strathdale, Vic.: Holland House Publishing, 2005), 4.

³⁶ Michael Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885." (Master of Arts Degree, Department of History, Monash University, 1986), 112.

³⁷ Noel F. Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile* (Bendigo, Vic.: Noel Dyett, 1983), 5.

³⁸ Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," 132.

³⁹ Jock Murphy, "Coachbuilding in Bendigo." in Butcher and Collins, 4.

Context

produce merchants and wholesalers set up businesses in the area; the larger retailers continued to focus on Pall Mall.⁴⁰

With the introduction of a series of Land Acts in the 1860s, grazing, horticulture and agriculture developed in the areas surrounding Sandhurst, and by the 1880s, the city had become an important processing centre for its agricultural hinterland. Hay was brought to the chaff mills, grapes to Kahland's winery in Mitchell Street, and wheat to flour mills, including a three-storey brick steam flour mill in Lyttleton Terrace built in 1857, and the Adelaide Steam Flour Mill in High Street opened in 1867. William Webb's Flour Mill was built in 1878 on the corner of Williamson and Queen streets and was taken over by Bendigo Sewing Machines Ltd in 1923.⁴¹ The building is still in existence today. Other industries included tanneries, an outlet of which was established in Market Square (Lyttleton Terrace) by J. H. Abbott in 1881 as part of his company's Edinburgh Tannery. The Bendigo Certified Milk Company, registered in 1927 with directors A. P. Coles, F. H. McIntosh, S. Favaloro (spelt Favalora in the article) and H. P. Zwar,⁴² built offices and a factory at 62 Queen Street. The Favaloro brothers also ran a bakery adjacent to the butter factory.⁴³ A number of sauce and jam factories were also established in the 1920s.

As mining finished in Bendigo, a period of economic stagnation from 1915 to 1950 took place and little development occurred in Bendigo's central area. In the 1950s, most of the area's buildings remained as they had been first built and several arcades were in operation: Bendigo Arcade, Allans Walk, Victoria Lane and Bennetts Arcade. At this time, much of the real estate of the central area was owned by the estates of Bendigo's early families, including Abbott, Bissell, Patterson, Beaumont, and Garvin, as well as the estate of Rev. Henry Backhaus.⁴⁴

The breadth of invention and innovation in manufacturing in the municipality from the mid-Victorian period covered foodstuffs, farming machinery, building technology and engineering:

Local inventors also made important contributions to advances in agriculture. In the period 1870–90, the need to settle the northern plains of the state has been attributed with driving innovation in agricultural technology in Victoria. One of the best-known innovations of this time was Hugh McKay's combine-harvester of 1884, which combined the roles of reaper, thresher, winnower and bagger. McKay went on to found the Sunshine Harvester Company.⁴⁵...In the twentieth century, inventions and innovations include Four and Twenty Pies, founded in Bendigo in the late 1940s; Harold Abbotts 'Barblok', a military use barbed wire; the Chiko Roll in 1953; and Diana Williams' Fernwood Women's Health Club...⁴⁶

The period from the 1950s brought significant changes to the landscape of the central area of Bendigo, with many buildings demolished to make way for major developments, particularly in Hargreaves Street, Lyttleton Terrace and Mitchell Street.

⁴⁰ Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," 108-10.

⁴¹ Charles Fahey, "Flour milling in the Bendigo District", in Butcher and Collins, 105.

⁴² "NEW COMPANIES", *Daily Commercial News and Shipping List*, 3 November 1927, 5.

⁴³ Ian Fenselau, "What is It? Items from Forgotten Factory", *Bendigo Advertiser*, 14 August 2014.

⁴⁴ Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile*, 6.

⁴⁵ Lovell Chen, *Thematic Environmental History*, 2018, 89.

⁴⁶ *Ibid.*

PLACE HISTORY

The site of interest at 259–65 Lyttleton Terrace, Bendigo, is Crown Allotment 3, section 10C, Sandhurst, purchased by R. H. Smith in 1854. The allotment comprises two buildings built in 1881 and c.1901 respectively, for the leather tannery business of J. H. Abbott.⁴⁷

Early in 1853 Joseph Henry Abbott, businessman, civic leader and politician, arrived in Bendigo with two friends and opened a general store, combining business with gold mining. Abbott established the New Times Boot Market and Factory in Pall Mall in 1862. In 1867, his wife took over running the shop, which was located next to the Bendigo Arcade near Williamson Street (see Figure 3).

In 1876, prior to the construction of the subject brick warehouse at 259–261 Lyttleton Terrace, Abbott purchased the leather business of T. Baulderstone. In 1878, operations were further expanded by the acquisition of the Edinburgh Tannery at Sheepwash Creek, and the Edinburgh Leather and Grindery warehouse in Bull Street, Bendigo. Historian Mike Butcher described the rapid growth of the business in the 1880s and 1890s:

*J. H. Abbott was already well-known in Bendigo when he purchased the Edinburgh Tannery...in 1878...Two years later, Abbott's tannery was producing 240 sides of leather per week, some of which were being sent to London...A further ten years later, the output had increased to 600 finished sides per week including an annual export trade of several thousand sides to London, and the equipment was of the 'most modern character'.*⁴⁸

As an extension of his flourishing tannery business, Abbott established a leather warehouse and wholesale store in the area known as Market Square on the subject allotment. Designed by William Vahland, the new leather warehouse and grindery on the subject site was built by 1881, and in the 1882 rate book, the property was valued at £80. The original façade designed by William Vahland can be seen in Figure 3.

In 1882, Bendigo's first telephonic communication was introduced by J. H. Abbott, between his two premises in Pall Mall and Lyttleton Terrace:

*Mr. J. H. Abbott, of Pall Mall, is the first to introduce the telephone, between his two places of business, in Sandhurst. Permission was granted by the Postal Department to Mr. S. H. M'Gowan, agent for the Crossely Telephone Company, to extend a wire from Mr. Abbott's boot shop, Pall Mall, to his leather warehouse in Lyttleton Terrace. The...Department supplies the posts to carry the wires and keeps them in repair at a cost of £5 per mile per annum...The posts are being erected from the Pall Mall shop...thence up Williamson Street, and across to the leather warehouse...The distance is about a quarter of a mile, but as the cost to Mr. Abbott will be the same for that distance, as for a mile, consequently, he has decided to extend the wire to his private residence near the Convent in Waterloo Place.*⁴⁹

⁴⁷ Parish Plan Sandhurst.

⁴⁸ Mike Butcher, "Tanning in the Bendigo District in the 19th Century." in Butcher and Collins, 244.


⁴⁹ "The Telephone in Sandhurst." *Bendigo Advertiser*, 16 August 1882, 2.

Economists are recommended to try our

SPECIAL Hard Wear BOOTS.

Made in Men's and Women's Useful Lines, and Specially for Boys and Girls.

TRADE MARK.



Testing our "HardWear" Specialties.

THEY NEVER RIP.


The Leather in these Goods is selected, and the Workmanship guaranteed, particular attention being given to Style, as well as Comfort and Durability.

J. H. ABBOTT & CO.,
FALL MALL, BENDIGO.

J. H. ABBOTT & CO.,

In thanking the Public of Bendigo and surrounding districts for the very liberal support accorded the firm in the past, wish to intimate that they have completed the extensive alterations to their Fall Mall premises and Factory, and now have every facility for manufacturing all classes of **BOOTS and SHOES** at much lower prices than formerly, to meet the increasing demand for low priced goods. The following are some of the lines alluded to—

LADIES.	
Tan Lace Shoes	3/11
Tan Lace Shoes 3 bar	4/6
Tan Lace Shoes, button	4/6
Glace 3 bar Shoes	4/9
Glace Lace Shoes	4/6
Strong Leather Shoes	3/11
Strong Leather, high leg lace	3/11
Strong Calf, high leg Lace	5/6



GENTS	
Bluchers nailed	2/9 3/9 4/6
Laceups, nailed or sprigged	4/9
Waterights, nailed or sprigged	4/11
Miner's Toe Plated Bluchers	6/6
Smart Cut Balmorals	4/9 6/6
Calf Shoes, nice shape	7/6
Tan Balmorals, good boot	6/6
Elderly Gents' wide fitting Balmoral	7/6

—CHILDREN'S—

We have some very low priced good wearing lines.
Sizes 4, 5, 6, 1/3, 7, 8, 9 1/11, 10, 11, 12, 13 2/11.

J. H. Abbott & Co.
FALL MALL, BENDIGO. MARKET SQUARE.



Figure 3. A c.1880s brochure of the New Times Boot Market and Factory in Pall Mall (upper), and J. H. Abbott and Co's Edinburgh Tannery warehouse, Lyttleton Terrace, 1890 (lower). (Source: "The Way We Were." *Bendigo Advertiser*, 28 January 2015)

In 1883 Abbott went to England and Europe where he represented Victoria at the Amsterdam Exhibition.⁵⁰ In 1889, Joseph Abbott passed all interests in the business to his son, who shared the same name, in partnership with an adopted son, Richard Hartley Smith Abbott. The business continued trading under the name J. H. Abbott and Co. with a number of branches of the business established in the early 1900s.⁵¹

In December 1894, a fire gutted the Sheepwash Creek tannery, which occupied more than an acre of ground. The fire caused a loss of £10,000 as well as over 3000 sides of leather and steam-powered machines for rolling, striking, splitting and scouring.⁵² The Sheepwash Creek premises were immediately rebuilt, but modern machineries were not replaced, reversing to traditional methods.⁵³

In 1901, the 1881 warehouse was extended or improved, being described as 'land and store (unfinished)' in the rate book. It indicates that building works were being undertaken in that year. In 1902, the property was recorded with a rate value of £90, which had increased from £70 in the previous year.⁵⁴

A range of products stocked by the Market Square warehouse can be gleaned from a 1914 article about the J. H. Abbott display at the Bendigo Agricultural Society Show:

*Messrs. J. H. Abbott and Co., Pall Mall and Market Square, have been exhibitors at all shows since the inauguration of the Bendigo Agricultural Society...From their Market Square warehouse they are making a display of a number of lines usually stocked by them, including harness and saddlery and other farm and stable requirements; also leather and belting, especially Dick's balata, cornsacks, wool packs, reaper and binder twine, superphosphates and agricultural lime. They also supply explosives for miners or agriculturalists, which is now so extensively used for clearing timber.*⁵⁵

It is likely that the building at today's 263-265 Lyttleton Terrace was built in 1920 as a storeroom for the business. From 1912 to 1920, the property on the land at today's 263-265 Lyttleton Terrace (formerly known as 249 Lyttleton Terrace) was noted as 'vacant' in the postal directories. 'J. H. Abbott and Co storeroom' was first listed in the 1921 postal directory.

In the 1920s and 1930s, the 1881 building at 259–261 Lyttleton Terrace (formerly 245–247 Lyttleton Terrace) was shared with Neil Ward, saddler, and by the early 1940s, both buildings were solely occupied by the Abbotts, by the time renamed Abbott Supply Company, hardware merchants.

In 1939, Harold A. Abbott, the last of the family to work in the business, invented a single-strand military use wire with double kink, known as 'Barblok'.⁵⁶ A patent was granted for 'Barblok' in 1943.⁵⁷

Other Abbott and Co. regional branches in Eaglehawk and Echuca had been closed in the 1920s, and in 1959 the Pall Mall business relocated to 291 Hargreaves Street. The whole business was

⁵⁰ Susanne Keating, "Abbott, Joseph Henry (1830–1904)", *Australian Dictionary of Biography*.

⁵¹ "History Abbott Supply Bendigo." *Abbott Supply*, 2014-16. Available <http://abbottsupply.com.au/history/>.

⁵² "Large Fire at Bendigo." *Argus*, 19 December 1894, 5; Mike Butcher, "Tanning in the Bendigo District in the 19th Century" in Butcher and Collins, 244.

⁵³ Butcher, "Tanning in the Bendigo District in the 19th Century" in Butcher and Collins, 244.

⁵⁴ Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>; Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," 112.

⁵⁵ "J. H. ABBOTT AND CO." *Bendigo Independent*, 15 October 1914, 8.

⁵⁶ "Barbed Wire Sample - Abbott, Single Strand, Four Point, Double Kink, Bendigo, Australia, 1943." Museum Victoria Collections.

⁵⁷ *Ibid.*

Context

subsequently consolidated and conducted from the subject building in Lyttleton Terrace formerly known as the 'Market Square branch'..⁵⁸

H. A. Abbott died in 1979 and in 1980 the business shifted to a new purpose-built store and warehouse on the corner of Abel and Deborah streets, Golden Square..⁵⁹ The business today specialises in the sale of industrial and engineering hardware, steel, pipe, mesh and fencing materials. The building in 2005 is seen in Figure 4.

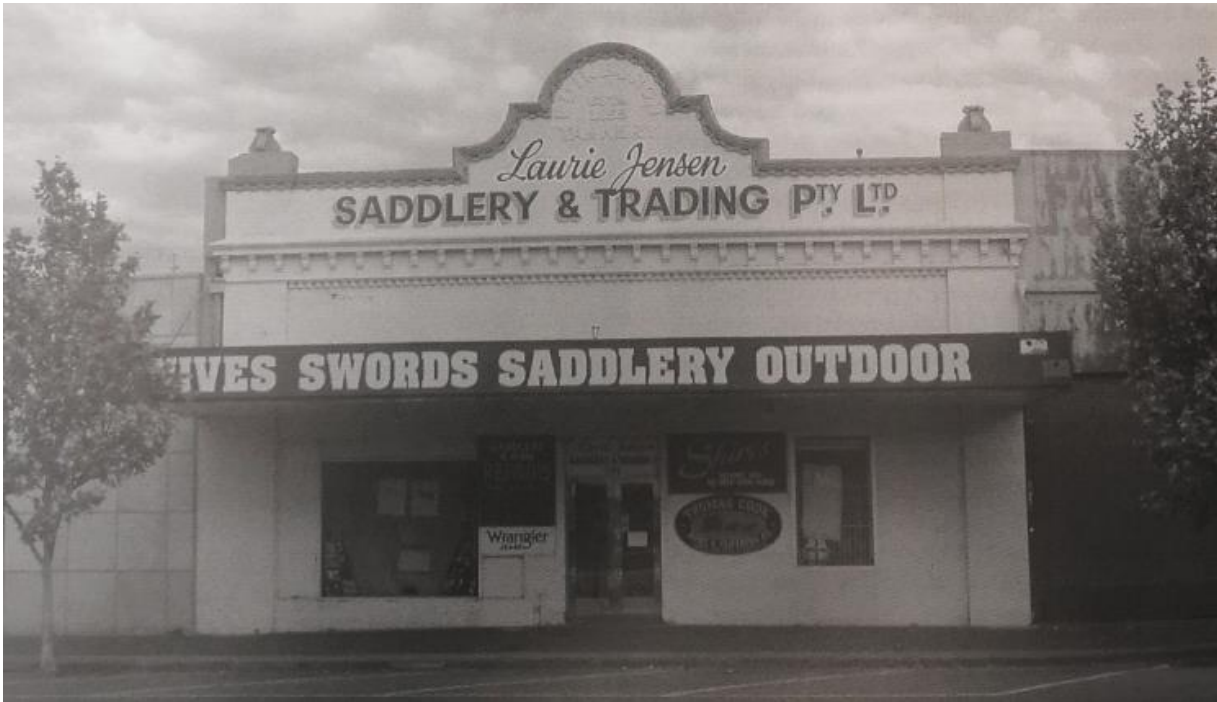


Figure 4. 259–261 Lyttleton Terrace, Bendigo, in 2005. The ground level opening was further altered after 2005. (Source: Butcher 2005, *Bendigo at Work: an industrial history*, 240)

The Lyttleton Terrace buildings today house retail premises. They evidence the tannery and warehouse business of J. H. Abbott, an early and influential resident of Bendigo, whose name continues to be carried by the business of Abbott Supply today.

J. H. Abbott, owner of Edinburgh Tannery Shop and Warehouse

Joseph Henry Abbott (1830–1904), businessman, civic leader and politician, was born on 1 February 1830 in Birmingham, England. Early in 1853 Abbott went to Bendigo with two friends and opened a general store, combining business with gold mining. In 1858 Abbott extended his business and converted a large store in Pall Mall into a hotel and a theatre, replaced later by the Lyceum Theatre. In that year he was elected to the Sandhurst Borough Council and in 1860 became chairman of the municipality and a justice of the peace. Abbott's next venture was to establish the New Times Boot Market and Factory

⁵⁸ "History Abbott Supply Bendigo." *Abbott Supply*, 2014-16.

⁵⁹ *Ibid.*

in Pall Mall in 1862. In 1867, his wife took over running the shop, which was located next to the Bendigo Arcade near Williamson Street.⁶⁰

Abbott was active in education; after the Education Act of 1872 he was elected first chairman of the Sandhurst Board of Advice and held office for seven years. Always interested in charity work he claimed, with several other Victorians, to have instituted in 1873 the Hospital Sunday Movement, an idea copied from Birmingham. He was also a member of the Congregational Church and a Freemason.⁶¹

In 1876, Abbott contested the vacancy for the Northwest Province in the Legislative Council. Although he was elected, a successful petition was lodged against him on the grounds of insufficient property qualification.⁶²

After a defeat on his first attempt to re-enter the Bendigo council he was elected in 1888 and became Mayor in 1891. In 1889 Abbott was elected to the Legislative Council for the Northern Province and held his seat until beaten at the 1904 election.⁶³

William C. Vahland, architect

William Carl (Charles) Vahland, born in 1828 in the town of Nienburg an der Weser in the Electorate of Hannover, later part of Germany, trained in building and architecture in that country. Unsuccessful in goldmining, Vahland opened a carpenter's shop in Bridge Street, Bendigo, ca.1855 where he made gold cradles and other diggers' accessories. In March 1858, Vahland entered into partnership with another German architect, Robert Getzschmann. In 1872, Vahland employed German architect, Wilhelm Eduard (William) Nicolai, as a draftsman and clerk of works. Vahland's son, Henry, joined the firm in 1892, and the practice became known as W. C. Vahland and Son. The firm designed and directed the building of many of Bendigo's finest buildings, including the Town Hall, the Shamrock Hotel, the Bendigo Hospital, the Bendigo Benevolent Asylum, the School of Mines, the Mechanics' Institute, the Princess Theatre, the Bendigo Masonic Temple, the Cascades in Rosalind Park, the Alexandra Fountain, the Sandhurst Club, the Commercial, National and Colonial Banks, the grandstand at Canterbury Park, Eaglehawk, as well as churches, commercial buildings, and private homes. William Vahland died in Bendigo at 87 years old on 21 July 1915.⁶⁴

DESCRIPTION

259–265 Lyttleton Terrace, Bendigo, comprising two buildings constructed in 1881 and c.1920, is located on the south east side just north of the major intersection with Williamson Street in Bendigo. The buildings are constructed to the boundaries of the wedge-shaped allotment.

A historic photograph of the earlier building designed by William Vahland at no. 259–261 (Figure 3) shows a high level of decoration above the shopfronts, including a distinctive Dutch parapet with chequer-board mouldings beneath the capping, an ornate string course with corbelling and sawtooth moulding. Other decorative elements notable in the early photography have been obscured by the

⁶⁰ Keating, 'Abbott, Joseph Henry (1830–1904)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University; "History Abbott Supply Bendigo." *Abbott Supply*, 2014-16.

⁶¹ Keating, 'Abbott, Joseph Henry (1830–1904)', *Australian Dictionary of Biography*. Available <http://adb.anu.edu.au/biography/abbott-joseph-henry-2857/text4067>.

⁶² Ibid; 'History Abbott Supply Bendigo', Abbott Supply, 2014-16. Available <http://abbottsupply.com.au/history/>.

⁶³ Keating, 'Abbott, Joseph Henry (1830–1904)', *Australian Dictionary of Biography*. Available <http://adb.anu.edu.au/biography/abbott-joseph-henry-2857/text4067>.

⁶⁴ Dr Robyn Ballinger, "A short biography of William Vahland, prepared for the City of Greater Bendigo, March 2015."

Context

painting to the façade. Urns on the either ends of the parapet are lost. An inscription reading 'Edinburgh Tannery est. 1855' remains.

The façade of the adjacent storeroom, built in c.1920, at no. 263-265 has been altered. Metal sheets cover the parapet and the façade has been painted however the original warehouse form of the building is still distinguishable behind the parapet. It is likely that this façade design dates from the 1920s following consolidation of the business in Lyttleton Terrace.

Both buildings have been altered at street level. At no. 259–261, original round-arched windows have been replaced by larger rectangular openings and cantilevered verandahs have been added to both buildings. Evidence of the original openings can be seen internally in the brickwork. The shopfronts were altered after 2005 (in comparison to Figure 4). The interiors of both buildings retain the warehouse form and intact details include the lined timber ceiling, roof lanterns and trusses and open fireplaces (see Figure 6, Figure 7 and Figure 8) . Roofing has been replaced in 2018, but the original raised skylight window has been retained. Despite alterations to the facades, both buildings have a strong street presence on Lyttleton Terrace.



Figure 5. 265 Lyttleton Terrace, built c.1920 as a storeroom for Abbott and Co. (Source: Context, January 2020)



Figure 6. Extant roof lantern and timber lined ceiling at 259–261 Lyttleton Terrace. (Source: Context, January 2020)

Figure 7. Extant lantern and timber lined ceiling at 263-265 Lyttleton Terrace. (Source: Context, January 2020)



Figure 8. Image showing interior of 263-265 Lyttleton Terrace showing original exposed trusses and timber lining. (Source: Context, January 2020)

INTEGRITY

259–263 Lyttleton Terrace, Bendigo, is generally intact with changes mainly to the ground level shopfronts. Other original or early fabric in the upper parts of the buildings are largely intact. The 1881 warehouse retains some key decorative elements such as a distinctive Dutch parapet with chequer-board mouldings beneath the capping, an ornate string course with corbelling and sawtooth moulding. The original skylight and roof form are also intact. The building also retains original form and scale as an early 1880s small-scale industrial building, which became rare in the section of Lyttleton Street. Its retention of the original raised skylight window is notable.

The c.1920 storeroom is a plainly designed warehouse type building that has been largely altered. The large ground level shopfronts are modern additions. It retains the overall form and legibility as a simple industrial building.

Overall, the pair of buildings developed for J. H. Abbott and Co. is of moderate integrity.

COMPARATIVE ANALYSIS

Various industrial enterprises developed in Bendigo's central area after Richard Larritt's survey of Sandhurst township in 1854. However, while a number of significant industries developed in the centre of Bendigo from the 1860s, only a few places remain that demonstrate this layer of Bendigo's history.

Tanneries were often located near slaughterhouses for convenience and were relatively small but important enterprises in the municipality. First established in 1859, Edinburgh Tannery was one of the first tanneries in the district.

Whilst the industrial sites of central Bendigo are not of the scale of the Bendigo Gas Works industrial site, together they define the finer-grained character of the central city area through their contribution to streetscape, scale, form and design. With the redevelopment of many parts of Bendigo with large scale commercial premises and carparking, smaller scale commercial and industrial premises have been lost, and those that remain are somewhat geographically isolated.

Context

The extant places that demonstrate Bendigo's industrial development are few and are often associated with goldmining and/or are located away from the city. Existing historic industrial places are also vulnerable. In recent years, for example, the former Central Foundry, at 62–68 Eaglehawk Road, Ironbark, established in 1872, and the municipal abattoir building in Lansell Street, East Bendigo, opened in 1912, have been demolished.

Examples of small-scale commercial buildings in or near Bendigo's city centre area on the Greater Bendigo Heritage Overlay include:

- HO115, former Lamsey store, 1 Farmers Lane, Bendigo – a two-storey brick building designed by William Vahland and built for Chinese physician James Lamsey in 1886; the building was used by Lamsey as a residence and practice for the dispensing of Chinese herbal remedies.
- VHD H1752, HO301, former Bush's produce store, 94 Williamson Street and 12 Myers Street, Bendigo – a brick store complex built in stages from 1857 to 1890 mostly to a design by John Bain; the complex comprises two single-storey stores, a two-storey tea loft, a two-storey chaff house, a two-storey stable, and an iron and timber oil store.
- HO194, former Bolton Brothers printery and stationery store, 43-45 Mitchell Street, Bendigo – a three-storey brick building constructed in 1902 to house Bolton Brothers retail stationery department and offices on the ground floor, and a printing factory on the second and third floors.
- HO868, pair of shops, 67–69 Bridge Street, Bendigo – a pair of c.1880s single-storey brick shops, one of which was used to sell paint.



Figure 9.1 Farmers Lane, Bendigo. (Source: Google, February 2018)



Figure 10. 94 Williamson Street and 12 Myers Street, Bendigo. (Source: Google, February 2018)



Figure 11. 43-45 Mitchell Street, Bendigo. (Source: Google, February 2018)

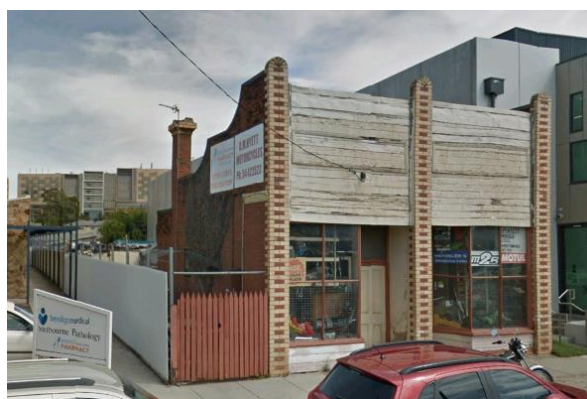


Figure 12. 67-69 Bridge Street, Bendigo. (Source: Google, February 2018)

The former Abbott's Edinburgh Tannery warehouse at 259–261 Lyttleton Terrace is an example of smaller-scale commercial premises dating from the period 1881–1901 in central Bendigo. Although similar building types were once common in the Market Square area near Lyttleton Terrace, there are only a small number of examples currently extant in the central Bendigo area.

The subject building has moderate integrity and intactness when compared to the above examples on the HO. Substantial alterations at street level have stripped the building of its original design sophistication on which architect Willaim C Vahland built his reputation. The former Lamsey store at 1 Farmers Lane, Bendigo, designed by the same architect is a better-preserved example of an architect-designed single-storey commercial building built in central Bendigo during the late Victorian period.

However, historically, the subject buildings at 259–263 Lyttleton Terrace provide important tangible evidence, of purpose-built premises of one of Bendigo's oldest and most well-known businesses carried out by one of its most prominent founders. Representing the Edinburgh Tannery's continued operation throughout the twentieth century, the c.1920 storeroom at 263-265 Lyttleton Terrace contributes to this historical association.

ASSESSMENT AGAINST CRITERIA

✓

CRITERION A

Importance to the course or pattern of our cultural or natural history (historical significance).

CRITERION B

Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).

CRITERION C

Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).

CRITERION D

Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).

CRITERION E

Importance of exhibiting particular aesthetic characteristics (aesthetic significance).

CRITERION F

Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)

CRITERION G

Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

CRITERION H

Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

The former Edinburgh Tannery shop and warehouse at 259–265 Lyttleton Terrace, Bendigo, comprising two buildings constructed in 1881 (designed by architect William Vahland) and c.1920 for Joseph Henry Abbott, is significant.

Significant fabric includes the:

- original built form and scale;
- structural loadbearing brick walls;
- original Dutch parapet with chequer-board mouldings beneath the capping and inscription reading 'Edinburgh Tannery est.1855'; an ornate string course with corbelling and sawtooth moulding; and
- original roof form including structural timber trusses and roof lanterns.

Later alterations including those to the ground level shopfronts are not significant.

HOW IT IS SIGNIFICANT

Former Edinburgh Tannery shop and warehouse at 259–265 Lyttleton Terrace, Bendigo is of local historic significance to the City of Greater Bendigo.

WHY IT IS SIGNIFICANT

The former Edinburgh Tannery shop and warehouse at 259–265 Lyttleton Terrace, Bendigo is historically significant for the increasingly uncommon tangible evidence it provides of late nineteenth century commercial and industrial development in central Bendigo. The two buildings built in 1881 (No. 259–261) and c.1920 (No. 263-265) were purpose-built premises for one of Bendigo's oldest businesses, carried out by one of its most prominent founders J. H. Abbott.

Built to a design by renowned architect William C. Vahland, the 1881 building was occupied for almost a century by J. H. Abbott and Co. (later Abbott Supply) until 1979. In 1882, the former Edinburgh Tannery was installed with Bendigo's first telephonic communication, which was introduced by J. H. Abbott, between the subject building and his New Market Boot Market in Pall Mall. From 1881, the subject building was known as the Market Square branch of the Edinburgh Tannery, with stocks supplied from the main factory in Sheepwash Creek (today's Mandurang). By the 1960s the buildings functioned as the sole premises of the company until its relocation in 1980. The association with the Edinburgh Tannery business is clearly legible in the ornamental detailing to the parapet of the 1881 building, with the former use evidenced by the retention of the lettering 'Edinburgh Tannery est. 1855'.

Historically, its association with J. H. Abbott, a former Mayor and well-known early citizen of Bendigo, and his business Edinburgh Tannery for almost 100 years is also notable. Joseph Henry Abbott (1830–1904), businessman, civic leader and politician, arrived in Bendigo in 1853 and opened a general store, combining business with gold mining. Abbott's New Times Boot Market and Factory in Pall Mall was established in 1862. From 1858, Abbott was elected to a number of public positions including Mayor in 1891. In 1889 Abbott was elected to the Legislative Council for the Northern Province and held his seat until beaten at the 1904 election. He was also active in the local education sector and charity works. (Criterion A)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01–3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No

Context

PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

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314 LYTTLETON TERRACE, BENDIGO

FORMER WILLIAM HOLMES PRINTERY

Prepared by: Context

Survey Date: October 2019

Place Type: Commercial

Architect: Not known

Significance level: Significant

Builder: Not known

Extent of overlay: To title boundaries

Construction Date: 1882



Figure 1. 314 Lyttleton Terrace, Bendigo. (Source: Context, October 2019)



Figure 2. Ground level openings at 314 Lyttleton Terrace, Bendigo. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

5.0 Building Greater Bendigo's industries and workforce

5.3 Marketing and retailing

6.0 Building towns, cities and the Greater Bendigo area

6.2 Creating Bendigo

The first commercial area of Sandhurst, comprising an assortment of traders' tents, huts and grog shops, evolved in the 1850s along Bendigo Creek in Camp Street and Auction Street at the foot of the Government Camp. Further development of commercial activities continued up View Street. By 1854, a commercial centre had been established in the Pall Mall-Hargreaves Street area, with professional services, banks and a post and telegraph office erected in View Street.¹ Allotments in the area bounded by Mitchell Street, Wills Street, Short Street, and High Street were sold in the period 1860–69.

Sandhurst's industries were established alongside its residential and commercial areas, with the main industrial area initially established in Pall Mall, View Point, View Street, Mitchell Street and Market Square (Lyttleton Terrace). The area was occupied by commercial, financial and professional services as well as intensive manufacturing enterprises such as saddlers, bakers, gunsmiths and printers. The majority of larger industries, such as foundries and breweries, were located outside the central area.²

With the expansion of quartz mining in the early 1870s, a construction boom occurred in Pall Mall and adjoining streets with a number of commercial buildings, which housed sharemarket activities, and retail buildings erected in the period. Pressure for building sites in Pall Mall manifested as early as 1870.³ In the period 1870–75, allotments in the area bounded by Hargreaves Street, Wattle Street, High Street and Edward Street; and allotments in the area bounded by Edward Street, Wills Street, Mitchell Street and Garsed Street, were sold. In 1895, land in Sandhurst's centre block commanded £200 a foot, and in the next best locality, Hargreaves Street, £100 a foot.⁴

After the mining recession of the 1870s, in 1882 city valuer and surveyor George Knight explained to council that the city was unable to retain its growth because of the lack of manufacturing enterprises that were not directly related to the mining industry.⁵ This gap, to some extent, was taken up by the coach building industry established in the Williamson Street and Lyttleton Terrace locale. The transport requirements of the mining industry gave rise to the wheelwright industry, which in turn expanded into coach building. In the late 1860s, Henry Haisman established the London Carriage Works in Lyttleton Terrace, a business that was taken over by Scholten and Marsh in 1884. George Pickles and Sons'

¹ Noel F. Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile* (Bendigo, Vic.: Noel Dyett, 1983), 1–2.

² Yolande M. J. Collins, "Introduction", in Mike Butcher and Yolande M. J. Collins, *Bendigo at Work: An Industrial History* (Strathdale, Vic.: Holland House Publishing, 2005), 4.

³ Michael Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885" (Master of Arts Degree, Department of History, Monash University, 1986), 112.

⁴ Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile*, 19-5.

⁵ Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," 132.

Context

British and American Carriage Works opened a coach building factory in Williamson Street in 1874, which became the Sandhurst Rolling Stock Company in 1882. Elsewhere, Michael Kinsella established his Federal Coach Factory in Hargreaves Street and F. W. Bruechert commenced operations as a coachbuilder in Lyttleton Terrace ca.1901.⁶

By comparison to the hub of View Street, Pall Mall and Hargreaves Street, the Market Square (Lyttleton Terrace) precinct was viewed by commercial operators as being too far away from the city centre and it thus remained relatively undeveloped until 1872 when the market was substantially enlarged and some produce merchants and wholesalers set up businesses in the area; the larger retailers continued to focus on Pall Mall.⁷

As mining finished in Bendigo, a period of economic stagnation from 1915 to 1950 took place and little development occurred in Bendigo's central area. In the 1950s, most of the area's buildings remained as they had been first built and several arcades were in operation: Bendigo Arcade, Allans Walk, Victoria Lane and Bennetts Arcade. At this time, much of the real estate of the central area was owned by the estates of Bendigo's early families, including Abbott, Bissell, Patterson, Beaumont, and Garvin, as well as the estate of Rev. Henry Backhaus.⁸

The period from the 1950s brought significant changes to the landscape of the central area of Bendigo, with many buildings demolished to make way for major developments, particularly in Hargreaves Street, Lyttleton Terrace and Mitchell Street.

PLACE HISTORY

The site at 314 Lyttleton Terrace, Bendigo, stands on part of Crown Allotment 8, Section 3C, Sandhurst, purchased by J. Chadwick on 22 April 1854.⁹

Theodore Holm and John Stean established a coach painting business on the allotment in 1864; by 1865 the Bendigo City ratebook lists Holm as the sole lessee of the property (stables, house and land), with Samuel Clough named as owner.¹⁰ Samuel Clough's probate listed his real estate assets in 1865 as part of allotment 8, section 3C, Sandhurst, on which were erected a four-room weatherboard and slab house and small brick lumber room.¹¹ By 1871, in addition to a house, a shop had been established on the allotment; from 1877, the property was described as 'land and buildings'.¹² In 1880 a cottage and coach painter's shop on allotment 8 was put up for auction. Part of the deceased estate of Samuel Clough, the auction notice described the property as comprising a brick and weatherboard cottage of four rooms and a large weatherboard coach painter's shop with three brick rooms at the rear.¹³ None of these earlier structures survive today.

⁶ Jock Murphy, "Coachbuilding in Bendigo", in Butcher and Collins, 134-35.

⁷ Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," 108-10.

⁸ Dyett, *Commercial Property Development in the Bendigo Central Business District: A History and Profile*, 6.

⁹ Parish Plan Sandhurst.

¹⁰ Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

¹¹ PROV, Wills, Probate and Administration Records 1841–2013, VPRS 28/P2, unit 89.

¹² Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

¹³ "Advertising." *Bendigo Advertiser*, 27 January 1880, 4.

From 1881 until 1887, William Holmes, lithographic, general printer, and bookbinder, who had established a printing business in Bridge Street in 1862, operated his printing business on the subject site. By the 1880s, Holmes was also known as a mining investor.

In 1882, Holmes' Lyttleton Terrace premises (land and buildings) were rated at £25; in 1883, the property was rated at £70, an indication that the current building was constructed in 1882.¹⁴

An 1882 article described Holmes' printing premises:

The lithographing and printing establishment of Mr. W. Holmes, Lyttleton Terrace, [is] one of the neatest and most complete in the city, and the only one in which lithographing is carried on. The plant is an excellent one, and the machinery is new, with all the latest improvements. The principal machines are a lithographing machine largo enough to take paper royal size; a Payne Wharfedale printing self flying machine, capable of printing to the same size, with a very fine arrangement of rollers, which so work that a remarkably even distribution of ink is ensured. There is also a very pretty improved platen machine, by Greenwood and Kutch, of Leeds, besides ordinary printing presses, etc. The machines are driven by a silent horizontal gas engine, by Crossley Bros., of Manchester, and which works up to one and a half horsepower. A cutting and punching machine is also in the establishment, besides which are various other accessories necessary to such a business...The employees were busily engaged, amongst other things, in executing, to the order of the Commercial Bank, no fewer than one hundred thousand pay-in slips.¹⁵

John B. Young purchased the allotment in 1888, in which year the Bendigo City ratebook described the property as 'land and building' valued at £70; the same description and value was provided for the property until 1902.¹⁶ Until the early 1930s, the building continued to be occupied by J. B. Young and Co., manufacturing stationers, and by 1935, by Charles W. Seymour, printer, until the building was taken over in the late 1950s by the W. D. Mason Pty. Ltd.¹⁷

In 1957–58, Walter David Mason, leadlight manufacturer, is listed in the ratebook of that year as the owner and occupier of the building at 314 Lyttleton Terrace.¹⁸ The W. D. Mason Pty. Ltd. glass merchants was established in 1894 and had moved to new premises at 25 Queen Street in 1926. 314 Lyttleton Terrace backs onto this Queen Street site and was used as a workshop for the business. After Walter David Mason's death in 1963, the business was taken over by his son Alan, and daughter Melva.

In 1988, the building was taken over by Bendigo Wholefoods, whose owner extended the building to the east. The building continues to house the same business today.

¹⁴ Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

¹⁵ "SUBURBAN GRIEVANCES." *Bendigo Advertiser*, 5 January 1882, 2.

¹⁶ *Ibid.*

¹⁷ *Sands and McDougall's Directory of Victoria*, 1910, 1925, 1930, 1935, 1955.

¹⁸ Bendigo Ratebook 1957-58, PROV, VPRS 16267/P1/102, Bendigo Regional Archives Centre (BRAC).



Figure 3. Image showing 314 Lyttleton Terrace when occupied by W.D Mason Glass Merchants & Manufacturers. The image is not dated, but likely from the 1970s-80s. (Source: City of Greater Bendigo Council)

DESCRIPTION

314 Lyttleton Terrace, Bendigo, is a single storey bi-chromatic red and cream brick shop built in 1882 for William Holmes, lithographic, general printer, and bookbinder. Located on the north west side of Lyttleton Terrace, mid-block between Mitchell and Williamson streets, the building is distinguished by a large Dutch gable parapet. Constructed in loadbearing face brickwork without setback from the street, contrasting red and cream brick detailing around the window and door openings creates implied quoins. The original building sits beneath a gable roof clad in corrugated iron, and is concealed behind its large parapet. The buildings principal façade is symmetrically arranged with five vertically proportioned segmental arched openings. A central double door opening is flanked by single windows. Single door openings are provided near the either edges of the street frontage. All openings are fitted with timber frames with fixed frosted transom windows. The windows are fitted with fixed panes of clear glass while the doors are four panel moulded doors.

Internally the perimeter brick walls of the 1882 building are exposed with the rear wall penetrated by three door openings that match those across the principal façade.

The building was extended by one bay to the north after 1988 and the new building partially covers the access laneway. The street elevation of this addition including a timber window was designed to replicate the existing 1882 building façade. The extension is clearly distinguishable from the 1882 building by its lower straight parapet and skillion roof form and by a control joint in the brick work across the street elevation. The new window can be distinguished from the original windows by a different patterning to its quoining. A recent timber posted verandah runs across entire front façade with simple timber frieze and brackets. The building had been overpainted (Figure 3) but the paint has since been removed.

INTEGRITY

314 Lyttleton Terrace, Bendigo, is largely intact with some changes visible to original or early fabric. The building retains its stylistic details. Original detailing includes its structural face brick work, gable roof form, distinctive large Dutch gable parapet, bi-chromatic red and cream face brickwork, pattern of fenestrations across its principal façade (five openings) and timber panelled doors. The building also retains three original openings across its rear internal wall.

Changes include an extension to the north after 1988. Whilst this addition was designed to replicate the original building design, it is clearly distinguishable from the 1882 building by a different parapet detail, skillion roof form and different quoining pattern around its window. A modern timber posted verandah has also been added across the entire façade. Both of these additions would be easily reversed without damaging original fabric. The principle façade has been over painted in the past with the paint now removed. This paint removal process has left the brickwork somewhat compromised with the bricks pitted however the removal of the overpainting enhances integrity. Overall, the building has very high integrity.

COMPARATIVE ANALYSIS

Varied industrial enterprises developed in Bendigo's central area after Richard Larritt's survey of Sandhurst township in 1854. While a number of significant industries developed in the centre of Bendigo from the 1860s, such as the Bendigo Gas Works (VHR H0781, HO294), few places remain from this phase of Bendigo's history.

The extant places that demonstrate Bendigo's industrial development are often associated with goldmining and/or are located outside the central Bendigo area. Whilst the industrial sites of the industrial sites are not of the scale of the Bendigo Gas Works, together they enrich the character of the central city area through their contribution to streetscape, scale, form and design. With the redevelopment of many parts of Bendigo with large scale commercial premises and carparking, smaller scale commercial and industrial premises have been lost, and those that remain are somewhat geographically isolated.

Extant historic industrial places are becoming increasingly rare. In recent years, for example, the former Central Foundry, at 62–68 Eaglehawk Road, Ironbark, established in 1872, and the municipal abattoir building in Lansell Street, East Bendigo, opened in 1912, have been demolished.

For these reasons, there are few places that are directly comparable to 314 Lyttleton Terrace, Bendigo on the Greater Bendigo Planning Scheme. Examples of industrial/factory buildings close to or in the centre of Bendigo on the Greater Bendigo Planning Scheme Heritage Overlay include:

- HO498, former Fuse Factory, 193-197 Wattle Street and 29 Valentine Street, Ironbark – a brick complex constructed from ca.1878 to manufacture safety fuses for the mining industry; it features twin towers and elaborated mansard roofs over what were once courtyard entries.
- HO105, former Golden Eagle Flour Mill & Granary, 48–50 Williamson Street, Bendigo – a four storey brick flour mill built in 1878 to the design of architect Joseph Martin Brady.
- HO302, former Grimsby Roller Flour Mill, 35 Wills Street, Bendigo – a brick and corrugated iron flour milling complex dating from 1874 and designed by architects William Beebe and Son.
- HO194, former Bolton Brothers printery and stationery store, 43-45 Mitchell Street, Bendigo – a three-storey brick building constructed in 1902 to house Bolton Brothers retail stationery department and offices on the ground floor, and a printing factory on the second and third floors.

Context



Figure 4. Former Fuse Factory, 193-197 Wattle Street, Ironbark. (Source: Google, February 2015)



Figure 5. Former Golden Eagle Flour Mill and Granary, 2 Queen Street, Bendigo. (Source: Google, May 2017)



Figure 6. former Grimsby Roller Flour Mill, 35 Wills Street, Bendigo. (Source: Google, February 2015)



Figure 7. Former Bolton Brothers printery and stationery store, 43-45 Mitchell Street, Bendigo. (Source: Google, February 2015)

314 Lyttleton Terrace is an intact example of a small-scale industrial/factory building built in the centre of Bendigo in 1882 for William Holmes, lithographic, general printer, and bookbinder. It is comparable to the above examples for the (now rare) evidence it provides of industrial businesses that established in Bendigo's city centre from the 1860s. In this way it is directly comparable to HO194, the former Bolton Brothers printery and stationery store, 43-45 Mitchell Street, as a purpose-built print factory built in Bendigo's city centre.

Although the building is of a smaller scale it is also comparable to HO498, the former Fuse Factory, 193-197 Wattle Street and 29 Valentine Street, Ironbark, HO498, the former Fuse Factory, 193-197 Wattle Street and 29 Valentine Street, Ironbark and HO302, the former Grimsby Roller Flour Mill, 35 Wills Street, Bendigo. It is of a similar build date, integrity and industrial use and demonstrates typical utilitarian yet highly functional characteristics of nineteenth century factory buildings. Key stylistic details of the typology include a zero setback from the street boundary, gable roof, unpainted loadbearing face brickwork often with bi-chromatic brick detailing to mimic quoining, bold unadorned façades with a regular pattern of fenestrations and large ground level openings for the easy movement of goods. The subject building retains these elements that are representative of the typology. It is distinguished for its large Dutch gable parapet.

ASSESSMENT AGAINST CRITERIA

✓	<p>CRITERION A Importance to the course or pattern of our cultural or natural history (historical significance).</p>
	<p>CRITERION B Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).</p>
	<p>CRITERION C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).</p>
✓	<p>CRITERION D Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).</p>
	<p>CRITERION E Importance of exhibiting particular aesthetic characteristics (aesthetic significance).</p>
	<p>CRITERION F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)</p>
	<p>CRITERION G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).</p>
	<p>CRITERION H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).</p>

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

The former William Holmes Printery at 314 Lyttleton Terrace, Bendigo, built in 1882 for William Holmes, lithographer, general printer, and bookbinder, is significant.

Significant fabric includes the:

- original built form, scale and materiality;
- walls of structural face brick work;
- gable roof form;
- distinctive large Dutch gable parapet;
- bichromatic red and cream brickwork;
- pattern of fenestrations across its principal façade (five openings) and timber panelled doors; and
- three original openings across its rear internal wall.

Context

HOW IT IS SIGNIFICANT

314 Lyttleton Terrace, Bendigo, is of local historic and representative significance to the City of Greater Bendigo.

WHY IT IS SIGNIFICANT

The former William Holmes Printery at 314 Lyttleton Terrace, Bendigo, built in 1882 as a printing factory for lithographer, general printer, and bookbinder William Holmes, is of historic significance as one of the few remaining examples of an early industrial building in Bendigo's central area. It is important as one of only a few places that remain in central Bendigo to evidence the industrial development of Bendigo after the decline of gold mining in the 1860s. Between 1882 and the late 1950s the building was occupied by three printing businesses: William Holmes (1882–1888), John B. Young (from 1888 to the early 1930s) and C. W. Seymour (from mid-1930s to late 1950s). The building is also important for its continued association with Bendigo's industrial business through to the late twentieth century. From 1957–58 until 1988, the building became owned and occupied by W. D. Mason Pty. Ltd. glass merchants, being used as a workshop for the business. W. D. Mason opened its new premises in 1926 at 25 Queen Street, which back onto the subject site at 314 Lyttleton Terrace. (Criterion A)

314 Lyttleton Terrace is a fine representative example of an industrial building from the Victorian period. The building displays the typical utilitarian and highly functional characteristics of nineteenth century factory buildings. Key stylistic details of the typology include the building's position without any setback from the street, gable roof, unpainted loadbearing face brickwork with bi-chromatic detailing, bold unadorned façade with a regular pattern of fenestrations and large ground level openings for the easy movement of goods. The building is distinguished for its large Dutch gable parapet. (Criterion D)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01–3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

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322–326 LYTTLETON TERRACE, BENDIGO

FORMER GLASGOW BAKERY AND RESIDENCE

Prepared by: Context

Survey Date: October 2019

Place Type: Residential, Commercial

Architect: John Beebe (bakery)

Significance level: Significant

Builder: Not known

Extent of overlay: To title boundaries

Construction Date: 1912 (bakery), 1913 (residence)



Figure 1. Bakery at 322 Lytton Terrace, Bendigo, designed by architect John Beebe. (Source: Context, October 2019)



Figure 2. Residence at 326 Lytton Terrace, Bendigo. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

5.0 Building Greater Bendigo's industries and workforce

5.3 Marketing and retailing

6.0 Building towns, cities and the Greater Bendigo area

6.2 Creating Bendigo

The first commercial area of Sandhurst, comprising an assortment of traders' tents, huts and grog shops, evolved in the 1850s along Bendigo Creek in Camp Street and Auction Street at the foot of the Government Camp. Further development of commercial activities continued up View Street. By 1854, a commercial centre had been established in the Pall Mall-Hargreaves Street area, with professional services, banks and a post and telegraph office erected in View Street.¹ Allotments in the area bounded by Mitchell Street, Wills Street, Short Street, and High Street were sold in the period 1860–69.

With the expansion of quartz mining in the early 1870s, a construction boom occurred in Pall Mall and adjoining streets with a number of commercial buildings, which housed sharemarket activities, and retail buildings erected in the period. Pressure for building sites in Pall Mall manifested as early as 1870.² In the period 1870–75, allotments in the area bounded by Hargreaves Street, Wattle Street, High Street and Edward Street; and allotments in the area bounded by Edward Street, Wills Street, Mitchell Street and Garsed Street, were sold. In 1895, land in Sandhurst's centre block commanded £200 a foot, and in the next best locality, Hargreaves Street, £100 a foot.³

By comparison to the hub of View Street, Pall Mall and Hargreaves Street, the Market Square (Lyttleton Terrace) precinct was viewed by commercial operators as being too far away from the city centre and it thus remained relatively undeveloped until 1872 when the market was substantially enlarged and some produce merchants and wholesalers set up businesses in the area; the larger retailers continued to focus on Pall Mall.⁴

As mining finished in Bendigo, a period of economic stagnation from 1915 to 1950 took place and little development occurred in Bendigo's central area. In the 1950s, most of the area's buildings remained as they had been first built and several arcades were in operation: Bendigo Arcade, Allans Walk, Victoria Lane and Bennetts Arcade. At this time, much of the real estate of the central area was owned by the estates of Bendigo's early families, including Abbott, Bissell, Patterson, Beaumont, and Garvin, as well as the estate of Rev. Henry Backhaus.⁵

¹ Noel F. Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile* (Bendigo, Vic.: Noel Dyett, 1983), 1–2.

² Michael Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885" (Master of Arts Degree, Department of History, Monash University, 1986), 112.

³ Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile*, 5.

⁴ Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," 108-10.

⁵ Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile*, 6.

Context

With the post-World War Two economic boom, significant redevelopment of the central area took place. In the mid to late 1950s, Killian's Walk arcade and the Commonwealth Bank arcade, both between Hargreaves Street and Queen Street, were opened, and the former City Club Hotel was redeveloped into a number of small shops collectively known as the Fountain Plaza. By the 1960s, a large site between Pall Mall and Hargreaves Street was occupied by Woolworths, Coles had left its Mitchell Street premises to set up a substantial store between Hargreaves Street and Queen Street, and Myer had extended its store. In the mid-1960s the first supermarkets moved into the central area of Bendigo, including Moran and Cato in Hargreaves Street, and Dickens and S.S.W. in Pall Mall, leading to the demise of smaller grocery stores. In 1971, Coles built its New World Supermarket in Mitchell Street and Target opened its store in King Street, essentially moving the core of commercial development away from its historic Pall Mall-Hargreaves Street location.⁶

The period from the 1950s brought significant changes to the landscape of the central area of Bendigo, with many buildings demolished to make way for major developments, particularly in Hargreaves Street, Lyttleton Terrace and Mitchell Street.

PLACE HISTORY

The site at 322–326 Lyttleton Terrace, Bendigo, stand on the allotment, Crown Allotment 10, Section 3C, Parish of Sandhurst, which was purchased by A. Bayne and 'another' on 23 April 1854.⁷ The site today known as 322–326 Lyttleton Terrace was associated with a bakery 'Glasgow Bakery' for over 100 years between 1857 and c.1960, operated by two successive owners. The allotment today comprises a brick bakehouse and a brick residence built respectively in 1912 and 1913.

In 1857, baker Lachlan Fraser opened the Glasgow Bakery on the subject site.⁸ The allotment comprised a 'bakehouse and dwelling' and rated at £100 in 1857. This early bakery was single storied, and likely part of a residence. A c.1875 photograph shows part of this early bakery along the northern side of Lyttleton Terrace (Figure 4). In 1876, the subject allotment was rated at £60.⁹ In 1889, Fraser's probate listed real estate comprising Crown Allotment 10, section 3C, Sandhurst (the site of today's 322–326 Lyttleton Terrace, Bendigo), on which stood a 'seven-roomed house and bakehouse, stable and storeroom', rated at £52 per annum and valued at £450.¹⁰ None of these early structures survive today.

Operating the bakery business for over 40 years in Lyttleton Street, Lachlan Fraser was a well-known baker in Bendigo. He was also a member of Bendigo Total Abstinence Committee and the St. Andrew's Presbyterian Church, where his son William was a student for the ministry.¹¹ When Lachlan Fraser died in 1889, Fraser's funeral was attended by the Mayor, Councillors, and ministers as well as other well-known citizens of Bendigo. The founding minister of the St. Andrew's Church Rev. Dr. John Nish read the burial service.

⁶ Ibid., 9-22.

⁷ Parish Plan Sandhurst.

⁸ "Fifty years ago." *Bendigo Advertiser*, 29 June 1906, 2; Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

⁹ Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

¹⁰ PROV, Probate and Administration Records 1841–2013, VPRS 28/P2, unit 276; and Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>

¹¹ "Advertising," *Bendigo Advertiser*, 4 August 1859, 3; "Wearing Mourning," *Bendigo Advertiser*, 16 April 1887, 2.

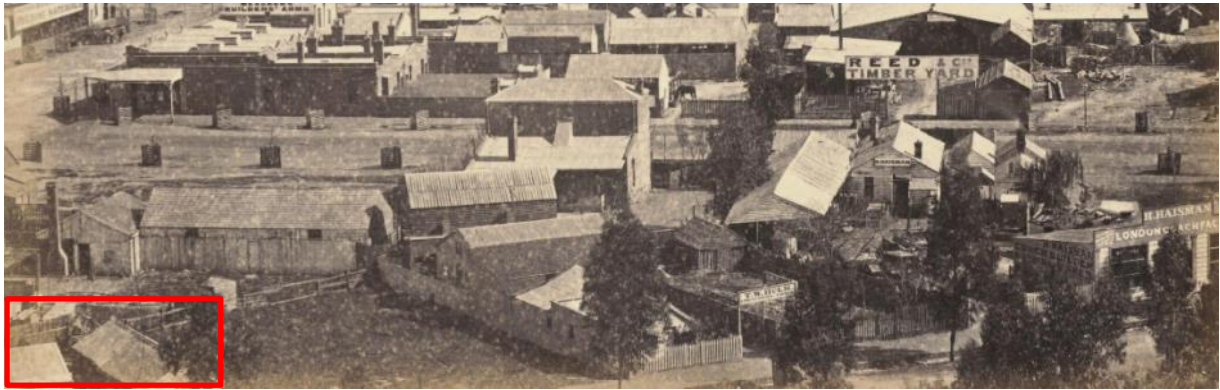


Figure 3. A c.1875 bird eye view photograph, showing part of the early bakery on the subject land. (Source: N. J. Caire, “Bendigo flat as seen from Wattle Hill, Victoria.” c.1875, National Library of Australia)

Following L. Fraser’s death, the Glasgow Bakery, described as ‘old-established bakery business in Lyttleton Terrace’, was advertised for sale in December 1889 and January 1890.¹² By 1891, the house and bakery, rated at £38 that year, were owned by Alfred Alexander Hardeman, baker. The Hardeman family also resided in the former residence of the Frasers on the same allotment.¹³ In January 1894, a fire completely destroyed a weatherboard outbuilding containing a cart shed, hayloft and storeroom, but the bakehouse, residence and stable at the bakery was undamaged.¹⁴

Today’s two-storey bakehouse and a single-storey residence were built for A. Hardeman in 1912 and 1913. The new bakehouse was designed and supervised by a renowned local architect John Beebe in 1912, and the residence was constructed to a builder’s design in 1913.

Beebe initially prepared plans and specifications for the whole complex including a residence, bakery, stables, cart shed and other structures, all of which were tendered at £1555, exceeding Hardeman’s budget of £1300. Following the request of Hardeman, Beebe prepared a second set of drawings to cut down the cost, but Hardeman had decided to only proceed with the bakery. A third plan for the bakery alone was prepared subsequently. Beebe also arranged a Melbourne firm to erect a specially designed oven in the bakehouse. The tender accepted for the erection of the bakehouse was £400. Beebe invoiced for the work associated with the bakehouse only, believing that the private dwelling would be proceeded later on.¹⁵

In February 1913, ‘brick dwelling, galvanised iron roofing and wood work’ were advertised for sale and removal at the Glasgow Bakery,¹⁶ as Hardeman commenced the construction of the house through a builder, not utilising Beebe’s plans nor notifying him. Beebe’s multiple submissions to Hardeman of an account for services to terminate the contract were ignored, and in July 1913, Beebe sued Hardeman for unpaid labour and work relating to the first two sets of drawings. The court was adjourned a few times and on 1 August 1913, the case was settled.¹⁷

¹² “Advertising,” *Bendigo Advertiser*, 17 December 1889, 3; “Advertising,” *Bendigo Advertiser*, 10 January 1890, 3.

¹³ Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>; “Another series of fires,” *Bendigo Advertiser*, 24 January 1894, 2.

¹⁴ “Another series of fires,” *Bendigo Advertiser*, 24 January 1894, 2.

¹⁵ “City Court,” *Bendigo Advertiser*, 25 July 1913, 3.

¹⁶ “Advertising,” *Bendigo Advertiser*, 14 February 1913, 8.

¹⁷ “City Court,” *Bendigo Advertiser*, 25 July 1913, 3.

Context

A c.1918 photograph shows the Glasgow Bakery and the associated residence on the subject land (Figure 4). The sewerage plan published in 1923 shows both the bakehouse and residence, as well as a timber storeroom building and a brick toilet built along the rear boundary of the site (Figure 5). A laneway separated the bakehouse and dwelling and was used to deliver flour and to load up horses and carts for bread delivery.

When A. Hardeman died in 1944, the business was taken over by his son, Alfred Hardeman junior.¹⁸ From 1945 to c.1960, the bakery business continued to operate as A. Hardeman Pty Ltd at the subject site.¹⁹

In July 1960, Thomas Guilmartin of Panton Street Golden Square became the proprietor.²⁰ Guilmartins conducted a hardware business from the site, using the residence at 326 Lyttleton Terrace for storage and the two-storey bakery building at 322 Lyttleton Terrace for their retail outlet.

The shopfront at 324 Lyttleton Terrace was constructed over the access laneway in the 1980s and has since been extended.²¹

The existing two-storey former Glasgow Bakery building at 322 Lyttleton Terrace is one of the few remaining examples of an early bakery in Bendigo's central area. In recent years the building has been used as a café. The former residence at 326 Lyttleton Terrace currently houses commercial premises.



Figure 4. Extract of a c.1918 photograph showing the Glasgow Bakery building (right) and the residence (left). The bakery building had inscription reading 'A. Hardman Glasgow Bakery' on its pediment. (Source: "City of Bendigo." c.1918, Victorian Collections)

¹⁸ Certificate of Title.

¹⁹ *Sands & McDougall's Directory of Victoria*, 1960, 1965.

²⁰ Certificate of Title.

²¹ Tom Guilmartin, personal communication, 6 July 2016.

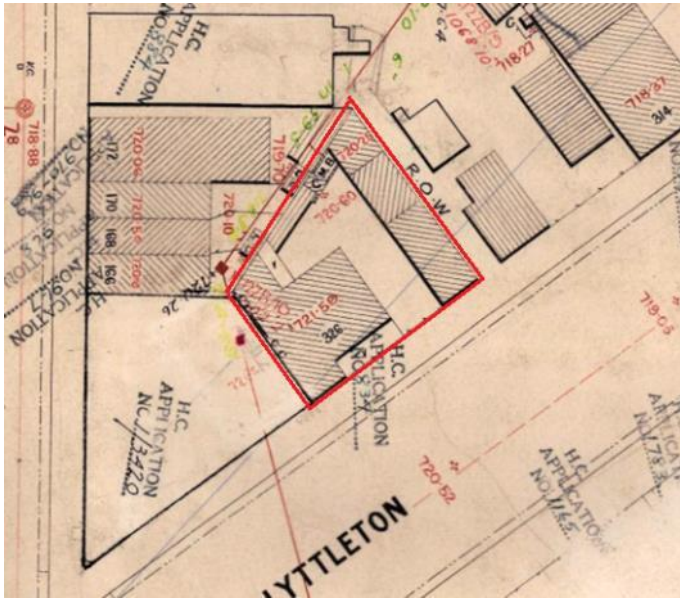


Figure 5. The former Glasgow Bakery and residence as they appear in the sewerage plan from 1923. (Source: Bendigo Sewerage Authority Detail Plan No. 23, 1923)

John Beebe, architect

John Beebe was born in 1866 in Bendigo. He started his practice as a stonemason with his father William Beebe and brother William junior. After his father's death in 1891, he turned solely to architecture from 1892. In 1900, Beebe entered a partnership with Henry Vahland, son of a prominent Bendigo architect William C. Vahland, who retired from practice and appointed John Beebe as his replacement. In 1902, W. C. Vahland returned to work in partnership with Beebe in 1902. The partnership continued until 1910.²² In 1916, Beebe was an associate of Royal Victorian Institute of Architects (A.R.V.I.A).

In 1916, Beebe moved to Queensland where he was employed by the Queensland government. At the Queensland Public Works Department, he worked as a temporary draftsman (1916–19) and architectural draftsman (1919–21 and 1922–23), and also worked at the Survey Office (1921–22) of the Queensland Department of Lands and Works. In 1916–19, Beebe was an instructor in Structural Mechanics at the Brisbane Central Technical College.

Beebe re-entered private practice in 1924, becoming a registered architect (Qld.) in 1929. In 1930, he was selected an associate of the Royal Australian Institute of Architects (A.R.A.I.A), and in 1932, a fellow (F.R.A.I.A.). Beebe died in Brisbane in 1936.²³

DESCRIPTION

322–326 Lyttleton Terrace, Bendigo, comprising the former Glasgow Bakery's bakehouse (no. 322) and residence (no. 326) are located on an irregular shaped allotment just north of the intersection with Mitchell Street. A modern infill building (1980s) has been constructed between the two buildings across a laneway that was formerly used as delivery access. This laneway has a roofed entrance at street

²² Minerva Heritage, *Fortuna Villa Conservation Management Plan Review*, prepared for Fortuna Pty. Ltd., 2016, 24.

²³ Donald Watson and Judith McKay, *A Directory of Queensland Architects to 1940* (St. Lucia, Qld.: University of Queensland Library, 1984), 30.

Context

frontage level. The 1912 bakehouse and 1913 brick residence are located on the west side of Lyttleton Terrace.

The former bakehouse, built in 1912 under the supervision of architect John Beebe, has a relatively narrow frontage to Lyttleton Terrace and is of two storeys with a rectangular pediment with raised central section and cornice capping, and mouldings in cement render finish. The building is of face red brick, while the front elevation has been painted and a sign placed at the first-floor level. The ground floor shopfront window has been enlarged and modernised. A side (east) elevation visible from an adjoining laneway reveals a long expanse of red brick masonry wall built in two sections. On this elevation, a carriage or car access with a concrete lintel existed and has been infilled.

The residence, built in 1913 through a builder, has a front projecting bay with steep gabled roof and has no setback to the street frontage. The finely detailed and unusual decorative timber bargeboard and part of the original finial seen in Figure 4 remains today (Figure 6). Other detailing to this elevation includes contrasted painted string courses and tuck pointing to the brickwork. A red brick chimney with unpainted render detailing, corbelling and rendered top is evident. The early corrugated roofing remains to the rear section, with replacement galvanised iron roofing to the front. The bull nosed verandah was also replaced with corrugated galvanised iron, and runs across the street frontage and currently extends over to the adjacent infill property. Detailing to the verandah includes timber posts with decorative timber frieze. A timber picket fence and a wire gate are contemporary additions.

Matching double sash timber windows with side lights and leaded glass decoration are evident on the gable face and under the verandah. Contrasting painted cement detailing can be noted on the gabled façade. The entrance has an ornate panelled door case with sidelights and decorative leaded glass. There is a red and cream encaustic tiled porch and bull nosed slate threshold entry.



Figure 6. Detailing to the residence including the timber bargeboard and verandah frieze. (Source: Context, October 2019)

INTEGRITY

The former Glasgow Bakery's bakehouse (1912) at 322 Lyttleton Terrace, Bendigo, is generally intact with some changes visible to original or early fabric. The building is especially intact in the upper parts, retaining the original bakery chimney and decorative elements such as rectangular pediment to the façade with raised central section, cornice capping and mouldings in cement render finish. Recent additions observed from the public domain include the altered shopfront, a small window opening on the west elevation and infill of a carriage or car access on the east elevation.

The former residence (1913) at 326 Lyttleton terrace, Bendigo, is largely intact, with its early decorative details well preserved. The finely detailed and unusual decorative timber bargeboard and timber frieze appear original, and part of the original finial also remains on the apex of the gable. Other important original detailing including stringcourse detailing; timber verandah posts; timber-framed sash windows with sidelights; panelled door case with sidelights and decorative leaded glass; and brick chimneys.

Despite the modern infill in-between, both buildings retain their original built form and scale, materials and stylistic details and are highly legible as transitional buildings built between the Victorian to interwar period typology. The modern infill (c.1980s) does not overtly impact on the integrity of the buildings of interest, but somewhat disturbs the legibility of the original setting.

Overall, 322–326 Lyttleton Terrace, Bendigo, has high integrity.

COMPARATIVE ANALYSIS

Small bakeries were once a common feature of most towns and cities. By 1854, a commercial centre had been established in the Pall Mall-Hargreaves Street area, and by 1859, central Bendigo was developed with at least 10 retail bakeries including the subject site. According to the municipality's rate books, these early bakeries in Short Street, High Street, Hargreaves Street and Lyttleton Terrace were almost always built with a dwelling on the same land and were typically rated at between £50 and £80 per year.²⁴ In 1910, there were still over 15 small- to medium-scale bakeries operating in or around the commercial centre.²⁵ However, by the 1950s large companies had all but destroyed local industry that could not compete with the mass production and widespread delivery.

Two historical bakeries were documented in the 1993 *Eaglehawk & Bendigo Heritage Study*: Connell's Bakery near the corner of William Street and Eaglehawk Road, Long Gully; and James Delacour's bakery at the corner of Baxter and Hopetoun streets, Bendigo. Both of these examples appear to have been demolished.

Outside the central Bendigo area, there are a number of individually significant examples of bakeries that have some similarities to the subject site:

- HO673, 107 High Street, Heathcote – a complex of buildings from c.1920 comprising a shop, bakery and house.
- HO904, former bakery and residence, 4 and 4A Weeroona Avenue, North Bendigo – the property comprises a residence and former bakery operated by German migrant Wilhelm Frederick Beischer by 1858. The rendered brick residence at the front of the site was built c.1905–1910,

²⁴ Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

²⁵ *Sands & McDougall Directory of Melbourne*, 1910.

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with the stone bakery sited behind. Two timber outbuildings are also located at the rear of the property.

In Bendigo's central area, one example on the Greater Bendigo's HO is noted for its use as a bakery:

- HO302, former Grimsby Roller Flour Mill, 35 Wills Street, Bendigo – a brick and corrugated iron flour milling complex dating from 1874 and designed by architects William Beebe and Son. Armand Friedrich and Adam Bassemir acquired the mill in 1914, and renamed it the 'Hygienic Vienna Bakery.' This sign may still be read on the building. Operations ceased in 1970, but the ovens remain intact.



Figure 7. 107 High Street, Heathcote. (Source: Google, February 2010)



Figure 8. Rendered brick residence at the front of 4 and 4 A Weroona Avenue, North Bendigo, was built c.1905–1910. (Source: Google, February 2018)



Figure 9. The 1858 stone bakery at the rear of the brick residence at 4 and 4A Weroona Avenue, North Bendigo. (Source: Context, April 2014)



Figure 10. former Grimsby Roller Flour Mill, 35 Wills Street, Bendigo. (Source: Google, February 2015)

Located outside the main commercial area of Bendigo, the two bakeries currently on the Greater Bendigo's HO differ in terms of their setting and construction period to the subject site. The c.1858 bakery in North Bendigo, and the c.1920 complex in Heathcote, are important as a small group of the rare surviving examples of bakery businesses in the municipality. The former Glasgow Bakery and the residence are particularly important being a rare example of an old-established bakery in the Bendigo's city centre area.

The former Grimsby Roller Flour Mill, built in 1874, was renamed as Hygienic Vienna Bakery in 1914 and operated until 1970. Its origin as a roller mill is not comparable with the former Glasgow Bakery, and is of a much greater scale comprising a four-storey steam-powered milling tower, a two-storey warehouse and an iron grain store. In terms of its long-term use as a bakery, however, both businesses represent the continued food production in Bendigo' city centre area throughout the twentieth century in central Bendigo to support the population of Bendigo.

The brick residence with a projected gabled wing at 326 Lyttleton Terrace is also comparable with a number of individually significant residences in or near the centre of Bendigo. Examples include:

- HO869, 249 Napier Street, Bendigo – a single-storey residence featuring a projecting gable bay with a plain timber bargeboard. It is a representative example of a late Victorian asymmetrical villa, a typology that was common throughout Victoria from the 1880s into the early twentieth century.
- 8–10 Garsed Street, Bendigo (assessed and recommended as individually significant in this study) – a pair of single-storey double fronted brick terrace houses of the late Victorian period with Gothic and Queen Anne style influences. The pair was built by 1895.



Figure 11. 249 Napier Street, Bendigo. (Source: Google, February 2018)



Figure 12. 8–10 Garsed Street, Bendigo. (Source: Context, October 2019)

The early bakeries in Bendigo's central area were typically built with an associated dwelling. As there are only limited number of surviving examples across the municipality, it is unclear whether those early bakery premises in Bendigo shared a similar built form or characteristics. More broadly as a single-storey brick house with a projected gabled wing, the 1913 house at 326 Lyttleton Terrace compares well with the above examples, which are of earlier construction. Although the subject residence was erected later in 1913, the house's overall built form with hip and gable roof clad in galvanised iron, as well as the architectural detailing are consistent with almost ubiquitous house designs popular in Bendigo from the late Victorian period through to the early twentieth century. The 1913 residence reflects the distinctive transitional and hybrid architectural style (sometimes referred to as 'Bendigo Boom style') which was developed by migrant German and Austrian architects like William C. Vahland and later, William Beebe. Houses designed in such style influenced by migrant architects and builders incorporate Italianate, Queen Anne Revival and/or Carpenter Gothic style elements. With its level of integrity and its simplicity

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of design, 326 Lyttleton Terrace represents the continued popularity of this stereotypical design through to the early twentieth century, often practiced by builders rather than architects.

Overall, the premises at 322–326 Lyttleton Terrace of the former Glasgow Bakery are largely intact, retaining its original form and characteristics of a former bakery built in the early 1910s. Its retention of both the bakehouse and the associated residence for the family enhances the integrity of the place. It is an extremely rare example of an early bakery premises in the central area of Bendigo that maintains high integrity, makes an important contribution to the central area's architectural and built historic form. It is also one of only a few of the more modest-scaled examples of an industrial building still remaining in central Bendigo.

ASSESSMENT AGAINST CRITERIA

✓	CRITERION A Importance to the course or pattern of our cultural or natural history (historical significance).
✓	CRITERION B Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).
	CRITERION C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).
✓	CRITERION D Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).
	CRITERION E Importance of exhibiting particular aesthetic characteristics (aesthetic significance).
	CRITERION F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)
	CRITERION G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).
	CRITERION H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

322–326 Lyttleton Terrace, Bendigo, comprising the former Glasgow Bakery's bakehouse (no. 322), built in 1912, and the associated residence (no. 326), built in 1913, is significant.

Significant fabric includes the:

- original narrow-fronted two-storey form and scale (no. 322);
- face brickwork and original brick chimney (no. 322);

- decorative elements such as rectangular pediment to the façade with raised central section, cornice capping and mouldings in cement render finish (no. 322);
- original single-storey scale and built form including the projecting gabled wing, and hip and gable roof clad in corrugated iron (no. 326);
- original or early decorative timber bargeboard and timber frieze, and part of the original finial on the apex of the gable (no. 326);
- other important original detailing including: the face brickwork; timber verandah posts; timber-framed sash windows with sidelights; panelled door case with sidelights and decorative leaded glass; and brick chimneys on the northern elevation (no. 326); and
- the setting of the site comprising an access laneway dividing the bakehouse and residence (no. 322–326).

The infill development at 324 Lyttleton Terrace, located between the buildings, is not significant.

HOW IT IS SIGNIFICANT

322–326 Lyttleton Terrace, Bendigo, is of local historic, rarity and representative significance to the City of Greater Bendigo.

WHY IT IS SIGNIFICANT

The former Glasgow Bakery's bakehouse building (1912) at 322 Lyttleton Terrace, and the former residence (1913) at 326 Lyttleton Terrace, both built for A. Hardeman, baker, are of historic significance. The Glasgow Bakery had been established in 1857 on the subject site by Lachlan Fraser, who was a well-known local residents. Following L. Fraser's death in 1889, the bakery was acquired by baker Alfred Hardeman. A. Hardeman managed the bakery between 1890 and c.1944, and his son Alfred Hardeman junior established A. Hardeman Pty Ltd to continue the business at the premises. The bakery was operated by these three successive owners over 100 years from 1857 to 1960. The business represents the continued food production in Bendigo's city centre area throughout the twentieth century in central Bendigo to support the population of the municipality. (Criterion A)

The former Glasgow Bakery and the residence at 322–326 Lyttleton Terrace are particularly important as a rare surviving example of an old-established bakery in the Bendigo's city centre area. The former Glasgow Bakery and the residence provides the important tangible evidence of this typology, which was once a common and intrinsic part of most towns and cities. By the 1950s large companies had all but destroyed local industry that could not compete with the mass production and widespread delivery. With the few known examples of early bakeries being demolished in more recent years, the former Glasgow Bakery building is an extremely rare surviving example in the city centre area. (Criterion B)

The former Glasgow Bakery premises at 322–326 Lyttleton Terrace is an excellent example of a complex comprising a house and business premises in the central city, well representing the typology of early bakeries in Bendigo's central area that were typically built with an associated dwelling. The builder-designed 1913 residence is distinguished by its domestic scale and fine features influenced by Queen Anne style. Notable features include the decorated timber bargeboard fronting the gable, red brick chimney, verandah running along the street front with timber posts and lace iron work, recessed entrance door, timber double sash windows and painted cement render work.

The former bakery is also important as a work of prominent architect William Beebe. It is distinguished by its tall and narrow proportions formerly flanked by a laneway on both sides demonstrating the space needed for deliveries by horse and cart. Despite alterations to the shopfront window and overpainting to

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the frontage, the building remains highly intact. The brick bakery chimney rectangular cement rendered parapet with raised central section and capping are also the features representative of the former long-term use as a bakery. (Criterion D)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01–3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

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80–84 MITCHELL STREET, BENDIGO

FORMER UNITED IRON WORKS COMPANY BUILDINGS

Prepared by: Context

Survey Date: October 2019

Place Type: Commercial

Architect: Not known

Significance level: Significant

Builder: Not known

Extent of overlay: To title boundaries

Construction Date: 1897 (no. 84), by 1902 (no. 80)



Figure 1. 80–84 Mitchell Street, Bendigo, with an infill building (no. 82) in between. (Source: Context, October 2019)

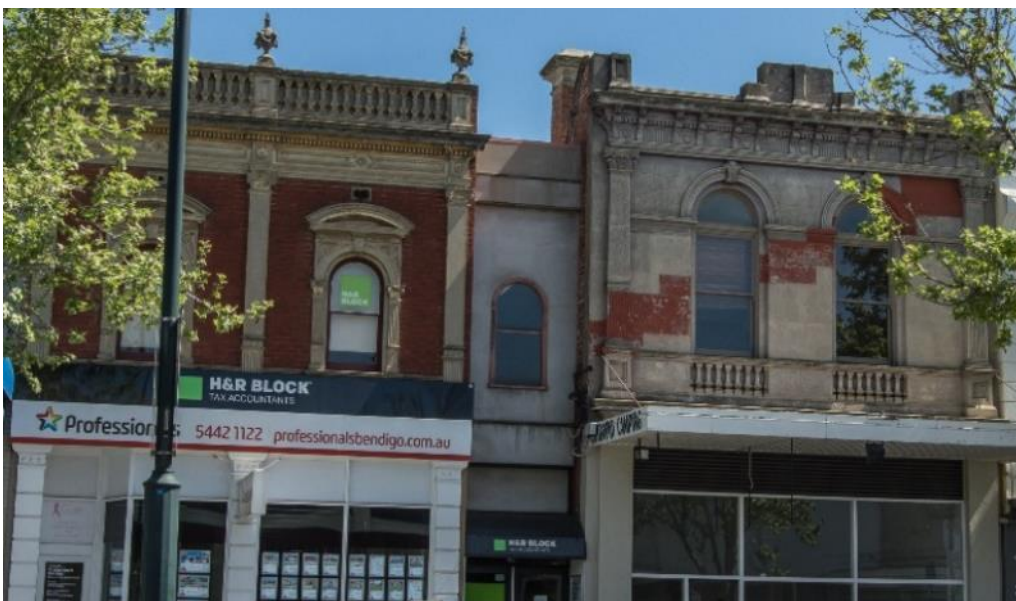


Figure 2. Intact ornamental detailing at 80–84 Mitchell Street, Bendigo. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

5.0 Building Greater Bendigo's industries and workforce

5.2 Developing manufacturing capacity

5.3 Marketing and retailing

As directed by the boom and decline of mining, the economic progress of Bendigo was marked by rapid development, slumps and slow resurgences.²⁶

Sandhurst's industries were established alongside its residential and commercial areas, with the main industrial area initially established in Pall Mall, View Point, View Street, Mitchell Street and Market Square (Lyttleton Terrace). The area was occupied by commercial, financial and professional services as well as intensive manufacturing enterprises such as saddlers, bakers, gunsmiths and printers. The majority of larger industries, such as foundries and breweries, were located outside the central area.²⁷

With the expansion of quartz mining in the early 1870s, a construction boom occurred in Pall Mall and adjoining streets with a number of commercial buildings, which housed sharemarket activities, and retail buildings erected in the period. Pressure for building sites in Pall Mall manifested as early as 1870.²⁸ In the period 1870–75, allotments in the area bounded by Hargreaves Street, Wattle Street, High Street and Edward Street, and allotments in the area bounded by Edward Street, Wills Street, Mitchell Street and Garsed Street, were sold. In 1895, land in Sandhurst's centre block commanded £200 a foot, and in the next best locality, Hargreaves Street, £100 a foot.²⁹

Iron foundries built in the central area of Sandhurst included the United Iron Works, established by Abraham Roberts in 1866 in Wills Street, and mining entrepreneur George Lansell's private foundry in Lyttleton Terrace.³⁰

As mining finished in Bendigo, a period of economic stagnation from 1915 to 1950 took place and little development occurred in Bendigo's central area. In the 1950s, most of the area's buildings remained as they had been first built and several arcades were in operation: Bendigo Arcade, Allans Walk, Victoria Lane and Bennetts Arcade. At this time, much of the real estate of the central area was owned by the estates of Bendigo's early families, including Abbott, Bissell, Patterson, Beaumont, and Garvin, as well as the estate of Rev. Henry Backhaus.³¹

²⁶ Yolande M. J. Collins, "Introduction", in Mike Butcher and Yolande M. J. Collins, *Bendigo at Work: An Industrial History* (Strathdale, Vic.: Holland House Publishing, 2005), 3.

²⁷ Ibid., 4.

²⁸ Michael Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," Master of Arts Degree, Department of History, Monash University, 1986, 112.

²⁹ Noel F. Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile* (Bendigo, Vic.: Noel Dyett, 1983), 5.

³⁰ Matthew S. Churchward, "Bendigo's foundries and engineering works", in *ibid.*, 36; Frank Cusack, *Bendigo: A History* (Kangaroo Flat, Vic.: Lerk and McClure, 2002), 191–92.

³¹ Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile*, 6.

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After World War Two a local ordnance factory was established and became a major employer, and poultry, service and small manufacturing industries were established. However, it was the textiles industry that kept Bendigo afloat in the lean years from the 1930s to the 1960s.³²

With dwindling gold production, the winding up of several foundries, and rising unemployment, in 1891 the Bendigo Development League was established to seek new industries for Bendigo. In 1910 a 'local industries movement' examined the option of establishing a woollen mill in Bendigo. In 1912, the Economic Manufacturing Company commenced the production of white-works (underwear) in a factory on High Street. Other textile mills opened in the 1920s, including the Bendigo Knitting Mill in Mitchell Street in 1920 and Hanro Knitting Mills in Hargreaves Street in 1926, which continued operations through until the 1960s.

PLACE HISTORY

The subject site at 80–84 Mitchell Street, Bendigo, comprised of two double-storey Victorian period commercial buildings, is on parts of Crown Allotment 13A and 13B, Section 51C, Sandhurst. Allotments 13A and 13B were respectively purchased by B. Bailey in 1863 and M. Walsh in 1867.³³ The southern building (no. 84) was constructed in 1897, and the norther building (no. 80) by 1902.

Until the 1890s, the Mitchell Street allotments between King and Wills streets were predominantly built with private dwellings. In 1889, the allotment at the corner of Mitchell and King streets (allotment 13A) was erected with a residence and was part of the estate of late William Nosworthy, butcher.³⁴ Around the same period, in 1890, Mary Ann Cullen, painter, widow of James John, also painter, was the owner of the allotment 13B, which was erected with a four-roomed brick cottage and a three-roomed weatherboard cottage.³⁵

A. Roberts and Sons, who had their iron works in the same block, purchased the land today known as 84 Mitchell Street, when M. A. Cullen's properties were advertised for sale in 1893. It is likely that the extant building was erected by 1897. By 1880, the business had absorbed almost the entire block covering nearly three acres between Wills and King streets.³⁶ Up until 1896, their factory was described in the municipal rate books as being located in 'Wills & King Sts'. It also had its formal entrance in Wills Street (Figure 3). By 1897, the A. Roberts and Sons' property comprising land, buildings and sheds was in 'Mitchell, Wills & King Sts'. The rate value was also substantially increased from £320 (1895) to £350 (1896), then £425 (1897), indicating expansion of their premises.

³² Yolande M. J. Collins, "The Cinderella industry: An introductory history of textiles in the greater Bendigo district", in Butcher and Collins, 192.

³³ Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

³⁴ "The Bendigo Advertiser," *Bendigo Advertiser*, 24 March 1903, 2; PROV VPRS 28/P0, unit 504, item 40/784.

³⁵ PROV, Wills, Probate and Administration Records 1841–2013, PROV VPRS 28/P2, unit 296, item 43/665.

³⁶ C. G. T. Weickhardt, "Roberts, Abraham (1819–1897)", *Australian Dictionary of Biography*, National Centre of Biography, Australian National University.



Figure 3. A photograph showing the United Iron Works' annual employee picnic in April 1897, with carriages along Wills Street. (Source: *Bendigo Advertiser*)

Further, by 1902, A. Roberts and Sons built a new building in Mitchell Street between King and Wills streets. The new building, occupied by the company, was rated at £100, in addition to their existing premises in the same block still valued at £425.³⁷ It is likely that this new 1902 building built for the company is today's 80 Mitchell Street, as the 1904 commercial directory listed A. Roberts and Sons as the first business after the intersection of King and Mitchell streets.³⁸

Between 1904 and 1918, A. Roberts and Sons, engineers and boilermakers, occupied the 1902 building at 80 Mitchell Street (formerly known as no.169), while the other building at 84 Mitchell Street (formerly known as no. 163-165) was leased to businesses such as a pastrycook, restaurant, dairy shop, boot maker and dressmaker.³⁹

In November 1918, United Iron Works was sold to Miller and Co. Pty. Ltd. An article in 1918 described the foundry premises:

The old-established foundry of Roberts and Sons, founded in 1865, has been disposed of, the purchasers being Miller and Co. Proprietary Limited. The whole of the assets of the old firm have been taken over, and includes the extensive machinery plant and buildings in Wills and King streets, offices and shops in Mitchell-street, residential quarters in Wills

³⁷ Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

³⁸ *Sands & McDougal Directory of Victoria, 1904.*

³⁹ *Ibid.*, 1904, 1910, 1918.

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*and Garsed streets, block of land adjoining the railway yards, and 15 acres of land at Kangaroo Flat adjoining the new show grounds, and the Bendigo to Melbourne railway line.*⁴⁰

Miller and Co. closed the United Iron Works soon after purchasing it. Coincident with the sale, in 1919, 80 Mitchell Street was vacant, and one of the two shops at 84 Mitchell Street was also vacant.⁴¹ From the 1920s and onwards, 84 Mitchell Street retained its original use as shops, having been consistently used by various small businesses. 80 Mitchell Street continued to be used by manufacturers until the 1950s.⁴²

The Bendigo Knitting Mills, established by Harry Longstaff, opened in Mitchell Street in 1920 in the premises at 80 Mitchell Street.⁴³ By 1922, the company owned 6000 square feet of floor space over two adjoining properties at today's no. 80 and 76–78 Mitchell Street.⁴⁴

In 1926, the Bendigo Knitting Mills amalgamated with Handschin and Ronus Ltd. of Liestal, Switzerland, to become Hanro Knitting Mills. The knitting mill site in Mitchell Street (the former Roberts' United Iron Works' offices and shops) was closed and the firm established new premises in Hargreaves Street. In 1927, the Bendigo Knitting Mills put up their Mitchell Street premises for auction. At this stage the buildings comprised the two-storey brick buildings on the corner of Mitchell Street and King Street (76–78 and 80 Mitchell Street) and a new brick factory, built in 1925, at the rear in King Street.⁴⁵

After the sale in 1927, 80 Mitchell street was used by MacRobertson Pty. Ltd., manufacturing confectioners and chocolate makers, as their Bendigo depot. Established by Sir Macpherson Robertson in Argyle Street, Fitzroy in 1880, by 1900, the Fitzroy business was booming, occupying several blocks of Fitzroy real estate. MacRobertson Pty Ltd occupied 80 Mitchell Street through to the mid-1950s.⁴⁶

The properties at 80 and 84 Mitchell Street continue to be used for commercial purposes.

⁴⁰ "Roberts and Sons' Foundry." *Bendigonian*, 28 November 1918, 16.

⁴¹ *Sands & McDougal Directory of Victoria*, 1904, 1910, 1920.

⁴² *Ibid.*, 1920, 1923, 1930, 1935, 1950, 1955, 1960.

⁴³ "Bendigo and District." *Argus*, 2 October 1920, 17.

⁴⁴ Yolande M. J. Collins, "The Cinderella industry: An introductory history of textiles in the greater Bendigo district", in Butcher and Collins, 195.

⁴⁵ "Advertising." *Age*, 2 April 1927, 3.

⁴⁶ *Sands & McDougal Directory of Victoria*, 1930, 1950, 1960; History Teachers' Association of Victoria and Royal Historical Society of Victoria, "MacRobertson's Confectionery Factory." *Culture Victoria*.

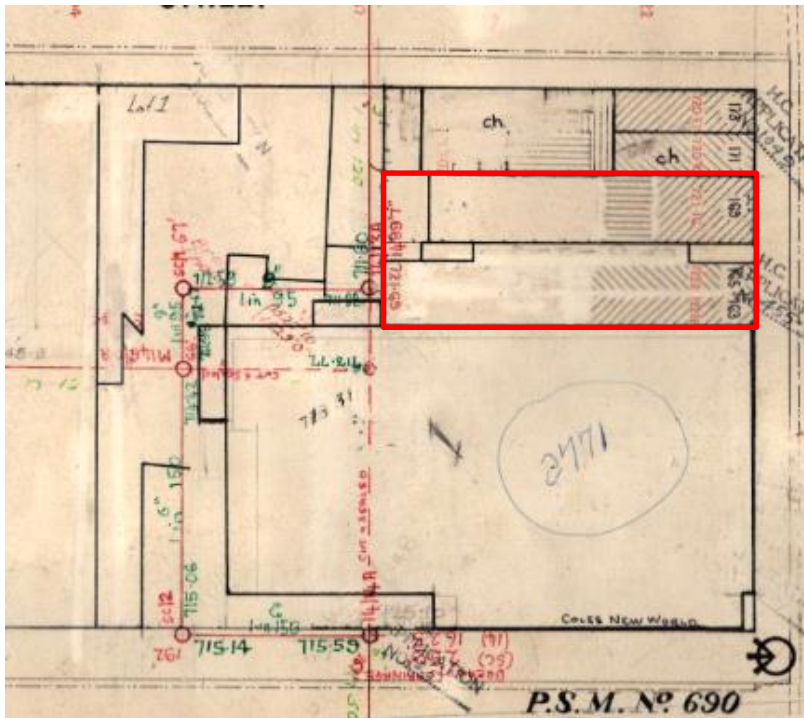


Figure 4. 80–84 Mitchell Street (in red outline) at it appears in the sewerage plan from 1923. (Source: Bendigo Sewerage Authority Detail Plan No. 39, 1923)

Abraham Roberts, engineer

The Roberts' foundry was a significant Sandhurst industry. Abraham Roberts (1819–1897), iron founder, was born on 13 July 1819 in Cornwall, England, son of Abraham Roberts, blacksmith, and his wife Mary, née Rentreath. It is likely that Abraham Roberts served an engineering apprenticeship and worked in engineering workshops in Cornwall. On 19 August 1841 he married Elizabeth Tonkin at the parish church at Paul, Cornwall.⁴⁷

Roberts arrived in Bendigo in 1853 with his family and engaged in gold-prospecting, then about 1861 opened a small engineering shop in Williamson Street, making forge and hand tools. With expansion the business moved to Wills Street in 1866. By the 1880s United Iron Works, managed by Abraham Roberts and sons, William, Arthur and Abraham, employed 200 men and occupied a site of three acres, including the site of the current Target store. Further expansion had been undertaken into Mitchell Street by 1898,⁴⁸ at which time the buildings of interest were constructed.

The *Australian Dictionary of Biography* includes this entry for Abraham Roberts:

As well as being a skilful and enterprising engineer, Roberts was a shrewd businessman, who anticipated that the market for machinery on the local goldfields would diminish, and accordingly widened the sphere of his activities. Though the requirements of the mining industry maintained the firm, no class of foundry work was ignored. Roberts secured orders for machinery for the two major Broken Hill mines and built steam winding engines for several Western Australian mines, as well as undertaking orders for machinery in South Africa and New Zealand and carrying out important railway contracts.

⁴⁷ C. G. T. Weickhardt, "Roberts, Abraham (1819–1897)", *Australian Dictionary of Biography*, National Centre of Biography, Australian National University.

⁴⁸ Matthew S. Churchward, "Bendigo's foundries and engineering works", in Butcher and Collins, 50. Weickhardt, "Roberts, Abraham (1819–1897)", *Australian Dictionary of Biography*.

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He introduced poppet-heads constructed of steel to the Bendigo goldfield and the 105-head stamp battery for Lansell's Big Blue mine was the largest quartz-crushing battery in Australia at that time. The pair of steam winding engines built by his works for the Hustler's Royal Reserve Co. were the largest on the Bendigo field. The company also carried out steamship repairs, bridgework and many important railway contracts and in 1891 supplied the largest outlet valves in Victoria at Laanecoorie weir.

A staunch Anglican, Roberts was a member of the building committee of the Church of England at Kangaroo Flat, Bendigo. His leisure activities were reading and letter-writing. He took no part in local government matters.

Roberts died at his Bendigo home on 11 August 1897 and was buried in Bendigo cemetery. His wife, six sons and three daughters survived him. His son Abraham assumed the management of the business and in 1902 toured England and the Continent inspecting new machine tools. The company produced much of the irrigation equipment used in northern Victoria and in 1917 the giant cranes for the electrification of Melbourne's suburban railways. The overhead foot-bridge at Bendigo railway station bears the company's name-plate and some of their machinery is preserved in working order at the Central Deborah mine, Bendigo.⁴⁹

DESCRIPTION

80–84 Mitchell Street comprises a pair of two-storey buildings later joined with an infill building. The subject site is located on the south side of Mitchell Street between King and Wills Streets. The pair is constructed in red brick with a rendered finish that adopts a range of Italianate detailing in cast and run cement render. The pair of buildings were likely constructed for the Robertson family for use by their foundry.

No. 80, built by 1902, has a whole upper level finished in unpainted cement ruled render. The parapet has been broken, and likely had a parapet surmounted with a central pediment until at least the 1950s, as evidenced in Figure 5. It has an interesting cornice employing a classical frieze with paired eaves brackets. Corinthian pilasters are also intact. Windows on the upper level are double hung-sashes with round arched fixed highlights. Windows are decorated with cement hood moulds and moulded stringcourse set at the spring point of the window arches, as well as volute keystones above and a blind balustrade below. The ground floor shopfront has been altered, with replacement glazing above roughcast concrete brickwork (overpainted).

No. 84, built by 1899, has a highly intact and ornate first floor with unpainted cement render details over red brick. A blind balustraded parapet is set between piers with draped cast finials. A cornice below with dentil moulding sits atop three Corinthian pilasters set on the building edges and between a pair of round-arched double-hung sash windows. The windows have an ornate surround with segmental pediments, Corinthian jamb shafts and raised keystones. The shopfront below is largely intact with a rusticated cement render finish that has been painted. The timber shopfront windows have highlights and entrance ingo to one side.

⁴⁹ Ibid.

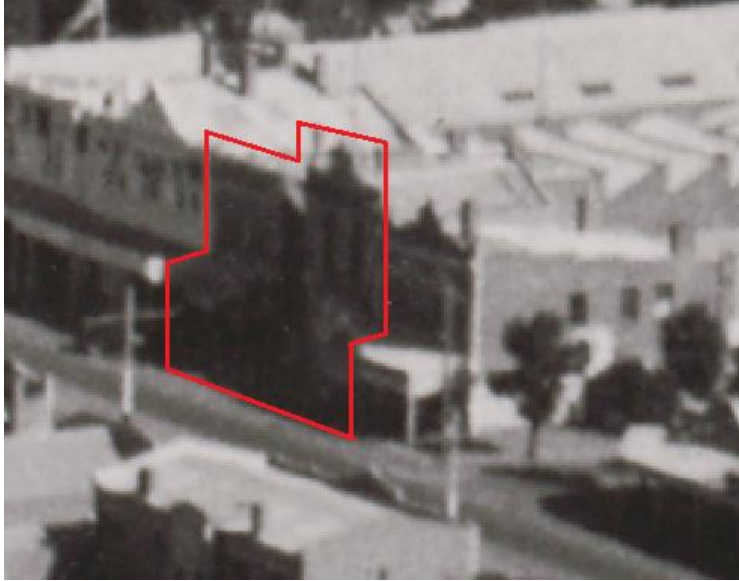


Figure 5. The subject site in the 1950s, showing the shape of the since removed pediment on the building at 80 Mitchell Street (Source: C. D. Pratt, "Aerial view of Bendigo, Victoria." c.1950–54, State Library Victoria)

INTEGRITY

80–84 Mitchell Street, Bendigo is largely intact with few changes visible to original or early fabric. The buildings retain their original built form and scale, materials and stylistic details influenced by the Italianate style which became highly popular during the mid-Victorian period. At no. 80, the upper level detailing and the ground level shopfront are largely intact, and at no. 84, the detailing at both levels are also highly intact except for a contemporary shopfront at the ground level. The infill building, set back from the façades, has minimal impacts to the streetscape presentation. Changes include the loss of pediment at 80 Mitchell Street (Figure 5). Overall, as a pair, the buildings have high integrity.

COMPARATIVE ANALYSIS

A range of commercial enterprises developed in Bendigo's central area after Richard Larritt's survey of Sandhurst township in 1854. Pall Mall, and the surrounding Hargreaves, Bridge, McCrae, Mitchell and View streets, rapidly developed as the centre of business activity in the township. A number of commercial buildings that are representative of Bendigo's nineteenth-century commercial expansion remain in the study area, however many are of the grandeur associated with the commercial buildings in the Bendigo Civic Precinct along Pall Mall, at View Point and in View Street. Other multi-storey ornamental commercial premises exist in Mitchell Street; for example, the Backhaus Building at 14–22 Mitchell Street, the former Lansell Buildings at 31–33 Mitchell Street, and the Johnson, Morley and Co. shop and warehouse at 23 Mitchell Street.

With the redevelopment in the postwar period of many parts of Bendigo, large areas were given over to large-scale commercial premises and carparking, smaller scale commercial premises have been lost, and those that remain are somewhat geographically isolated. The group of extant places that demonstrate the variety of Bendigo's commercial development are defined by their zero setback to the street, are often multi-storey in nature, and are currently used for retail and office use. Together with the city's remaining historic industrial buildings, they define the character of Bendigo's central city area through their contribution to streetscape, scale, form and design.

Examples of small-scale commercial buildings close to or in the centre of Bendigo on the Greater Bendigo Planning Scheme Heritage Overlay include:

Context

- HO298, 33, 35 & 37 Williamson Street, Bendigo – a group of Victorian period commercial buildings, including a pair of semi-detached two-storey buildings of Schleiger, Solicitor, and Buci, and a single-storey office of Connolly Tatchell, Solicitors.
- HO193, Lansell Buildings, 31–33 Mitchell Street, Bendigo – the 1905 building is thought to have been designed by William Beebe for Woolton Lansell.
- HO194, former Bolton Brothers printery and stationery store, 43-45 Mitchell Street, Bendigo – a three-storey brick building constructed in 1902 to house Bolton Brothers retail stationery department and offices on the ground floor, and a printing factory on the second and third floors.
- HO299, Bendigo Independence Office, 40–42 Williamson Street, Bendigo – a Victorian period building acquired by *Bendigo Independence* in 1925. *Bendigo Independence* incorporated its major competitor *Bendigo Advertiser* in 1918, but retained the *Advertiser* name for its longer existence.



Figure 6. 33, 35 & 37 Williamson Street, Bendigo. (Source: Google, July 2017)



Figure 7. 31–33 Mitchell Street, Bendigo. (Source: February 2018)



Figure 8. 43-45 Mitchell Street, Bendigo. (Source: Google, February 2018)



Figure 9. 40–42 Williamson Street, Bendigo. (Source: Google, July 2017)

Compared with the abovementioned places, the double-storey brick premises developed for A. Roberts and Sons' former United Iron Works are of high integrity with the modern infill development that has occurred across the access laneway between 80 and 84 Mitchell Street having minor impact.

As a pair of separately constructed commercial buildings and for its contribution to today's streetscape, it compares well with 33, 35 & 37 Williamson Street, Bendigo. The subject buildings are more consistent in terms of the scale and architectural style. 31–33 Mitchell Street, Bendigo, and 43-45 Mitchell Street, Bendigo, both built in the early 1900s, compare more directly with 80 Mitchell Street, built by 1902. These group of buildings, built at the turn of the twentieth century in central Bendigo, adopted stylistic detailing influenced by the Italianate style, which became widely popular since the mid-Victorian period. While Queen Ann architecture and influences of the Arts and Crafts movement were becoming largely popular in metropolitan Melbourne in the late nineteenth and early twentieth century, these buildings reflect Bendigo's continued preference for Italianate styling.

The buildings are probably the last remaining evidence of the former United Iron Works, which had been established by the 1860s and by the 1880s expanded to absorb almost the entire city block of three acres, at the rear of the subject buildings. Employing at one point over 200 people, the United Iron Works was one of the most significant manufacturing businesses in Bendigo in the nineteenth century. In terms of its association with Bendigo's significant companies, the subject buildings are comparable to 40–42 Williamson Street, a modestly scaled building that became the office of *Bendigo Advertiser* by 1925.

80 Mitchell Street's later association with various manufacturing businesses such as Bendigo Knitting Mills and MacRobertson is also important, as it represents the changed nature of Bendigo's industrial enterprises, from large-scale foundries and engineering premises in the mid-to late Victorian period, into more varied, smaller-scale manufacturing industries of milling and food manufacturing.

ASSESSMENT AGAINST CRITERIA

✓

CRITERION A

Importance to the course or pattern of our cultural or natural history (historical significance).

CRITERION B

Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).

CRITERION C

Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).

✓

CRITERION D

Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).

CRITERION E

Importance of exhibiting particular aesthetic characteristics (aesthetic significance).

CRITERION F

Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)

CRITERION G

Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

CRITERION H

Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

80–84 Mitchell Street, Bendigo, a pair of two-storey buildings (built by 1897 and 1902) developed for A. Roberts and Sons' United Iron Works, is significant.

Significant fabric includes the:

- original form and scale as two-storey brick commercial buildings and loadbearing brick walls (no. 80 and 84);
- original stylistic elements including: upper level finished in unpainted cement ruled render, the parapet (partly damaged) and a cornice below, paired eaves brackets and Corinthian pilasters (no. 80);
- original windows with double hung-sashes and cement hood moulds, and a moulded stringcourse set at the spring point of the window arches (no. 80);
- original stylistic elements including: unpainted cement render details over red brick, a blind balustraded parapet and a cornice below, and Corinthian pilasters (no. 84);
- original windows with an ornate surround with segmental pediments, Corinthian jamb shafts and raised keystones (no. 84); and

- original shopfront with a rusticated cement render finish (currently painted), and timber shopfront frames with highlights and entrance setback to one side (no. 84).

The later infill building at 82 Mitchell Street is not significant.

HOW IT IS SIGNIFICANT

80–84 Mitchell Street, Bendigo, is of local historic and representative significance to the City of Greater Bendigo.

WHY IT IS SIGNIFICANT

80–84 Mitchell Street, Bendigo, are of historic significance for their tangible representation of the historical commercial development in that strip of Mitchell Street to the south of the earlier established commercial area around Pall Mall and View Street. Up until the late 1880s, there was only one business located in that section of Mitchell Street, with modest houses being erected along the street. By the early 1900s, this section of Mitchell Street between Wills and King streets became fully developed with new commercial buildings, all erected over the two decades since the 1890s. Due to the postwar development, the commercial buildings from the similar period to the south of the subject buildings were demolished. 80–84 Mitchell Street is a tangible and increasingly rare example representing the later extension of Bendigo's commercial zone, which formerly concentrated on the northern part of the street.

The buildings at 80–84 Mitchell Street are of historic significance also because of their early association with the United Iron Works. After the mining recession of the 1870s the goldfield had become a focus for mining technology and the subsequent establishment of foundry and engineering works. Foundries provided one of the foundations of Bendigo's economy through to the twentieth century. A. Roberts and Co. United Iron Works which was established in Wills Street in 1866. By the 1880s United Iron Works, managed by Abraham Roberts and sons, William, Arthur and Abraham, employed 200 men and occupied a site of three acres. The foundry was a significant local industry, manufacturing machinery for local gold mines as well as for mines in Broken Hill, Western Australian, South Africa and New Zealand. The firm also secured major railway contracts. By 1897, the United Iron Works had extended its operations to Mitchell Street by which time the building at 84 Mitchell Street was built. By 1902, 80 Mitchell Street was constructed and used by the company as offices. They are the company's last remaining buildings in that block.

Further, 80 Mitchell Street's later association with the Bendigo Knitting Mills for a short period between 1920 and 1926 is also important because the textiles industry made a great contribution to Bendigo's economy from the 1920s to the 1970s. (Criterion A)

The shop buildings 80–84 Mitchell Street are excellent examples of commercial buildings constructed in the Italianate style in the transitional period around 1900. 84 Mitchell Street was built in 1895–97, and 80 Mitchell Street by 1902, but the pair shares similar architectural taste. Built at the turn of the twentieth century in central Bendigo, both adopted stylistic detailing directly influenced by the Italianate style, which became widely popular since the mid-Victorian period. While Queen Ann architecture and influences of the Arts and Crafts movement were becoming largely popular in metropolitan Melbourne in the late nineteenth and early twentieth century, these buildings reflect Bendigo's continued preference of Italianate styling.

The buildings' loadbearing brick walls and the highly ornamental unpainted cement render detailing derived from classical architecture are an expression of this taste. (Criterion D)

Context

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01–3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

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96 MOLLISON STREET, BENDIGO

STABLES ASSOCIATED WITH ST. ANDREW'S UNITING CHURCH (HO212)

Prepared by: Context

Survey Date: October & November 2019

Place Type: Stable

Architect: Vahland and Getzschmann

Significance level: Significant

Builder: Not known

Extent of overlay: Refer to map

Construction Date: 1871



Figure 1. Stable building at 96 Mollison Street Bendigo. (Source: Context, November 2019)



Figure 2. Southeast elevation of the stable building at 96 Mollison Street, Bendigo. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

3.0 Connecting Greater Bendigo by transport and communications

3.1 Establishing pathways

6.0 Building towns, cities and the Greater Bendigo area

6.1 Establishing settlement in the Greater Bendigo Municipality

6.2 Creating Bendigo

8.0 Building Greater Bendigo's community life

8.1 Maintaining spiritual life

8.2 Educating people

The first land sales took place in April 1854, where most of the allotments that make up the central area of Bendigo were sold. At the same time, an order was issued for the removal of buildings that had been erected on allotted reserves and streets of the newly surveyed township. By the end of October 1854, shops and stores in Camp Street and Auction Street had been demolished. A Select Committee was appointed in 1860 to investigate the grievances of those who believed they had been unfairly treated in the assessment of their improvements.¹

The first municipal council was formed in 1856. The rate assessment of the township numbered 1532 properties with a total rateable value of £99,021. In its first year, Council undertook the filling of holes in the streets and the removal of stumps. Later in the year, the principal works were the formation of Mitchell Street, and the curbing and channeling of Pall Mall, and Williamson, Bull, Mundy, McCrae streets, and part of Bridge Street.²

After the survey of Sandhurst, makeshift buildings along Camp Street and Auction Street were removed, and more permanent buildings appeared along the new boulevard, Pall Mall.³ Accompanied by the establishment of local brickyards, including Chinese brickworks, by 1861, churches, schools, a hospital, an asylum, a gaol, courts, a post office, breweries, and hotels had been built. Other services included newspapers, gas lighting, and a telegraph connection. In 1862, the Melbourne-Murray railway line reached Bendigo.

Major denominations were granted church reserves when the township was surveyed in the mid-1850s. As the new township took shape, church buildings were often the more permanent structures erected in the area. Earlier canvas tents were replaced gradually by timber and then brick churches. Manses, presbyteries and all forms of accommodation for priests and parsons were also built.⁴

¹ Rita Hull, *Origins of Bendigo Street Names* (Bendigo: Australian Institute of Genealogical Studies Inc., 2006), 5.

² Ibid.

³ Ian Stuart and Mike Butcher, "Building materials in Bendigo", in Mike Butcher and Yolande M. J. Collins, *Bendigo at Work: An Industrial History* (Strathdale, Vic.: Holland House Publishing, 2005), 177.

⁴ Lovell Chen, *Greater Bendigo Thematic Environmental History*, prepared for City of Greater Bendigo, 2013, 145.

PLACE HISTORY

Allotments in Mollison Street were first surveyed and sold in the 1850s. The allotment on which the subject building stands, is part of allotment 18, section 8C, Sandhurst. Allotments 4, 5, 6, 15, 16, 17 and 18, section 8C, located between Myers Street and Mollison Street were put aside as a Presbyterian reserve in 1868 and 1870 (Figure 3). The Presbyterian Church had occupied and built on the land before the formal gazettal of the reserve from the 1850s. The subject stable building was erected as part of the St. Andrew's Church complex.

In August 1854, Scottish Rev. James Nish arrived in Sandhurst, from where he provided Presbyterian church services throughout northern Victoria in a district that ranged from Beechworth to the Mallee. Rev. Nish preached the first Presbyterian church services in Sandhurst from an old smithy constructed of slabs with a calico roof. Later in 1854, the former Sandhurst exhibition building was used for services. In 1855, a Presbyterian school hall, used also for church services, was built on the land in Myers Street, with Rev. Nish living in a tent on the same site. Later in the year, a four roomed brick cottage was erected. It was the first brick house to be built in Bendigo.⁵



Figure 3. Abstract from Parish Plan showing Presbyterian Reserve allotments 4,5,6,15,16,17 & 18, section 8c. The stable building is built on the rear portion of allotment 18. (Source: Parish Plan Sandhurst)

⁵ "ST. ANDREW'S PRESBYTERIAN CHURCH, BENDIGO." *Bendigonian*, 18 August 1914, 26.

In September of 1856, the need for a residence for the teachers of the school was required and Rev. Nish suggested that the cottage could be used for this purpose and a new manse built. A new brick manse of ten rooms was built in 1856 at a cost of £1000. A new sandstone church opened in 1859, at a cost of £4000.

Following the construction of the manse, in December 1870, tenders were called in the *Bendigo Advertiser* by architects Vahland and Getzschmann for the erection of a stone and brick stable at the Presbyterian Manse. At this time, St. Andrew's was the only Presbyterian Church in Bendigo with St John's opening in 1872.⁶ In 1893, the Presbyterian church assets were listed as security to enable the issuing of debentures to decrease church debt and included: 'Land £2400. Manse (10 rooms, brick, 'with stables and coach-house £700'), The College £700, Caretaker's Cottage £150.'⁷

Stable and coach house accommodation would have been critical to enable Rev. Nish to undertake his ministry work across northern Victoria and were likely also used by students attending the Presbyterian school.

While the manse was constructed of brick, the mortar was inferior and by the 1890s the roof was deteriorating. The lack of a proper damp proof course was causing the plaster to peel and the floor to rot. In 1898, after several Board and congregational meetings, it was decided a new manse was required. In July 1899, tenders were called for the erection of a new manse. A detailed description of the new manse and school hall was provided in the *Bendigo Advertiser* in June 1899. Described as being of two stories with 18 rooms, the manse was designed in the Scottish Gothic style, being the first building in Bendigo to use this style. While a room by room description of the house is provided including room sizes and details of servant quarters and kitchen, no mention is made of the new stables or coach house.⁸ It is therefore likely that the brick stable tendered for in December 1870 was retained.

The subject building is shown on the 1923 Bendigo Sewerage plans adjacent to timber stables which included a manure bin (Figure 4).

Other additions and alterations were made to the Presbyterian Church complex over the years, including the demolition of the 1859 church and the opening of a new church in 1930. During the 1950s and 1960s, the church undertook another building program that included the erection of a new Sunday school in two stages in 1956 and 1962, a junior hall in 1959, a games hall in 1961, and the demolition of the 1899 Manse and building of a new manse in 1968.⁹

⁶ *Bendigo Advertiser*, 9 December 1870, 3

⁷ Margaret Temple, *The Story of St. Andrew's Church Bendigo 1854-1965* (Newtown, Vic.: Neptune Press, 1984), 57.

⁸ *Bendigo Advertiser*, 20 June 1899, 3

⁹ Temple, *The Story of St. Andrew's Church Bendigo 1854-1965*, 180; Dr Dean Shirley, Chair, Property and Finance Committee, St Andrews Uniting Church Bendigo–Axedale, personal communication, 2 August 2016.

Context

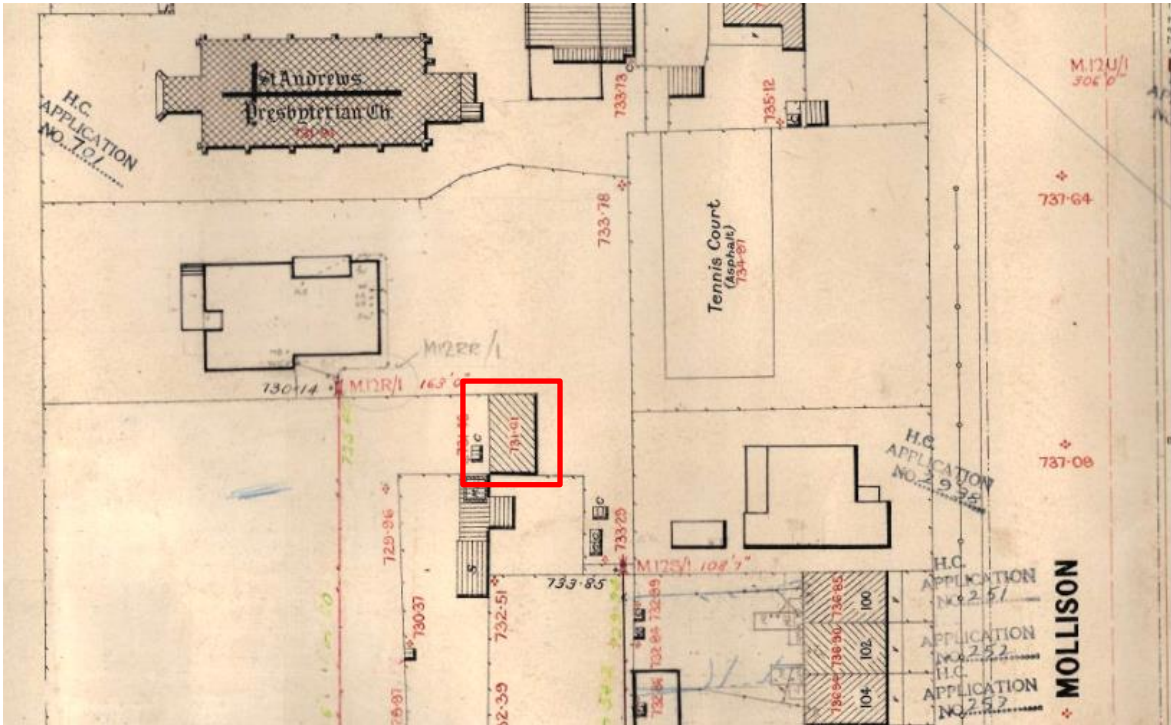


Figure 4. Stable building (outlined in red) shown on the 1923 Bendigo Sewerage Authority Plan. Note adjoining timber stables with manure bin. The drawing has been altered to show the 1968 manse but retains the 1859 stone church. (Source: Bendigo Sewerage Authority Deetail Plan No. 21, 1923)

Vahland & Getzschmann, architects

William Carl (Charles) Vahland, born in 1828 in the town of Nienburg an der Weser in the Electorate of Hannover, later part of Germany, trained in building and architecture in that country. Unsuccessful in goldmining, Vahland opened a carpenter's shop in Bridge Street, Bendigo, ca.1855 where he made gold cradles and other diggers' accessories. In March 1858, Vahland entered into partnership with another German architect, Robert Getzschmann, who had been educated in Germany, and had migrated to Victoria in 1849.

Vahland & Getzschmann were responsible for a variety of major public buildings in Bendigo, all of which Vahland claimed to have designed. These included the hospital (1858), the Benevolent Asylum (1860) and the mechanics' institute (1864). After Getzschmann died in 1875, Vahland continued the practice alone.¹⁰

DESCRIPTION

96 Mollison Street, Bendigo, is a nineteenth century brick and stone stable building built in 1871 to a design by Vahland and Getzschmann, architects, for St. Andrew's Presbyterian Church. The subject building is part of a complex of buildings currently belonging to the Uniting Church in Australia Property Trust (Victoria).

¹⁰ George Tibbits, "Vahland, William Charles." in P. Goad and J. Willis, *The Encyclopedia of Australian Architecture* (New York, U.S.A.: Cambridge University Press, 2012), 728.

The building is positioned at the northern corner of a battle axe block that is accessed from Mollison Street between Mundy Street and Williamson Street. The building's western wall abuts a carpark accessed off Myers Street whilst its northern wall is on the property line of 24 Myers Street.

The building is a face brick and stone attic style building on sandstone footings. Irregularity in the brickwork and the irregular incorporation of rubble stonework to the southern and eastern elevations suggest an early build date. It is possible that the stable building, when built in 1871, incorporated an earlier building on the site which may date from as early as 1854. The bricks on the eastern, southern and western elevations have been overpainted but this paint work has substantially weathered leaving much of the brick work visible. Two narrow brick buttresses at each end of the eastern wall provide structural support against the lateral forces of the roof. A pitched corrugated iron roof is set between brick parapet gable with corbeled ends.

The principal elevation of the stable building faces south east towards Mollison Street and has two segmental arch openings that are fitted with timber frames. Panels of rubble stonework set into the face brick walls, either side of the western opening, extend to the spring point of the arch and create rough quoining either side of the opening. The western opening is open above the spring line of the arch whilst the eastern opening has been infilled with brickwork that is falling forward. The western opening would have originally been fitted with double doors; however, these are now missing (although hinges remain) whilst the narrower eastern opening is fitted with a single contemporary metal door.

The northern wall of the building has no openings at the ground level. A row of 26 evenly spaced narrow vertical slots in the brick work run in a band across the façade below the first-floor line and were probably for ventilation. At the first-floor level, a large centrally placed opening is fitted with a pair of unpainted timber vertical panelled doors. Above this opening is a timber louvred roof vent with expressed timber lintel which sits below the apex of the roof.

The lower half of the southern wall of the building is constructed of rubble stonework and has a similar band of vertical slots penetrating the stonework. A band of stonework runs above these slots. The upper portion of the wall is constructed in face brickwork with a header course of brickwork marking the transition from stone to brickwork. A vertically proportioned narrow opening with protruding brick sill is centrally positioned in the wall at the first-floor level and is fitted with a louvred window frame although most of its clear glass louvres are missing.

The western elevation abutting the carpark is a sheer wall of face brickwork with a row of metal wall vents approximately three quarters of the way up.



Figure 5. South elevation. Note rubble stone work that extends to above the ventilation slots. (Source: Context, November 2019)

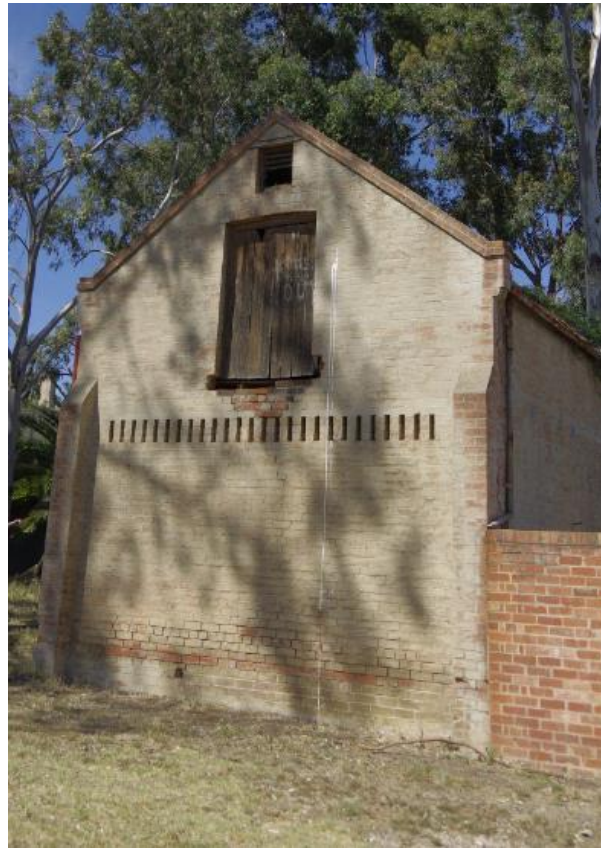


Figure 6. North elevation with unpainted timber loft doors, and brick butresses. (Source: Context, November 2019)



Figure 7. East elevation. Note: butresses to northern end of building and rubble stonework either side of wider opening. (Source: Context, November 2019)

Internally at the ground level, the building is divided by a brick wall into two spaces. The larger western space is accessed through the double door opening and would have most likely originally been used as a coach house. Remnants of a timber floor that has been laid directly on the ground remain. The smaller eastern space is accessed through the single door opening and has a brick and bluestone floor. The ceilings to both spaces are unlined leaving the upper level floor joist and boards exposed. A small trap door in the south east corner of the smaller spaces provides access to the upper level.

The upper level is divided into two spaces separated by a timber framed wall lined with vertical boarding. Access between the spaces is provided through a centrally placed opening cut into this wall. These spaces do not coincide with the spaces below, with the dividing wall being positioned at the mid point of the arch above the wider double door opening below. The ceiling to the larger space is unlined, leaving the underside of the corrugated roof exposed, while the smaller spaces' ceiling is lined with timber boards. The roof framing is left exposed across both spaces with large chambered trusses providing the principal support. The floor line of the upper level is at the spring line of the door arches in the eastern wall.

Externally, several mature eucalypts and a Canary Island Date Palm enhance the setting of the stable building.



Figure 8. Image showing interior of upper level looking north. Note trap door in floor and exposed roof structure with chambered trusses. (Source: Context, November 2019)

INTEGRITY

96 Mollison Street, Bendigo, is highly intact with very few changes visible to the original or early fabric. The building retains its original built form, scale, fenestrations and stylistic details. It retains its walls of load bearing face brickwork and rubble stone, sandstone footings, brick buttresses, original openings including round arched openings on its principal elevation, unusual regular pattern of slots in the brickwork to its northern and southern elevations and early timber framed joinery that is unpainted.

Context

Internally, the building retains remnants of timber, brick and bluestone flooring, timber linings and exposed trussed roof structure. The building is in poor repair with evidence of structural cracking to the brickwork, crumbling bricks and the loss of glazing to window openings leaving the building unsecured. Whilst this leaves the building at risk, it does not impact its integrity or significance. Overall, the building has very high integrity.

COMPARATIVE ANALYSIS

In the nineteenth and early twentieth century, horsepower was relied on for transport of people and goods, as well as for industrial work. As a consequence, carriage houses and stables were constructed for large houses and mansions, industrial and commercial enterprises and public buildings established in central Bendigo from the 1850s. Stables were generally of two storeys, with the horse stalls and carriage shelter on the ground floor and a hay loft above. Motorised vehicles began to replace horses in the early twentieth century.

With the redevelopment of many parts of central Bendigo with large scale commercial premises and carparking, many stable premises have been lost and few now survive in the city.

The following examples of stables on the Greater Bendigo Planning Scheme Heritage Overlay compare well with 96 Mollison Street, Bendigo:

- HO291, Kent House stables, 25 Broom Street, Bendigo – a two storey, single gabled stone and brick stable building built at the rear of a pair of houses at 121–125 Wattle Street. The houses were built in 1874. The stables appear to pre-date the dwellings.
- HO566, St. Patrick’s Catholic Church presbytery stables, 31 Cathcart Street, Marong – a timber framed stable built c.1905 comprising three stalls with loft, carriage room and living quarters. The loading door to the loft retains its surmounting beam and gables with decorative brackets. Walls are clad in weatherboard and roof in corrugated galvanised steel.
- HO66, Carlisle House stables, 10–12 Bannerman Street, Bendigo – a two storey, single gabled stone building. built in 1872 to a design by architect Robert Love.
- VHR H1752, HO301 former Bush’s store stables, 94 Williamson Street and 12 Myers Street, Bendigo - a two storey, single gabled Victorian polychrome brick building built c.1890.

96 Mollison Street is an intact example of a stable building, built to provide stabling and storage for coaches which would have been essential to the ministry work of Rev. Nish across greater Bendigo during the nineteenth century.

The subject building is one of only a few extant examples of stables in the Bendigo city centre with few known extant stable buildings associated with churches remaining in the wider Greater Bendigo area. In original use it is comparable to St Patrick’s Catholic Church presbytery stable (HO566), although built of timber at a later date (1905) and located outside Bendigo’s city centre. It is also comparable to a small stable building associated with All Saints Cathedral (HO167) which faces View Lane and are a rare example of early urban lane architecture (lane-scapes).

The stables were an important element of the ecclesiastical complex of St. Andrew’s church, and provided tangible evidence of the important services the church provided to the local community and broader municipality. Collectively, with the other church buildings, the stable building demonstrates the evolution of Presbyterian parish facilities in Bendigo from the 1850s to the early twentieth century. They are particularly significant as the last remaining nineteenth century building on the site.



Figure 9. Stable building at St. Patrick's Catholic Church presbytery (HO566) 31 Cathcart Street, Marong, built c.1905. (Source: Lovell Chen, 2010)

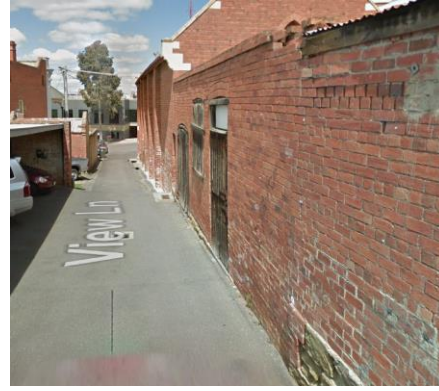


Figure 10 Stable building associated with All Saints Cathedral (HO167) along View Lane, Bendigo (Source: Google October 2016)

Architecturally the subject stables are comparable to Kent House stables (HO291), Carlisle House stables (HO66) and Newington Houses stables (HO90). These stables, built to service residences, are all attic storey in form, with a single gable roof and loft space. The stable building at Newington Houses also includes a band of hit and miss brickwork along its north-west elevation facing Rosalind Street. The subject building is more intact than the stables at Kent House and Carlisle House having not been adapted for residential use. The two-storey stable building associated with the house at 72 Queen Street (HO859) is more substantial than the subject building. Built in 1904 it maintains its relationship to its residence however its integrity has been diminished by the construction of commercial premises along its south-west elevation resulting in a loss of its original setting.



Figure 11. Stable building at rear of Kent House (HO291) 121–125 Wattle Street, Bendigo, built pre-1874. (Source: Google, May 2015)

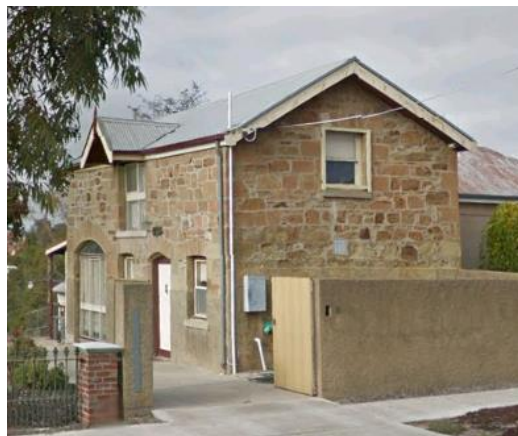


Figure 12. Stable building at Carlisle House (HO66) 10 Bannerman Street, Bendigo, built 1872. (Source: Google, May 2015)

Context

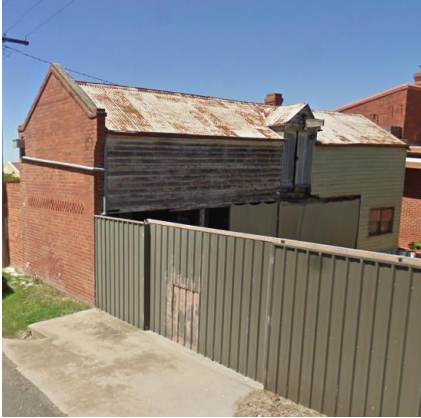


Figure 13. Stable building at rear of Newington Houses 154 Barnard Street (HO90), Bendigo, built in c.1870-73. (Source: Google, February 2010)



Figure 14. Stable building associated with house at 72 Queen Street (HO859), built in 1904. (Source: Google, February 2018)

The subject stables are also comparable in scale and built form to the stables associated with Bush's Store (VHR H1752, HO301). Whilst these stables are more elaborate in detail with their use of polychrome brickwork, they are less intact, having been adapted for commercial use with all window openings bricked in.



Figure 15. Stable building built as part of the Bush's Store complex (VHR H1752, HO301) built c.1890. (Source: Google, October 2016)

Of particular interest is the subject building's unusual regular pattern of slots in the brickwork to its northern and southern elevations, sandstone bands in the southern wall and early timber framed joinery that has survived unpainted. Irregularity in the brickwork and the irregular incorporation of rubble stonework to the southern and eastern elevations suggest an early build date. It is possible that the stable building, when built in 1871, incorporated an early building on the site which may date from as early as 1854.

ASSESSMENT AGAINST CRITERIA

✓	<p>CRITERION A Importance to the course or pattern of our cultural or natural history (historical significance).</p>
✓	<p>CRITERION B Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).</p>
	<p>CRITERION C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).</p>
✓	<p>CRITERION D Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).</p>
	<p>CRITERION E Importance of exhibiting particular aesthetic characteristics (aesthetic significance).</p>
	<p>CRITERION F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)</p>
	<p>CRITERION G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).</p>
	<p>CRITERION H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).</p>

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

The stable building at 96 Mollison Street, Bendigo, built in 1871 in association with St. Andrew's Church and its manse, is significant.

Significant fabric includes the:

- original built form, roof form, fenestrations and scale;
- loadbearing face brickwork and stonework;
- corrugated iron roof sheeting;
- unpainted timber window frames, door frames and louvred wall vents (north and south elevations);
- large round arched openings (east elevation) and loft opening with doors (north elevation);
- bands of vertical slots in the brick and stonework along the northern and southern elevations;
- extant timber (upper level), brick and bluestone flooring; and
- exposed roof structure including chambered trusses.

Context

HOW IT IS SIGNIFICANT

The stable building at 96 Mollison Street, Bendigo is of local historic, rarity and representative significance to City of Greater Bendigo.

WHY IT IS SIGNIFICANT

The stable building at 96 Mollison Street, Bendigo, is historically significant for its association with the St. Andrew's Presbyterian Church in the early days of the settlement of Bendigo. The stable building was part of a complex of buildings constructed on the site in the nineteenth century to facilitate the church's activities in worship and education. (Criterion A)

The stable building is significant due to its association with Presbyterian Minister Rev. Nish who arrived in Sandhurst from Scotland in August 1854. Rev. Nish provided church services throughout northern Victoria in the early days of settlement, preaching from makeshift and temporary structures. By 1856, a manse and associated buildings were constructed on the subject site and Rev. Nish and his family took up residence. Stable accommodation would have been critical to enable Rev. Nish to undertake his ministry work across northern Victoria and were likely also used by students attending the Presbyterian school. The stable building remains as the last extant building on the site from this time and provides tangible evidence of the evolution of the Presbyterian Church in Bendigo during the nineteenth century. (Criterion A)

The former Presbyterian Church stables is a rare surviving example of an intact nineteenth century stable building in central Bendigo built in 1871 to a design by Vahland and Getzschmann, architects. The survival of stables in association with a church and manse is rare and the building is the only known extant example of stables associated with a church in the city centre. It is a reminder of a means of transport used by the Presbyterian ministers and students attending the St. Andrews College through until the twentieth century. (Criterion B)

The former Presbyterian Church stables is a highly intact representative example of a nineteenth century stable building. Its key design elements representative of the typology include its use of sandstone and red brick masonry, simple rectangular form, pitched corrugated iron roof with gabled parapets at either end, large openings to provide access for horses and coaches and tall proportions to allow for storage of hay above horse accommodation including loft doors. The building is distinguished by unusual bands of vertical slots along its northern and southern elevations that have been incorporated for ventilation. (Criterion D)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No

OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01-3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

Extent of Heritage Overlay is recommended as below, along titles boundaries, and to match with adjacent property boundaries to the east and south (approximately 42 by 17 meters).



REFERENCES

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56 MUNDY STREET, BENDIGO

FORMER RESIDENCE (PART OF ST JAMES' TERRACE)

Prepared by: Context

Survey Date: October 2019

Place Type: Residential

Architect: William C. Vahland

Significance level: Significant

Builder: Not known

Extent of overlay: To title boundaries

Construction Date: c.1859–65, remodelled 1880



Figure 1. 56 Mundy Street, Bendigo, originally built in the 1860s as part of a row of terraced cottages and remodelled in 1880 by William C. Vahland. (Source: Context, October 2019)



Figure 2. Northern elevation of 56 Mundy Street, Bendigo. The two-storey wing at the rear dates from 1880. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

5.0 Building Greater Bendigo's industries and workforce

5.3 Marketing and retailing

6.0 Building towns, cities and the Greater Bendigo area

6.1 Establishing settlement in the Greater Bendigo Municipality

The first land sales took place in April 1854 where most of the allotments that make up the central area of Bendigo were sold. At the same time an order was issued for the removal of buildings that had been erected on allotted reserves and streets of the newly surveyed township, and by the end of October 1854 shops and stores in Camp and Auction streets had been demolished. A Select Committee was appointed in 1860 to investigate the grievances of those who believed they had been unfairly treated in the assessment of their improvements.¹¹

The first municipal council was formed in 1856. The rate assessment of the township numbered 1532 properties with a total rateable value of £99,021. In its first year, Council undertook the filling of holes in the streets and the removal of stumps. Later in the year the principal works were the formation of Mitchell Street, and the curbing and channeling of Pall Mall, and Williamson, Bull, Mundy, McCrae streets, and part of Bridge Street.¹²

After the survey of Sandhurst, makeshift buildings along Camp Street and Auction Street were removed, and more permanent buildings appeared along the new boulevard, Pall Mall.¹³ Accompanied by the establishment of local brickyards, including Chinese brickworks, by 1861 churches, schools, a hospital, an asylum, a gaol, courts, a post office, breweries, and hotels had been built. Other services included newspapers, gas lighting, and a telegraph connection. In 1862, the Melbourne-Murray railway line reached Bendigo.

By 1862, additional tracks and roads led from Melbourne to Sandhurst, from Sandhurst to Echuca, from Sandhurst to Kerang and Swan Hill, and from Sandhurst to Inglewood, evidencing the opening up of agricultural land under the first Land Acts of 1860 and 1862.

Sandhurst's commercial precincts were established following the rushes for gold:

Merchants followed diggers to each new rush, setting up rudimentary stores and importing items from Melbourne and elsewhere, before establishing local enterprises... The first commercial buildings to emerge on the newly surveyed blocks of Sandhurst were usually locally designed and built of local materials. Pall Mall, and the surrounding Hargreaves, Bridge, McCrae, Mitchell and View streets, rapidly developed as the centre of business activity in Sandhurst... By the 1860s, the

¹¹ Rita Hull, *Origins of Bendigo Street Names* (Bendigo: Australian Institute of Genealogical Studies Inc., 2006), 5.

¹² Ibid.

¹³ Ian Stuart and Mike Butcher, "Building materials in Bendigo", in Mike Butcher and Yolande M. J. Collins, *Bendigo at Work: An Industrial History* (Strathdale, Vic.: Holland House Publishing, 2005), 177.

*commercial precincts of Sandhurst had taken on a recognizable order. The newly constructed railway station also provided impetus to the establishment of nearby shops, boarding houses, and livery stables.*¹⁴

In the same year of 1871 Sandhurst was proclaimed a city, by which time a quartz reef mining boom was in full swing.¹⁵ The Bendigo-Eaglehawk field constituted the world's greatest nineteenth century quartz mining centre.¹⁶ Michael Roper describes the early 1870s mining boom as 'the engine which transformed the physical and social structure of Sandhurst', with the town's population increasing from 25,692 in 1872 to 28,306 in 1875, and the annual value of property rising from £114,549 in 1870 to £204,474 in 1874.¹⁷

By the mid-1870s, the mining boom was in decline. Shares in major companies plummeted, gold yields decreased markedly between 1876 and 1880, and accumulation of water in abandoned claims caused significant drainage problems from the late 1870s. Only 22 new mining companies were registered in 1874 compared with 197 in 1873,¹⁸ and in June 1876, the mining surveyor listed only 31 working shafts.¹⁹ Those companies that remained became more highly capitalised and employed increasingly sophisticated technology. Unemployment rose, building activity slowed, and residents left to find work elsewhere. By the late 1870s Sandhurst was experiencing a serious recession.²⁰

By 1885, Sandhurst supported a relatively stable population, had a significant industrial base and was the marketing and commercial hub of an expanding agricultural district.

PLACE HISTORY

The subject building was originally part of a row of five terraced cottages built over several years between 1859 and 1865. In 1880, two cottages were merged into a single residence, and remodeled with a new double-fronted façade designed by William C. Vahland. The rear wing was added at the same time. This residence survives today at 56 Mundy Street, Bendigo.

Allotments in Mundy Street were surveyed and sold from the mid-1850s. The building of interest at 56 Mundy Street, Bendigo, stands on the Crown Allotment 11, section 8C, Sandhurst, which was purchased by H. Swindale on 27 October 1857.²¹ On the allotment purchased by Swindale, five modest cottages were developed in stages over the years between c.1859 and 1865. In 1859, Swindale owned a vacant land and two cottages; by 1861, four cottages existed on the allotment, and by 1865, five cottages were in existence, all rated at £35 each.²² This row of five single-fronted four-roomed cottages was named 'Northumberland Place' and known as Nos. 1 to 5 from the north to south. In the 1860s, the Northumberland Place was advertised as the 'cheapest cottage[s]' to rent in Sandhurst.²³ Swindale sold

¹⁴ Lovell Chen, *Greater Bendigo Thematic Environmental History*, prepared for City of Greater Bendigo, 2013.

¹⁵ "Statistical Register of the Colony of Victoria for the year 1872." Melbourne, Vic.: Robert S. Brain Government Printer, 1873, 42.

¹⁶ Bannear, "North Central Goldfields Historic Mining Sites Strategy, Revised Draft," 24.

¹⁷ *Ibid.*, 106.

¹⁸ Mineral Statistics 1872 and 1874. Cited in *ibid.*, 76–77.

¹⁹ Mining Surveyors' Reports, June 1876. Cited in Bannear, "North Central Goldfields Historic Mining Sites Strategy, Revised Draft," 33.

²⁰ Roper, "Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885," 31–32, 199.

²¹ Parish Plan Sandhurst.

²² "Advertising." *Bendigo Advertiser*, 24 November 1859, 3; 'Advertising.' *Bendigo Advertiser*, 1 September 1860, 1; and Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

²³ "Advertising." *Bendigo Advertiser*, 19 July 1861, 3.

Context

the property in October 1871. The property was described as having been erected with five cottages, each with four rooms and cellar. There was also a cemented water tank of about 8000–gallon capacity.²⁴

Conveniently located, the ‘Northumberland Place’ cottages provided home for many short-term occupants who worked in the nearby Bendigo commercial and manufacturing district which developed along with the nearby mining districts. In the 1860s and 1870s, the occupants include: Amos J Cox, coach builder; Bernard O’Riely, police constable; John E Featherstone, stable keeper; William Harris, printer and later grocer; John Mitchell, smith; Richard R Peel, ginger beer maker; Thomas Anderson, draper; James Ashton, broker; S. A. N. Wiedeman, coach trimmer; Francis Bassett, miner; Samuel Remphrey, mining manager; Alexander Cameron, contractor; and Edward Alaman, musician.²⁵

Barnet Lazarus, gentleman, purchased in 1871 the land on which ‘Northumberland Place’ stood for £1060.²⁶ An 1878 lithograph depicts the ‘Northumberland Place’ cottages during Lazarus’s ownership (see Figure 3).

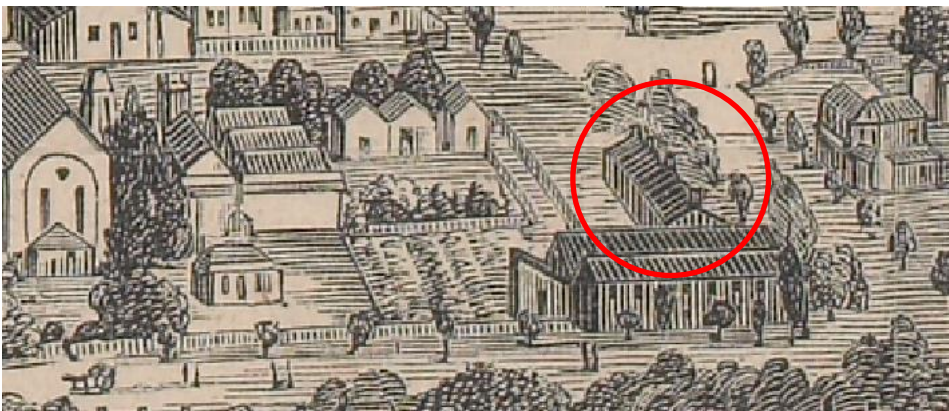


Figure 3. Extract of an 1878 lithograph ‘Sandhurst’, showing the block bound by Myers, Mundy and Mollison streets. The ‘Northumberland Place’ is marked in a red circle. St Andrew’s Presbyterian Church (far left) and Bendigo Butter Factory (at the corner of Mollison and Mundy streets near the cottages) were located in the same block. (Source: A. C. Cooke, “Sandhurst.” 1878, SLV)

Lazarus held the ownership until 1880, in which year the cottages were rated at £15–16.²⁷ Lazarus, a mining director, was one of the successful and influential figures in Bendigo during the time when quartz mining was thriving. In June 1880, William C. Vahland, prominent Bendigo architect, invited tenders for erection of eight new rooms and other alterations for the row of cottages, which was by that time renamed as ‘St James’ Terrace’.²⁸ In 1868, the firm Vahland and Getzchmann had designed a two-storey residence in Lily Street for Lazarus. Overlooking his mines, Lazarus’s residence ‘West End Hall’ was known to be the grandest on the goldfield.²⁹ Vahland is believed to have renovated ‘Belgravia’ at 88 Shot Street, which was owned by Lazarus’s son-in-law Joseph Sternberg.³⁰

²⁵ Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

²⁶ “South Australia.” *Bendigo Advertiser*, 31 October 1871, 2.

²⁷ *Ibid.*

²⁸ “Advertising.” *Bendigo Advertiser*, 17 June 1880, 4.

²⁹ “West End Hall (former).” HERMES database record no. 34276.

³⁰ Graeme Butler & Associates, “Belgravia, 88 Short Street, Bendigo.” *Bendigo & Eaglehawk Heritage Study* 1993, Vol.4, 426.

Later records indicate that the current ornate Italianate style façade and the two-storey rear wing at 56 Mundy Street were part of the 1880 building program supervised by Vahland. It is highly likely that the two cottages formerly known as Nos. 1 and 2 of 'Northumberland Place' were merged to form a single residence, applied with a new double-fronted façade designed by Vahland. In 1881, there were only four cottages listed in the rate book; Net Annual Value (NAV) of the new northernmost cottage (No. 1 at 'St James' Terrace') was doubled from £15 in 1880 to £30 in 1881, while the values of the three other cottages (Nos. 2–4) were only slightly increased to £20.³¹

When Lazarus died in December 1880, the Mundy Street cottages were not listed as his estate, which suggests the property may have been transferred before his death to the next owner John F. Warren, timber merchant and proprietor of the Economic Timber and Iron Yards at Market Square.³² Warren was listed as the owner of the cottages of interest by 1881.³³

During the 1880s, Warren lived in No. 4 of 'St James' Terrace', and the more substantial residence at No. 1 (today's 56 Mundy Street) was leased out.³⁴ In the late 1880s, J. H. Knight, surgical and mechanical dentist, was the occupant of No. 1.³⁵ From 1890 through to the early twentieth century, No. 1 was used as a boardinghouse.³⁶

When John F Warren died in 1912, St James' Terrace and the land was described in the probate file as follows:

"St James' Terrace" Brick (4 houses) in Mundy Street.

Land – Freehold Allotment having a frontage of about 84 ft to Mundy Street by an approx. depth of 115 ft and being allotment 11 of section 8C City of Bendigo...

Buildings – comprise 3 S.F. [single-fronted] Brick cottages...[and] 1 D.F. [double-fronted] [brick] house... These are very old and in need of repairs with the exception of the larger house which is in fair condition. They adjoin the Bendigo Butter Factory and contain 4 rooms and bath and front verandah, the larger one having 6 rooms and bath.³⁷

John F. Warren's executors were listed as the owners in 1920–21.³⁸

The three single-fronted cottages that formed part of the former Northumberland Place (later St James' Terrace) were demolished in the 1930s to make way for a block of flats.³⁹ As the result, only 56 Mundy Street remains today. The Bendigo sewerage plan, published c.1923 and amended over time, shows the subject residence with verandahs along three elevations. It also shows the cemented water tank described in the 1871 sales advertisement (see Figure 4).

The building was converted to offices after 1970.⁴⁰

³¹ Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

³² Probate and Administration File, PROV, PRS 28/ P0 unit 253, item 21/913.

³³ Ibid.

³⁴ Ibid.

³⁵ "Advertising." *Bendigo Advertiser*, 12 October 1888, 2.

³⁶ "Advertising." *Bendigo Advertiser*, 8 July 1890, 3; 'Advertising.' *Bendigo Advertiser*, 8 September 1894, 8; 'Advertising.' *Bendigo Advertiser*, 22 June 1897, 1; Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

³⁷ PROV, Probate and Administration Files of John F Warren, PROV, VPRS 28/ P3 unit 370, item 129/602.

³⁸ Bendigo Ratebooks 1908–09 and 1920–21, VPRS 16267/P1/53 and VPRS 16267/P1/64, Bendigo Regional Archives Centre (BRAC).

³⁹ *Sands & McDougall's Directory of Victoria*, 1935, 1942.

⁴⁰ *Sands & McDougall's Directory of Victoria*, 1970.

Context

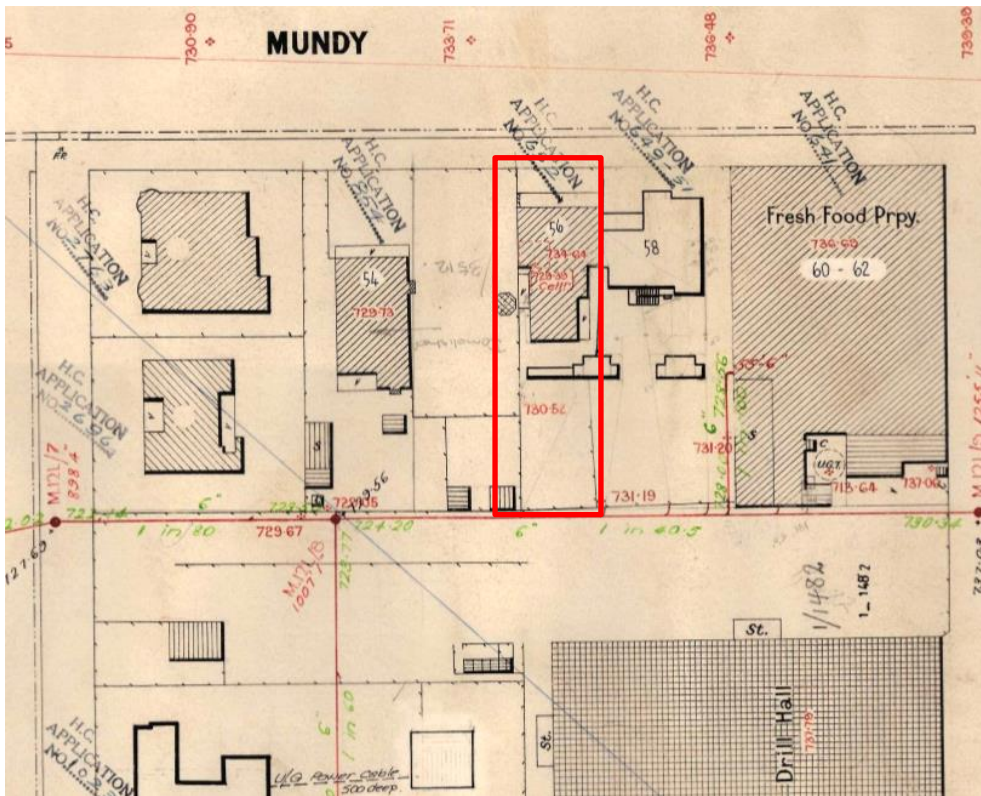


Figure 4. 56 Mundy Street as of c.1923. Approximate extent of today's 56 Mundy Street is marked by red outline. Note the 1930s flat (shown at the next door without hatching) was added to the plan on a later date. (Source: Bendigo Sewerage Authority Detail Plan No. 21, 1923)

William C. Vahland, architect

William Carl (Charles) Vahland, born in 1828 in the town of Nienburg an der Weser in the Electorate of Hannover, later part of Germany, trained in building and architecture in that country. Unsuccessful in goldmining, Vahland opened a carpenter's shop in Bridge Street, Bendigo, c.1855 where he made gold cradles and other diggers' accessories. In March 1858, Vahland entered into partnership with another German architect, Robert Getzschmann. In 1872, Vahland employed German architect, Wilhelm Eduard (William) Nicolai, as a draftsman and clerk of works. Vahland's son, Henry, joined the firm in 1892, and the practice became known as W. C. Vahland and Son. The firm designed and directed the building of many of Bendigo's finest buildings, including the Town Hall, the Shamrock Hotel, the Bendigo Hospital, the Bendigo Benevolent Asylum, the School of Mines, the Mechanics' Institute, the Princess Theatre, the Bendigo Masonic Temple, the Cascades in Rosalind Park, the Alexandra Fountain, the Sandhurst Club, the Commercial, National and Colonial Banks and the grandstand at Canterbury Park, Eaglehawk, as well as churches, commercial buildings, and private homes. William Vahland died in Bendigo at 87 years old on 21 July 1915.⁴¹

⁴¹ Dr Robyn Ballinger, "A short biography of William Vahland, prepared for the City of Greater Bendigo, March 2015."

DESCRIPTION

56 Mundy Street, Bendigo, is a brick residence originally built between c.1859 and 1865 as part of the 'Northumberland Place' row of five cottages. 56 Mundy Street incorporates two of these early cottages (Nos. 1 and 2 of Northumberland Place) and retains its remodelled façade and form dating from 1880, by which time it had become known as No. 1 of 'St James' Terrace'.

This double fronted Victorian residence occupies a relatively deep allotment on the west side of Mundy Street, mid-block between Myers and Mollison streets in Bendigo. The residence has a small setback and a reproduction palisade-style front fence.

The residence has a gabled corrugated iron roof set behind a decorated parapet. A timber verandah (possibly new) with convex corrugated iron roof is set between masonry wing walls with decorative paired consoles. The brick cottage has an unusual rendered finish made to look like rusticated boards (Figure 5). The building is distinctive for its highly ornate parapet with cast cement decoration including fielded panels and dentillations set between cast consoles. The central entry door beneath the verandah is distinguished by a decorative rendered architrave. The window openings and frames appear to have been altered (possibly in the 1930s) lowering their head heights.

The 1880 two-storey brick wing with skillion roof joins to the rear of the residence. This plainly detailed brick wing retains original openings, sills and early multi-pane timber-frame windows, and parapet. (Figure 6).

More recent alterations include overpainting of face bricks to the side (north) elevation and removal of verandahs from the rear wing.

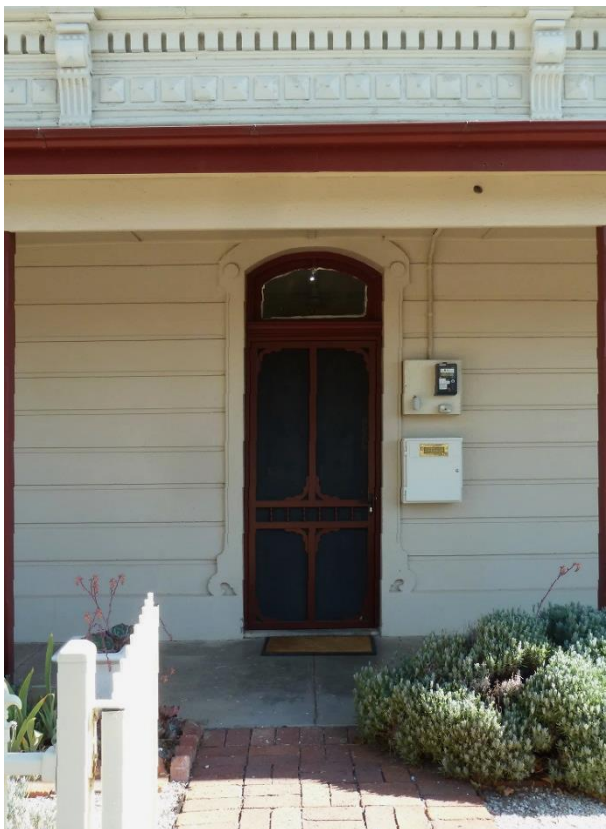


Figure 5. Section of the façade showing part of the ornate parapet detailing and the distinctive rendered finish. (Source: context, April 2016)

Context



Figure 6. View of the side (left) and rear (right) elevations of the rear wing, showing the intact original openings, sills and early multi-pane timber-framed windows. (Source: Context, April 2016; October 2019)

INTEGRITY

56 Mundy Street, Bendigo, is largely intact with a few changes visible to early significant fabric dating from 1880. The building retains the stylistic elements such as the highly ornate parapet, decorative paired consoles and distinctive rendered finish made to look like rusticated boards. The more plainly detailed rear wing is also highly intact, with the original openings and timber-framed sash windows preserved. The building also retains its Victorian period built form and scale, materials and stylistic details. Alterations include the overpainting of the face brickwork, removal of the rear verandah and changes to the window openings and frames on the front elevation, and are able to be reversed. Overall, the building has high integrity.

COMPARATIVE ANALYSIS

Permanent residences replaced tents and huts in Bendigo's central area after Richard Larritt's survey of Sandhurst township in 1854. Buildings remain in Bendigo's centre to represent the history of residential development in that area, however, because of their proximity to the commercial centre, and due to the redevelopment of parts of Bendigo with large-scale commercial premises and carparking, many original residences have been demolished; others have been altered and adapted for commercial use.

Many of the extant individually significant residences in the central area of Bendigo were built for Bendigo's citizens of wealth and are thus of grand scale, for example Park Terrace, a red brick terrace of three residences designed by William Beebe and built in 1892 at 115 Wattle Street, Bendigo; Lansellstowe, a substantial three-storey mansion built in 1913 at 80 Barkly Place, Bendigo; and Illira, a double-storey brick terrace built in 1886 at 57 Forest Street, Bendigo.

Examples of individually significant residences in or near the centre of Bendigo that are comparable to 56 Mundy Street, Bendigo, include:

- HO72 & HO73, 'Leiwah' & 'Wandela', 55–57 Barkly Street, Bendigo – a finely detailed terraced pair, built in the 1870s for mining managers. Originally built as a semi-detached pair, it has been merged into a single residence.⁴²

⁴² Realestate.com.au. Available at <http://www.realestate.com.au/>.

- HO168, Osbourne House, 31 Mackenzie Street, Bendigo – a single-storey residence originally built in 1869 and modified and applied with the present façade in 1881. The property was divided to four properties from 1884 until 1891. The residence served as a select boarding house for most of the twentieth century.
- HO243, Marlborough House, 49 Rowan Street, Bendigo – originally built as an eight-roomed residence in 1869 for hospital fund collector Henry Hawkins. The Wattle Street façade with a Renaissance revival style design and verandah was added in 1889.
- HO250, 10 Valentine Street, Bendigo – a double-fronted residence with a projecting gable end with a rendered finish. It was built in the mid-Victorian period and renovated by William C. Vahland in 1880.
- HO291, Kent House, 121–125 Wattle Street, Bendigo – a terrace of two two-storey residences built in 1874 for John Boyd Watson, owner of the Kent Mine and one of the richest people in nineteenth century Australia. The pair features elaborate detailing including the rendered finish made to look like rusticated boards. The verandah has been restored after 1993.
- HO84, Hustlers Terrace, 94 Barkly Street, Bendigo – originally one of five terraced two-storey houses. William C. Vahland and his neighbour Jacob Cohn developed the terrace in 1874. Four houses were demolished when the building became neglected in the twentieth century. The surviving house has a wider frontage than the demolished houses. W. C. Vahland lived in one of the houses.



Figure 7. 55–57 Barkly Street, Bendigo. (source: Realestate.com.au, 2016)



Figure 8. 31 Mackenzie Street, Bendigo. (Source: Google, May 2015)

Context



Figure 9. 49 Rowan Street, Bendigo, showing the Wattle Street (left) and Rowan Street (right) elevations. (Source: Google, February 2014; May 2015)



Figure 10. 10 Valentine Street, Bendigo. (Source: Google, May 2015)



Figure 11. 121–125 Wattle Street, Bendigo, in 2016 (left) and c. 1993 (right). (Source: Google, October 2016; HERMES record no. 34426)



Figure 12. 94 Barkly Street, Bendigo, also designed by William C. Vahland. (Source: Realestate.com.au, 2011)

56 Mundy Street compares well with the above individually significant places in central Bendigo, in terms of the level of intactness and integrity, and also for its demonstration of the nineteenth century development pattern in Bendigo region.

With bustling mining industry, many buildings were erected in Bendigo (proclaimed as City of Sandhurst in 1871) in the 1870s to support the rapidly growing population. The township's total annual value of property rose from £114,549 in 1870 to £204,474 in 1874, indicating the overall growth of a number of buildings within a short timeframe. However, from the late 1870s, as Sandhurst was experiencing a serious recession, many existing mid-Victorian buildings were modified or extended to meet the housing demands. Renovation was carried out often under supervision of prominent architects such as William C. Vahland, who designed new fashionable exteriors for relatively modest-scale houses.

Like 56 Mundy Street, 31 Mackenzie Street, 10 Valentine Street and 49 Rowan Street are all proof of this development tendency in central Bendigo. Built between 1859 and 1865, the subject house is an important example that predates these 1870s houses. Its city centre location and early built date represent the generation of development before the quartz mining and share boom in the early 1870s.

In terms of the form and detailing, 56 Mundy Street compares well with the relatively modest-scaled 55-57 Barkly Street, a pair of finely detailed cottages now merged into a single dwelling. The façade of 56 Mundy Street displays a high-quality and ornate detailing that is comparable to much grander buildings such as 121–125 Wattle Street or 94 Barkly Street. The distinctive rendered finish with horizontal ruling is observed in the example of 121–125 Wattle Street, which had its verandah restored relatively recently. Also designed by W. C. Vahland, 94 Barkly Street shares similar characteristics as the last surviving house from a terrace of five houses. Both 56 Mundy Street and 94 Barkly Street were the most substantial house in each row of terraces.

ASSESSMENT AGAINST CRITERIA

✓

CRITERION A

Importance to the course or pattern of our cultural or natural history (historical significance).

CRITERION B

Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).

CRITERION C

Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).

✓

CRITERION D

Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).

✓

CRITERION E

Importance of exhibiting particular aesthetic characteristics (aesthetic significance).

CRITERION F

Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)

CRITERION G

Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

CRITERION H

Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

56 Mundy Street, Bendigo, originally built between 1859 and 1865 as two of five terraced cottages and merged and remodelled in 1880 to a design by William C. Vahland, is significant.

Significant fabric includes the:

- original form and scale in its 1880 form, including the two-storey rear wing;
- ornamental detailing to the street elevation designed by William C. Vahland in 1880, including the painted render finish made to look like rusticated boards, as well as decorative details to the parapet and both wing walls; and
- original pattern of openings and the timber door (street elevation) and original openings, sills and multi-pane timber-frame windows (rear wing).

HOW IT IS SIGNIFICANT

56 Mundy Street, Bendigo, is of local historic, representative and aesthetic significance to the City of Greater Bendigo.

WHY IT IS SIGNIFICANT

56 Mundy Street, Bendigo, is historically significant for its demonstration of changing housing development patterns since the early years of the establishment of Sandhurst. The building was originally developed as part of a row of five terraced cottages 'Northumberland Place' shortly after the 1857 land sale in that part of the Township of Sandhurst. The row was gradually built over several years between 1859 and 1865 for the owner Henry Swindale, gentleman. The 'Northumberland Place' cottages provided home for many short-term occupants who worked in Bendigo's city centre during the early years. Barnett Lazarus, successful and influential mining director, was the owner between 1871 and 1880. In 1880, two northern cottages (Nos. 1 and 2 or 'Northumberland Place') were merged into a single residence, and remodelled with a new ornate double-fronted façade. The rear wing comprising eight rooms was added at the same time. By 1880, the row of terraces became known as 'St James' Terrace'. 56 Mundy Street was No. 1 of 'St James' Terrace', which has always been considered as the 'prime' residence among the row. As the only surviving house from the row today, the current 56 Mundy Street incorporates one of the earliest permanent residential buildings erected in central Bendigo, which are now becoming increasingly endangered. (Criterion A)

56 Mundy Street, Bendigo, is also significant for its high degree of intactness and integrity, as well as its representation of stage development, which was a common but important practice in the central Bendigo area throughout the mid- to late nineteenth century. From the late 1870s, as Sandhurst was experiencing a serious recession, many earlier houses were modified or extended to meet the ongoing housing demands. These remodelled houses often featured a highly ornate façade, which reflected the community's aspiration for architectural excellency even during economic downturns. The former residence at 56 Mundy Street is architecturally significant for its provision of tangible evidence of the development patterns of the central Bendigo area. The 1880 renovation for 56 Mundy Street was carried out under supervision of prominent architect William C. Vahland. (Criterion A & D)

In its 1880 form, the former residence at 56 Mundy Street is an excellent and unusually ornate example of a brick house of such modest scale. The symmetrical facade sits below a verandah set between two wing walls. It is distinctive for its ornate Italianate decoration which includes unusual and finely crafted cast concrete details to the parapet, rendered architraves to the front door and a façade rendered to replicate rusticated boards. (Criterion E)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01–3)	No

Context

TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

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25 QUEEN STREET, BENDIGO

FORMER W. D. MASON GLASS MERCHANTS BUILDING

Prepared by: Context

Survey Date: October 2019

Place Type: Commercial

Architect: Not known

Significance level: Significant

Builder: Not known

Extent of overlay: To title boundaries

Construction Date: 1926



Figure 1. 25 Queen Street, Bendigo. (Source: Context, October 2019)



Figure 2. 25 Queen Street, Bendigo, showing the upper-level details including original openings and sills. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

5.0 Building Greater Bendigo's industries and workforce

5.2 Developing a manufacturing capacity

Sandhurst's industries were established alongside its residential and commercial areas, with the main industrial area initially established in Pall Mall, View Point, View Street, Mitchell Street and Market Square (Lyttleton Terrace). The area was occupied by commercial, financial and professional services as well as intensive manufacturing enterprises such as saddlers, bakers, gunsmiths and printers. The majority of larger industries, such as foundries and breweries, were located outside the central area.⁴³

As mining finished in Bendigo, a period of economic stagnation from 1915 to 1950 took place and little development occurred in Bendigo's central area. In the 1950s, most of the area's buildings remained as they had been first built and several arcades were in operation: Bendigo Arcade, Allans Walk, Victoria Lane and Bennetts Arcade. At this time, much of the real estate of the central area was owned by the estates of Bendigo's early families, including Abbott, Bissell, Patterson, Beaumont, and Garvin, as well as the estate of Rev. Henry Backhaus.⁴⁴

After World War Two a local ordnance factory was established and became a major employer, and poultry, service and small manufacturing industries were established. However, it was the textiles industry that kept Bendigo afloat in the lean years from the 1930s to the 1960s.⁴⁵

With dwindling gold production, the winding up of several foundries, and rising unemployment, in 1891 the Bendigo Development League was established to seek new industries for Bendigo. In 1910 a 'local industries movement' examined the option of establishing a woollen mill in Bendigo. In 1912, the Economic Manufacturing Company commenced the production of white-works (underwear) in a factory on High Street. Other textile mills opened in the 1920s, including the Bendigo Knitting Mill in Mitchell Street in 1920 and Hanro Knitting Mills in Hargreaves Street in 1926, which continued operations through until the 1960s.

With the post-World War Two economic boom, significant redevelopment of the central area took place. In the mid to late 1950s, Killian's Walk arcade and the Commonwealth Bank arcade, both between Hargreaves Street and Queen Street, were opened, and the former City Club Hotel was redeveloped into a number of small shops collectively known as the Fountain Plaza. By the 1960s, a large site between Pall Mall and Hargreaves Street was occupied by Woolworths, and Coles had left its Mitchell Street premises to set up a substantial store between Hargreaves Street and Queen Street. Myer had also extended its store. In the mid-1960s the first supermarkets moved into the central area of Bendigo, including Moran and Cato in Hargreaves Street, and Dickens and S.S.W. in Pall Mall, leading to the demise of smaller grocery stores. In 1971, Coles built its New World Supermarket in Mitchell Street and

⁴³ Collins Butcher, and National Trust of Australia (Victoria). Bendigo and District Branch., *Bendigo at Work: An Industrial History*, 4.

⁴⁴ Noel F. Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile* (Bendigo, Vic.: Noel Dyett, 1983), 6.

⁴⁵ Yolande M. J. Collins, 'The Cinderella industry: An introductory history of textiles in the greater Bendigo district', in Mike Butcher and Yolande M. J. Collins, *Bendigo at Work: An Industrial History* (Strathdale, Vic.: Holland House Publishing, 2005), 192.

Context

Target opened its store in King Street, essentially moving the core of commercial development away from its historic Pall Mall-Hargreaves Street location..⁴⁶

PLACE HISTORY

The subject site at 25 Queen Street, Bendigo, stands on parts of Crown Allotment 1 and Crown Allotment 14, Section 3C, Sandhurst, purchased respectively by J. S. Moore on 21 April 1854 and T. N. Clement on 28 April 1856..⁴⁷

Lead Glazier Walter David Mason purchased the subject site in November 1925 and by 1927 W. D. Mason Pty. Ltd., glass beveller and silverer, was listed as operating from the site⁴⁸. As this is the first entry for a business on the site it is likely that the subject building was built in 1926.

Walter David Mason was born in 1896 in Bendigo to Walter and Ellen Mason (née Jamieson). In 1931 an advertisement stated: 'W. D. Mason Glass Beveller and Silverer 25 Queen Street, Bendigo. Leaded lights a specialty. All church work catered for. No Job Too Large or Too Small.' According to this advertisement, the business was established in 1894..⁴⁹ This would suggest that Walter David's father (Walter senior) established the business in 1894 and by 1925 the business was being operated by Walter junior. The building in 1936–37 is shown in Figure 3.



Figure 3. Image showing staff outside 25 Queen Street, Bendigo, in 1936–37. (Source: *Bendigo Advertiser*)

⁴⁶ Dyett, *Commercial Property Development in the Bendigo Central Business District: A History and Profile*, 19-22.

⁴⁷ Parish Plan Sandhurst.

⁴⁸ Land Victoria, Certificates of Title, V506, Sands F067; *Sands and Mcdougall's Directory of Victoria*, 1925, 1926, 1927

⁴⁹ "Advertising." *Advocate*, 12 February 1931, 13.

After Walter David Mason's death in 1963, the business was taken over by his son Alan, and daughter Melva. In the late 1950s, the business took over premises at 314 Lyttleton Terrace, which backed onto 25 Queen Street, for use as a workshop.

After purchasing land in Abel Street, Golden Square, in the 1990s the business moved to new premises in this street and the Leadlight Café opened in the subject building. After Miss Melva Mason's death in 2004, the W. D. Mason glass business was sold.⁵⁰ The business continues to operate today as W. D. Mason Glass in Abel Street, Golden Square. The subject site remains in the ownership of the trustees of the estate of Melva Mason to this day.

W. D. Mason produced a number of significant leadlight and stained-glass windows, many of which were manufactured for churches throughout Victoria. Post-1945 memorial windows, for example, designed by Jacob Valstar and made by W. D. Mason Pty. Ltd. , exist today in the Echuca Wesleyan Methodist (now Uniting) Church and the Kangaroo Flat R.S.L. Another leadlight window depicting Leonardo da Vinci's Last Supper was purchased by the Aspire Cultural and Charitable Foundation's Goldfields Interpretive Centre, which was to be built next to Sacred Heart Cathedral in Bendigo. Manufactured in 1968 for the Heathcote Presbyterian Church, the eight foot by six-foot window is believed to have been hand-painted by Miss Melva Mason (Figure 4).

The former W. D. Mason building at 25 Queen Street today houses the Masons of Bendigo restaurant.



Figure 4. W. D. Mason window made in 1968 for the Heathcote Presbyterian Church. (Source: *Bendigo Weekly*, 11 September 2011).

DESCRIPTION

25 Queen Street, Bendigo, is a two-storey, red brick commercial building constructed in 1926 for W. D. Mason Glass Bevellers and Silverers as their workshop and retail outlet. Located on the south side of Queen Street between Williamson Street and Mitchell Street, the building is of a simplified Commercial Freestyle architecture with Arts and Craft influences.

The façade to Queen Street is of face red brick at the upper level and is symmetrically arranged with three window openings sitting between tall brick piers that rise above the roof line and demarcate the

⁵⁰ Tom Guilmartin, personal communication, 6 July 2016; Certificate of Title.

Context

ends of the building. The tops of the piers are distinguished with bluestone capping and subtle decorative detailing in the brickwork. A continuous concrete lintel runs across the top of the three windows. The building sits beneath a Dutch gable roof of corrugated iron that extends forward toward the street to create an eave overhang in line with the head of the windows. The window openings and angled rendered sills are original however the window frames have been replaced. Below the sill line a soldier course of bricks runs across the building below which is a large rendered band that original bore the signage for the business but has been overpainted. Large rainwater heads on each pier are extant however black metal plates have been fixed over the recessed downpipes.

At street level a contemporary fabric awning has been added. This awning is light weight and easily removed. The shop front has been replaced with a contemporary aluminium frame. While the face brick work has been rendered the original pattern of openings appears original (see Figure 3 and Figure 5).



Figure 5. Image showing extant original openings at the ground level that have been refitted with contemporary glazing systems. (Source: Context, January 2020)

INTEGRITY

25 Queen Street, Bendigo, is largely intact with some changes visible to original or early fabric. The building retains its original built form and scale, Dutch gable roof form with projecting eave, unpainted red brickwork at the upper level and key stylistic details. Original façade detailing at the first floor level includes brick piers that rise above the roof line at each end of the building, original window openings with angled rendered sills and a continuous concrete lintel, a soldier course of brickwork below the window line and extant rainwater heads. Changes include the infilling of the previously slatted gablet end, the replacement of window frames at the upper level and the insertion of a contemporary aluminium framed shop front at the ground level although the opening sizes and layout appear original. Black metal plates have been fitted over the recessed downpipes at each end of the street elevation which is reversible. The face brickwork at the ground level has been rendered. The building originally did not have an awning and the addition of a fabric awning is reversible. Overall, the building has high integrity.

COMPARATIVE ANALYSIS

As mining finished in Bendigo, a period of economic stagnation from 1915 to 1950 took place and little development occurred in Bendigo's central area. Only a few places survive in Bendigo's centre to evidence the interwar development. For this reason, there are few places that are directly comparable to 25 Queen Street, Bendigo currently on the Greater Bendigo Planning Scheme Overlay. Examples of commercial buildings that date from this period in or near the centre of Bendigo that are recommended for inclusion on the Heritage Overlay include:

- HO863, Gillies/Crystal Ice Complex 93-125 Garsed Street, Bendigo – The buildings were used by three companies that have been prominent in the industrial or manufacturing history of Bendigo - the Bendigo Preserving Company, Crystal Ice & Cool Stores Co, and Gillies Brothers. The buildings were constructed over the course of about four decades from circa 1915 to the early 1950s (recommended for inclusion to the Heritage Overlay, RBA Architects 2010).
- Former Hanro (Australia) Knitting Mills buildings, 165–173 Hargreaves Street, Bendigo – The building at 165–171 Hargreaves Street was constructed in 1926–27 for Hanro (Australia) Knitting Mills (assessed and recommended as an individually significant place as part of this Study).

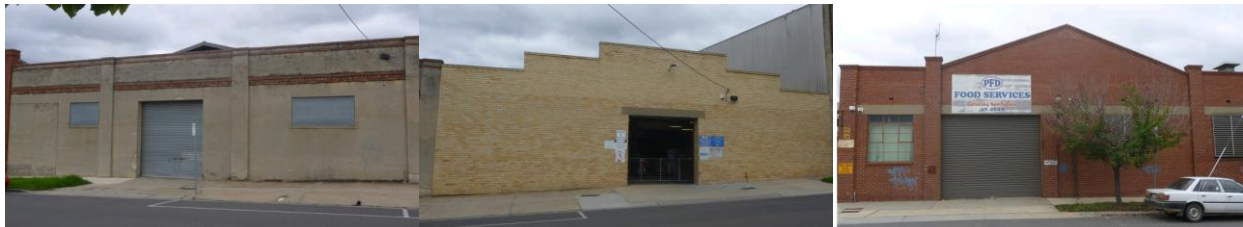


Figure 6. 95 Garsed Street, Bendigo, built 1947 recommended for inclusion on the Heritage Overlay (Source: RBA Architects 2010) **Figure 7. 97 Garsed Street, Bendigo, built 1965 recommended for inclusion on the Heritage Overlay. (Source: RBA Architects 2010)** **Figure 8. 121 Garsed Street, Bendigo, built 1951 recommended for inclusion on the Heritage Overlay. (Source: RBA Architects 2010)**



Figure 9. Former Hanro (Australia) Knitting Mills building, 165–173 Hargreaves Street, Bendigo (Source: Context, October 2019)

Together with 25 Queen Street these buildings date from a period in Bendigo's history where there was an ongoing concern to bolster and establish new industries, including manufacturing, in response to the decline in mining. They provide tangible evidence of the limited industrial growth that occurred in central Bendigo during this time. Their interwar and post war origins remain evident in the built form, materiality and architectural styling and remain as only a few examples of industrial buildings in central Bendigo dating from the 1920s to 1950s.

ASSESSMENT AGAINST CRITERIA

✓

CRITERION A

Importance to the course or pattern of our cultural or natural history (historical significance).

CRITERION B

Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).

CRITERION C

Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).

CRITERION D

Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).

CRITERION E

Importance of exhibiting particular aesthetic characteristics (aesthetic significance).

CRITERION F

Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)

CRITERION G

Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

CRITERION H

Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

25 Queen Street, Bendigo, a two-storey, red brick commercial building constructed in 1926 for W. D. Mason Pty. Ltd. glass bevellers and silverers as their workshop and retail outlet, is significant.

Significant fabric includes the:

- original form and scale;
- loadbearing face brick walls and Dutch gable roof with projecting eave to Queen Street;
- original façade detailing at the first floor level includes brick piers that rise above the roof line at each end of the building, original window openings with angled rendered sills and a continuous concrete lintel, a soldier course of brickwork below the window line and extant rainwater heads; and
- original pattern of fenestrations at the ground floor level and lack of permanent structural awning

HOW IT IS SIGNIFICANT

Former W. D. Mason Glass Merchants building at 25 Queen Street, Bendigo, is of local historic significance to the City of Greater Bendigo.

WHY IT IS SIGNIFICANT

The former W. D. Mason Glass Merchants building at 25 Queen Street, Bendigo, is historically significant for the evidence it provides of the limited commercial development that occurred in central Bendigo after the gold mining boom of the nineteenth century. The building was purpose built in 1926 for the glass merchant business of W. D. Mason which was originally established by W. D. Mason's father, Walter Mason, in 1894. After Walter David Mason's death in 1963, the business was taken over by his son Alan, and daughter Melva. After purchasing land in Abel Street, Golden Square, in the 1990s the business moved to new premises in this street, however the property at 25 Queen Street remained in the ownership of the Mason family with the Leadlight Café operating from the Queen Street building. After Miss Melva Mason's death in 2004, the W. D. Mason glass business was sold however the subject building has remained in the ownership of the trustees of the estate of Melva Mason to this day and is currently occupied by the Masons of Bendigo restaurant. The business, W. D. Mason Glass, continues to operate from the Abel Street, Golden Square location.

W. D. Mason produced a number of significant leadlight and stained-glass windows, many of which were manufactured for churches throughout Victoria. Post-1945 memorial windows, for example, designed by Jacob Valstar and made by W. D. Mason Pty. Limited Stained-Glass Studios Bendigo, exist today in the Echuca Wesleyan Methodist (now Uniting) Church and the Kangaroo Flat RSL. Another leadlight window depicting Leonardo da Vinci's Last Supper was purchased by the Aspire Cultural and Charitable Foundation's Goldfields Interpretive Centre, which will be built next to Sacred Heart Cathedral in Bendigo. Manufactured in 1968 for the Heathcote Presbyterian Church, the eight by six-foot window is believed to have been hand-painted by Miss Melva Mason. (Criterion A)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01–3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No

Context

ABORIGINAL HERITAGE PLACE	No
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OTHER

N/A

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7-9 ST ANDREWS AVENUE, BENDIGO

FORMER DOHERTY'S GARAGE AND WORKER'S COTTAGE

Prepared by: Context

Survey Date: October 2019

Place Type: Commercial / Residential

Architect: Not known

Significance level: Significant

Builder: Not known

Extent of overlay: To title boundaries

Construction Date: 1954 (garage), 1870s-1934 (cottage)



Figure 1. Former Doherty's Garage, fronting St Andrews Avenue, Bendigo. (Source: Context, October 2019)



Figure 2. Two-roomed cottage at the rear of 7-9 St Andrews Avenue, Bendigo, fronting Market Street. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

2.0 Peopling Greater Bendigo's places and landscapes

2.3 Migrating and making a home

2.4 Maintaining distinctive cultures

3.0 Connecting Greater Bendigo by transport and communications

3.3 Linking Greater Bendigo by road

5.0 Building Greater Bendigo's industries and workforce

5.3 Marketing and retailing

Sandhurst's industries were established alongside its residential and commercial areas, with the main industrial area initially established in Pall Mall, View Point, View Street, Mitchell Street and Market Square (Lyttleton Terrace). The area was occupied by commercial, financial and professional services as well as intensive manufacturing enterprises such as saddlers, bakers, gunsmiths and printers. The majority of larger industries, such as foundries and breweries, were located outside the central area.¹

By comparison with the city hub centered around View Street, Pall Mall and Hargreaves Street, the Market Square precinct (where the Bendigo Market was located) was viewed by commercial operators as being too far away from the city centre, and it thus remained relatively undeveloped until 1872 when the market was substantially enlarged and some produce merchants and wholesalers set up businesses in the area. The larger retailers continued to focus on Pall Mall.²

By 1915, the Bull Lane (Market Street) near the Market Square precinct was one of a number of areas that 'inclined to point to slums in Bendigo'. These areas were known for cramped houses that were often structurally problematic and for its distinctive demographic pattern:

The Chief inspector of Buildings for Bendigo informed the Royal Commission in 1915 that Bendigo was a scattered metropolis with few corners of densely-packed housing. There were, he admitted, a few small tenements where houses had low walls and were cheaply built. But in general this was a well- housed and comfortable city. Others were more inclined to point to slums in Bendigo. John Thorburn from the Bendigo police noted Bull Lane near the Town Hall, where rooms had ceilings as low as eight feet and roomwats which measured ten feet by nine feet. ... William Beebe, by then a member of the Bendigo City Council, came forward to remind the Commissioners that houses suffered structurally since in the old days [builders were] careless in the way of preventing damp from rising.

Elsewhere, he thought, Hindoos, Indian and Afghani hawkers were crammed like the Chinese, into poor housing. Bendigo municipal leaders had in fact showed some concern about the dangers of such minorities. In 1893 for example Bendigo received a circular from the Avon Shire Council warning of 'the present system of issuing Hawkers' Licenses in Melbourne

¹ Yolande M. J. Collins, 'Introduction', in Mike Butcher and Yolande M. J. Collins, *Bendigo at Work: An Industrial History* (Strathdale, Vic.: Holland House Publishing, 2005), 4.

² Michael Roper, 'Inventing Traditions in Goldfields Society: Public Rituals and Townbuilding in Sandhurst, 1867-1885', M.A. thesis, Department of History, Monash University, 1986, 108–10.

Context

*to Syrians, Afghans, Hindoos and other coloured races, thereby flooding the country districts with a most objectionable source of terror to females and children'.*³

As gold mining dwindled in Bendigo, a period of economic stagnation from 1915 to 1950 took place and little development occurred in Bendigo's central area. In the 1950s, most of the area's buildings remained as they had been first built and several arcades were in operation: Bendigo Arcade, Allans Walk, Victoria Lane and Bennetts Arcade.

From the 1920s, in response to an increase in car ownership, new types of commercial premises, such as motor garages and service stations, developed in the Bendigo CBD and along the arterial roads and highways:

*In 1913 the Country Roads Board was formed. Car ownership also steadily increased from the 1920s, putting further pressure on road improvement, although relatively few Victorians owned cars until the 1950s. From the mid-1920s, the Country Roads Board could nominate certain roads as state highways, to be funded by State and Federal government. The Melbourne to Bendigo road was proclaimed the North Western Highway in 1925 and renamed the Calder Highway in 1928, after William Calder, the first chairman of the Country Roads Board.*⁴

With the post-World War II economic boom, significant redevelopment of the central area took place. In the mid to late 1950s, Killian's Walk Arcade and the Commonwealth Bank Arcade, both between Hargreaves Street and Queen Street, were opened, and the former City Club Hotel was redeveloped into a number of small shops collectively known as the Fountain Plaza. By the 1960s, a large site between Pall Mall and Hargreaves Street was occupied by Woolworths. Coles supermarkets had left its Mitchell Street premises to set up a substantial store between Hargreaves Street and Queen Street, and Myer department store had extended its premises. In the mid-1960s, more supermarkets moved into the central area of Bendigo, including Moran and Cato in Hargreaves Street, and Dickens and S.S.W. in Pall Mall, leading to the demise of smaller grocery stores. In 1971, Coles built its New World Supermarket in Mitchell Street and Target opened its store in King Street, essentially moving the core of commercial development away from its historic Pall Mall-Hargreaves Street location.⁵

Under the 1970 *Urban Renewal Act*, Bendigo City Council identified a 'dead spot' bounded by Mitchell Street, Myers Street, Mundy Street and Lyttleton Terrace as suitable for redevelopment. Although the project did not go ahead, the ideas influenced subsequent development in the central area.⁶ From the 1970s until 1983, Sandhurst Trustees, administrators of the Backhaus Estate, redeveloped three major Backhaus properties in Mitchell Street; the Bissell Estate developed property at the corner of Williamson Street and Lyttleton Terrace; the Abbott Arcade was built in Queen Street and shops were built in Queen Street on a site adjoining Abbott Arcade; the National Australia Bank was built in Mitchell Street; a multi-storey car park was erected in Hargreaves Street; and a Coles supermarket and carpark were built in a block purchased by Council, and bounded by Mitchell Street, Myer Street, Williamson Street and Lyttleton Terrace.⁷

³ Graeme Butler and Associates, *Eaglehawk & Bendigo Heritage Study, vol.2: Environmental History*, prepared for City of Bendigo and Borough of Eaglehawk, 1993, 50–51.

⁴ Lovell Chen, *Greater Bendigo Thematic Environmental History*, prepared for City of Greater Bendigo, 2013, 42.

⁵ Noel F. Dyett, *Commercial Property Development in the Bendigo Central Business District: A History and Profile* (Bendigo, Vic.: Noel Dyett, 1983), 9–22.

⁶ Ibid.

⁷ Ibid.

The period from the 1950s brought significant changes to the landscape of the central area of Bendigo, with many buildings demolished to make way for major developments, particularly in Hargreaves Street, Lyttleton Terrace and Mitchell Street.

PLACE HISTORY

The two buildings of interest at 7–9 St Andrews Avenue stand on part of Crown Allotment 17, section 9C, Sandhurst, purchased during the Crown land sale by F. Taylor on 21 April 1854.⁸ The former Doherty's Garage, built in 1954, fronts St Andrews Avenue (formerly Bull Street), and an earlier worker's cottage is located at the rear of the site, fronting Market Street (formerly Little Bull Street, also known as Bull Lane). Little Bull Street was not part of Larritt's original 1854 town survey, and was established by the 1860s on parts of the allotments 6 and 17 to provide access to the Market Square, a hay and corn market, where Bendigo City Council leased out stall areas to farmers to sell their produce.⁹

Former Doherty's Garage, 7–9 St Andrews Avenue

Part of the subject land fronting St Andrews Avenue was addressed as 22–24 Bull Street in the early twentieth century, and later 22–24 St Andrews Avenue from the 1930s to the 1970s.¹⁰ Before the construction of the subject garage, two buildings were built on the site (see Figure 3). Number 24 (northern) was occupied by printers McQuillan & Hammill from the 1920s, and later used as storage from the 1940s.¹¹ This corner building (no. 24) was demolished by 1971 (Figure 4) and the land has since been used as a car park.¹² Number 22 (southern) was occupied by blacksmith William Aughterson by 1893 until c.1930; and by farrier George H Coles between c.1933 and c.1953.¹³

In 1954–55, Alf Doherty bought the land on which the present garage and small brick cottage building are located (formerly 22 and 24 St Andrews Avenue). Doherty's Garage was built in 1954 for Alf Doherty and was originally called Aldos Auto Repairs after its two owners, Alf and Dorothy Doherty. As the result of the post-1970 demolition of the two adjoining properties, the side and rear elevations of the garage are visible from Market Street. It is believed that the garage was partially constructed against the wall of an earlier party wall.¹⁴ Evidence of this construction can be seen on the brick wall of Doherty's Garage facing Market Street.

Alf was born in Shepparton and served in New Guinea during World War II. He later worked at Bendigo's Provincial Motors. Dorothy came from Mount Camel, near Tooleen. Alf opened the garage and specialised in wheel alignment; Alf and Dorothy's son, Howard Doherty, started his apprenticeship there with his father. People travelled from regional Victoria to have repair work done at Doherty's Garage,

⁸ Parish Plan Sandhurst.

⁹ Rita Hull, *Origins of Bendigo Street Names Book 2* (Bendigo: Australian Institute of Genealogical Studies Inc., 2007), 20.

¹⁰ *Sands and McDougall's Directory of Victoria*, 1912, 1933, 1942, 1970.

¹¹ *Ibid.*, 1942, 1950.

¹² *Ibid.*, 1970.

¹³ *Ibid.*, 1913, 1930, 1933, 1950.

¹⁴ Howard Doherty, current owner Doherty's Garage, personal communication, 5 September 2016; Bendigo Ratebook 1957-58.

Context

which was owned and operated by Howard Doherty until its closure in 2018.¹⁵ Being operated by one family over 60 years, Doherty's Garage was one of the oldest small businesses in central Bendigo.¹⁶



Figure 3. Subject site in January 1956, then comprising the Doherty's Garage building, worker's cottage and the corner building (demolished by 1971). (Source: "Bendigo-Shepparton Highway Project" 1956, Central Plan Office)



Figure 4. Subject site in February 1971, then comprising the Doherty's Garage building and the worker's cottage. (Source: "Torquay/Lorne project." 1971, Central Plan Office)

Former worker's cottage, rear of 7-9 St Andrews Avenue

¹⁵ Jim Evans, "History Lives: Lone garage still stands." *Bendigo Advertiser*, 27 November 2014; Howard Doherty, current owner Doherty's Garage, personal communication, 22 August 2016.

¹⁶ "Doherty's Garage signs off for the last time." *Bendigo Advertiser*, 22 January 2018.

The subject cottage was constructed by 1934 on the site that was occupied by a gable-roofed cottage of a very similar form by the 1870s (see Figure 5 and Figure 6). While the exact built date is not known, the interwar period brickwork and elements of the subject brick cottage at the rear of 7–9 St Andrews Avenue indicate that it was either a replacement of, or a result of remodelling of, the earlier mid-Victorian cottage (depicted in Figure 5) originally on the site.

From the 1860s, modest-sized cottages were built on the eastern side of Little Bull Street, across the street from the Market Square.¹⁷ These cottages, like many miners' cottages being built in the goldfields around the same period, typically had a simple gabled or hipped roof, a simple rectangular form and narrow street frontages with small setbacks covered by verandahs. Little Bull Street became known as Market Street by the late 1920s.

Before 1875, the Market Square precinct was less-favoured by commercial operators, being considered on the outskirts of the city. As a consequence, Market Street became one of the lower-income residential streets of central Bendigo, developed with modest-sized but densely populated houses. The character of the streetscape as a working-class residential street was retained throughout the early to mid-twentieth century.¹⁸ From the mid-nineteenth century up until the early 1970s, the subject cottage was one of the cottages in Market Street that housed labourers and market traders, who were mostly short-term residents, and immigrants of various nationalities.¹⁹

Whilst a large proportion of the residents in the street belonged to ethnic minorities, only a number of past residents have been identified. One of the earliest non-European residents in the street was Chin Quong, Chinese herbalist, who resided and operated his business in one of the cottages between 1899 and 1903.²⁰ First recorded as early as 1913, Indian residents, often recorded in the postal directories without names but as 'Hindoos' (at no. 9–11), were among the longest residents of the street; Sonna and Ramah Khan, hawkers, lived in Market Street in the 1920s and 1930s. Kassam Khan (no. 15), also a hawker, held the longest residency in the history of Market Street from the 1930s up until the beginning of the 1970s.²¹ In 1933, 'Italians' were also residing in the street at no.13.²²

According to an article published in the Bendigo Historical Society's newsletter *Marunari*, the Indian hawkers used to reside in a row of terraced houses in Hopetoun Street between Chapel and Baxter streets from about 1899 to 1915. When those cottages were demolished to make way for a clothing factory, the hawkers moved to Market Street.²³

In 1954, the subject cottage was purchased by Howard Doherty. It is most likely that it remained as a residence at least up until 1970, being listed as one of the last three residences (numbers 11, 13 and 15) on the eastern side of Market Street near St Andrews Avenue between 1960 and 1970.²⁴ It was later used for storage until the garage's closure in 2018.

¹⁷ "Municipal Police Court." *Bendigo Advertiser*, 8 October 1864, 3.

¹⁸ *Sands and McDougall's Directory of Victoria*, 1929.

¹⁹ "Advertising." *Bendigo Advertiser*, 6 January 1900, 6; *Wise's Victoria Post Office Directory*, 1904; *Sands and McDougall's Directory of Victoria*, 1904, 1913, 1917, 1933, 1942, 1960, 1965, 1970.

²⁰ "Advertising." *Bendigo Advertiser*, 18 November 1899, 6; Advertising." *Bendigo Advertiser*, 23 January 1903, 1.

²¹ *Sands and McDougall's Directory of Victoria*, 1913, 1916, 1933, 1942, 1960, 1965.

²² *Ibid.*, 1933.

²³ "Emma D'Agostino, "Hukum Singh photograph highlights Indian hawker history in the Bendigo region." *Bendigo Advertiser*, 31 October 2017.

²⁴ *Sands and McDougall's Directory of Victoria*, 1960, 1965, 1970.

Context

Many residential and commercial buildings in the former Market Square area, bound by St Andrews Avenue, Mundy Street, Lyttleton Terrace and Market Street, were demolished to make way for the current Greater City of Bendigo council offices constructed in 1971 (Figure 4); the subject cottage is the last residential building remaining in Market Street or the former Market Square area today.

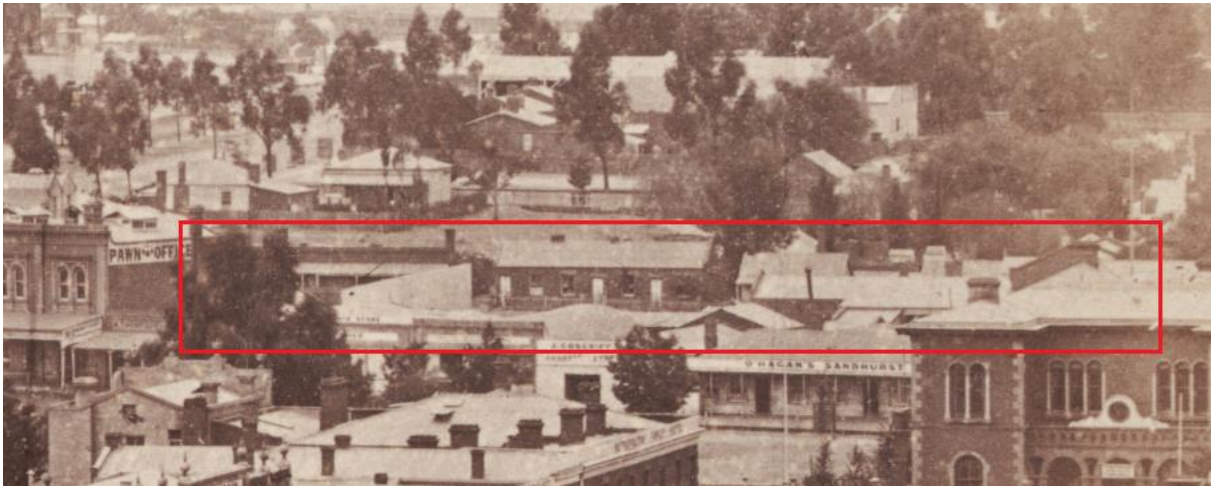


Figure 5. Section of a nineteenth century photograph showing row of houses developed in the eastern side of Market Street (formerly known as Little Bull Street). (Source: "Sandhurst, 100 miles from Melbourne." 1875, State Library New South Wales)



Figure 6. Eastern side of Market Street in 1934, viewed from north west. The subject cottage is marked in a red circle. (Source: C. D. Pratt, "Bendigo." 1934, State Library Victoria)

DESCRIPTION

7–9 St Andrews Avenue, Bendigo, comprises a 1954 red brick garage and a pre-1934 red brick cottage. Former Doherty's Garage, formerly known as 9 St Andrews Avenue, is a brick commercial building fronting St Andrews Avenue. A modest-scaled brick cottage is located at the rear of the site and fronts Market Street.

Doherty's Garage is a simple, single-storey rectangular brick building set right to the street. A corrugated iron roof is concealed behind a stepped brick parapet trimmed with cream brick and a rendered edge. Close inspection of the brickwork at the sides of the building indicates that the building has been altered over time. Different bricks and mortaring observed on the northern elevation indicate that the garage was built up against an earlier party wall.

The façade of a 1950s commercial building is still evident. The façade is dominated by a concrete lintel running across the full width of the building just under the parapet. At street level, two sliding front doors with glazing and timber panels are intact and in good condition. Inside the building, it has a single working space with timber side benches and a partitioned office at the back. Unusually, two internal down pipes with gully traps are located midway on either side the space. Original elements, including timber trusses, skylights, intact timber partitioning and furnishing represent the purpose-built building's long-term use as a motor garage.

The building at the rear of the property, a single-storey brick cottage has a metal roof and verandah supported by simple timber posts. Gabled parapets at either end of the building appear to be older than the brick cladding at the front of the building. While the exact built date is not known, elements that suggest an interwar construction date include concrete lintels over all openings, terra-cotta vents in the western elevation, face brick chimney and the double-brick skin. The simple 'miner's cottage' form of the building suggests that it is most likely that it replaced, or remodelled, an earlier mid-Victorian building (depicted in Figure 5) on the site.

Two windows are on either side of a centrally located door on the front elevation. The windows have been bricked in at some point, but timber-framed sash windows are intact behind the brick (Figure 7). A small verandah with simple timber posts is located along the length of the front façade and abuts the Market Street boundary. The timber panel under the metal roof at the rear elevation indicates that there was a rear verandah originally which has been removed.

Internally, the cottage has a simple floor plan that includes a main living room with a fireplace, a bedroom and a separate kitchen at the rear. An outdoor toilet is located near the south-eastern corner of the site.



Figure 7. Timber-framed sash windows are intact behind the external brick skin. (Source: Context, October 2019)

INTEGRITY

The 1954 brick garage at 7–9 St Andrews Avenue, Bendigo, is highly intact with very few changes visible to original or early significant fabric. The garage retains its overall industrial characteristics as well as

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original elements such as a stepped brick parapet with cream brick and render edging, concrete lintel over the street level opening and two glazed timber sliding doors. The building also retains its original built form, scale, as well as its materiality. Its long-term use as the premises of Doherty's Garage is also important. Overall, the building has very high integrity.

The pre-1934 brick cottage at the rear of 7–9 St Andrews Avenue is largely intact with a number of changes to the original or early significant fabric. The cottage retains its original unadorned design as a modestly scaled working-class residence. Key elements representative of its type include the simple gable roof with metal cladding, verandah with simple timber posts, face brick walls and chimney and concrete lintels. Apart from a few changes such as the bricked in openings and removal of the rear verandah, both of which can be reversed or reinstated respectively, the building remains largely legible as a modest-size worker's cottage.

COMPARATIVE ANALYSIS

Small-scale commercial buildings in central Bendigo

A range of commercial enterprises developed in Bendigo's central area after Richard Larritt's survey of Sandhurst township in 1854. A number of commercial buildings that are representative of Bendigo's nineteenth-century commercial expansion remain in the study area, however many are of the grandeur associated with the commercial buildings in the Bendigo Civic Precinct along Pall Mall, at View Point and in View Street. Other multi-storey ornamental commercial premises exist in Mitchell Street; for example, the Backhaus Building at 14–22 Mitchell Street, the former Lansell Buildings at 31–33 Mitchell Street, and the Johnson, Morley and Co. shop and warehouse at 23 Mitchell Street.

With the redevelopment in postwar period of many parts of Bendigo, with areas given over to large-scale commercial premises and carparking, smaller scale commercial premises have been lost, and those that remain are somewhat geographically isolated. The group of extant places that demonstrate the variety of Bendigo's commercial development are defined by their zero setback to the street, are often multi-storey in nature, and are currently used for retail and office use. Together with the city's remaining historic industrial buildings, they define the character of Bendigo's central city area through their contribution to streetscape, scale, form and design.

Examples of small-scale commercial buildings in or near the centre of Bendigo on the Greater Bendigo Planning Scheme Heritage Overlay include:

- HO115, former Lamsey store, 1 Farmers Lane, Bendigo – a two-storey brick building designed by William Vahland and built for Chinese physician James Lamsey in 1886; the building was used by Lamsey as a residence and practice for the dispensing of Chinese herbal remedies.
- HO301, former Bush's produce store, 94 Williamson Street and 12 Myers Street, Bendigo – a brick store complex built in stages from 1857 to 1890 mostly to a design by John Bain; the complex comprises two single-storey stores, a two-storey tea loft, a two-storey chaff house, a two-storey stable, and an iron and timber oil store.

An example on the Greater Bendigo Planning Scheme Heritage Overlay that shares a similar historical theme as Doherty's motor garage is:

- VHR H1736; HO150, Beaurepaires Motor Garage, 404–406 Hargreaves Street, Bendigo – a round building designed in 1958 by prominent architects Eggleston Macdonald and Secomb. The Beaurepaires Tyre Service has State significance as an example that shows the growing influence of Modernist architecture in the postwar period.



Figure 8. 1 Farmers Lane, Bendigo. (Source: Google, February 2018)



Figure 9. 94 Williamson Street and 12 Myers Street, Bendigo. (Source: Google, April 2017)



Figure 10. 404-406 Hargreaves Street, Bendigo. (Source: Google, February 2018)

Compared with the earlier commercial places in or near the centre of Bendigo, the former Doherty's Garage is differentiated because of its later construction date of 1954. As a modest-scale brick building, the former Doherty's Garage represents the continued commercial activities in the Bendigo CBD during the postwar period, a time when the city was recovering from economic stagnation between 1915 and 1950.

The former Doherty's Garage is more directly comparable with the Beaurepaires Motor Garage at 404-406 Hargreaves Street, as both examples demonstrate the continuous growth of the motor service industry in the centre of Bendigo during the postwar period. Designed by architects Eggleston Macdonald and Secomb for the Beaurepaires' branch, 404-406 Hargreaves Street has a more high-standard design that reflects new concepts of modern buildings influenced by architecture of the United States. The former Doherty's Garage, on the other hand, represents the simple, functionalist design of a small-scale commercial building, which was purpose-built for the family-run business.

The former Doherty's Garage is of importance as one of only a few commercial buildings constructed in the Bendigo central area in the postwar period. Its high intactness and integrity, and its association with the small business, Doherty's Garage, are notable.

Cottages in or near central Bendigo

Permanent residences replaced tents and huts in Bendigo's central area after Richard Larritt's survey of Sandhurst township in 1854. Built as a typical worker's cottage, the subject building shares similarities

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with miners' cottages that were commonly built in Greater Bendigo especially during the latter half of the nineteenth century, to accommodate miners who provided cheap labour. Miners' cottages are largely unadorned, single storey and consist of a basic rectangle in plan approximately 3-4 metres by 6–9 metres. Miners' cottages were also used by early residents in other trades.²⁵

While some buildings remain in the Bendigo's centre that represent the history of residential development in that area, because of their proximity to the commercial centre, and due to the redevelopment following the 1970 *Urban Renewal Act*; others have been altered and adapted for commercial use.

Examples of miners' or workers' cottages near the centre of Bendigo that are listed on the Greater Bendigo Planning Scheme Heritage Overlay include:

- HO999 (serial listing), Miner's cottage, 105 Baxter Street, Bendigo – a modest-scale weatherboard cottage with a gabled roof and a verandah.
- HO899, Miner's cottage, 147 Barnard Street, Bendigo – a brick cottage built in 1875 as a speculative property by owner Henry Wittern, to be leased to workers including miner Edward Parker.



Figure 11. 105 Baxter Street, Bendigo. (Source: Google, October 2017)



Figure 12. 147 Barnard Street, Bendigo. (Source: Google, May 2017)

Architecturally, the worker's cottage at the rear of 7–9 St Andrews Avenue compares well with the above examples near the Bendigo CBD. The subject building retains the representative elements of the type, including the simple single-storey form and scale, front verandah with simple posts, small setback and symmetrical façade with a central door.

Originally one of a group of workers' cottages in Market Street, which had been developed with modestly scaled cottages by the 1860s, the cottage at the rear of 7–9 St Andrews Avenue is the last surviving residence in the street. The cottage represents the working-class residential development that occurred in the vicinity of the Market Square, where workers and immigrants of various ethnic backgrounds resided.

²⁵ City of Greater Bendigo, "Heritage Design Guidelines: 2. Miners' Cottage Style".

The worker's cottage at 7–9 St Andrews Avenue is important vestige and physical evidence of the Market Square precinct and the working-class residential development that characterised the market area.

ASSESSMENT AGAINST CRITERIA

✓	CRITERION A Importance to the course or pattern of our cultural or natural history (historical significance).
✓	CRITERION B Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).
	CRITERION C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).
✓	CRITERION D Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).
	CRITERION E Importance of exhibiting particular aesthetic characteristics (aesthetic significance).
	CRITERION F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)
	CRITERION G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).
	CRITERION H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

7–9 St Andrews Avenue, Bendigo, comprising the former Doherty’s Garage and the former worker’s cottage at the rear, is significant.

Significant fabric of the former garage at 7–9 St Andrews Avenue includes the:

- original form and scale;
- loadbearing face brick walls and structural elements including timber trusses;
- original openings to the front and rear elevations;
- original design elements including the stepped brick parapet with cream brick and render edging, concrete lintel over the street level opening, two glazed timber sliding front doors, and the rear door with a highlight; and
- internal timber partitioned office and benches.

Significant fabric of the former cottage at the rear of 7–9 St Andrews Avenue includes the:

- original form and scale, loadbearing face brick walls and chimney, front verandah; and

other original or early elements such as concrete lintels, timber architraves and timber-framed sash window retained behind the brick skin.

HOW IT IS SIGNIFICANT

7–9 St Andrews Avenue, Bendigo, is of local historic, rarity and representative significance to the City of Greater Bendigo.

WHY IT IS SIGNIFICANT

The former Doherty's Garage is of historic significance as one of only a few surviving commercial buildings constructed in the Bendigo central area in the postwar period. The former Doherty's Garage, built in 1954, was originally called Aldos Auto Repairs after its two owners, Alf and Dorothy Doherty. The former Doherty's Garage was originally owned and operated by Alf and Dorothy and later their son, Howard Doherty for over 60 years until 2018. The former Doherty's Garage is one of the few remaining commercial buildings in St Andrews Street, where there was once a thriving commercial and industrial centre as part of the Market Square precinct from the 1860s until the early 1970s. (Criterion A)

The brick worker's cottage at the rear of the garage provides rare physical evidence of the Market Square precinct and the working-class residential development in the area. It remained as a residence up until the early 1970s, and later used for storage for the then owner Howard Doherty from the late twentieth century. While the tenants were mostly short-term residents, the workers' cottages in the street provided housing for labourers and market traders, as well as people from different cultural communities including Chinese, Italian and Indians, who often joined the market trades. From 1915 to the postwar period, Market Street became the centre of the Indian hawkers' community, who used to live in Hopetoun Street from about 1899 to 1915. (Criterion A)

The worker's cottage of unknown age, but probably built c.1870s and remodelled in the 1930s-50s, is significant as a rare surviving example of a building type that represents a residential development pattern particular to the former Market Square precinct. The cottage is the last building of its type remaining in Market Street today. (Criteria A and B)

The former Doherty's Garage is significant as a highly intact and representative example of a small-scale commercial building built in the postwar period. Purpose-built for the family-run business, the motor garage represents a class of commercial buildings with a simple, functionalist design built for small businesses that played an important role in the commercial development of the central Bendigo area. The building retains its original form and scale. Intact features include a stepped brick parapet trimmed and cream brick with a rendered edge, concrete lintel over the street level opening, two glazed timber sliding front doors, and the rear door with a highlight. The intact internal timber partitioned office and timber benches are also important. (Criterion D)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
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Context

INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01-3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

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35–39 SHORT STREET, BENDIGO

BENDIGO CHURCH OF CHRIST

Prepared by: Context

Survey Date: October 2019

Place Type: Community

Architect: Not Known

Significance level: Significant

Builder: Not Known

Extent of overlay: To title boundaries

Construction Date: 1926 (additions 1966 & 1984)



Figure 1. 35–39 Short Street, Bendigo. (Source: Context, October 2019)



Figure 2. 35–39 Short Street, Bendigo. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

6.0 Building towns, cities and the Greater Bendigo area

6.3 Shaping the suburbs

8.0 Building Greater Bendigo's community life

8.1 Maintaining spiritual life

The first commercial area of Sandhurst, comprising an assortment of traders' tents, huts and grog shops, evolved in the 1850s along Bendigo Creek in Camp Street and Auction Street at the foot of the Government Camp. Further development of commercial activities continued up View Street. After the survey of Sandhurst, makeshift buildings along Camp Street and Auction Street were removed, and more permanent buildings appeared along the new boulevard, Pall Mall.¹ Accompanied by the establishment of local brickyards, including Chinese brickworks, by 1861 churches, schools, a hospital, an asylum, a gaol, courts, a post office, breweries, and hotels had been built. Other services included newspapers, gas lighting, and a telegraph connection. In 1862, the Melbourne-Murray railway line reached Bendigo. By 1854, a commercial centre had been established in the Pall Mall-Hargreaves Street area, with professional services, banks and a post and telegraph office erected in View Street.²

Churches became developed as new townships took shape, and were often the first of the more permanent structures. Major denominations were granted church reserves when the township was surveyed in the mid-1850s. As the new township took shape, church buildings were often the more permanent structures erected in the area. Earlier canvas tents were replaced gradually by timber and then brick churches. Manses, presbyteries and all forms of accommodation for priests and parsons were also built. The high number of churches, including often multiple churches in comparatively small townships, is a distinguishing characteristic of the Greater Bendigo area.³

Allotments on the south side of Queen Street (the section of Dowling Street between Williamson and King streets was renamed Queen Street in 1882 in honour of Queen Victoria) between Edward Street and Short Street sold in the period 1860–65, and on the north side, in the period 1864–72. Allotments on the west side of Short Street between Hargreaves Street and High Street were sold in the period 1871–81, and on the east side in the period 1868–71.

Many of these allotments were used to build residences, however some commercial and industrial activity was also established in the area.

¹ Mike Butcher, Yolande M. J. Collins, and National Trust of Australia (Victoria). Bendigo and District Branch., *Bendigo at Work : An Industrial History* (Strathdale, Vic.: Holland House Publishing, 2005), 177.

² Noel F. Dyett, *Commercial Property Development in the Bendigo Central Business District : A History and Profile* (Bendigo, Vic.: Noel Dyett, 1983), 1–2.

³ Lovell Chen, *Greater Bendigo Thematic Environmental History*, prepared for City of Greater Bendigo, 147.

PLACE HISTORY

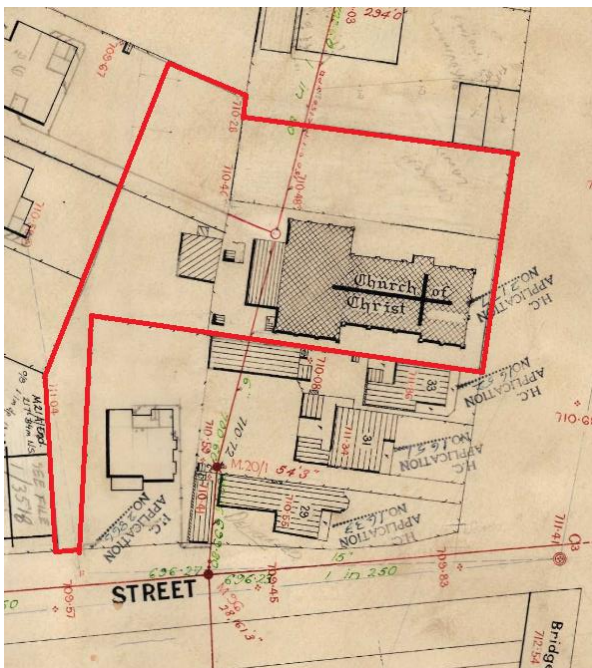
The site at 35-39 Short Street, Bendigo, stands on Crown Allotments 4 and 5, section 127C, Sandhurst, first sold in 1872 and 1881. The Churches of Christ is a small Christian denomination that was part of the Restoration Movement with historical influences from the United States of America and the United Kingdom. In Australia, the first church was established in Adelaide in 1846 and the first church in Victoria was founded in Prahran in August 1853.⁴

The Church of Christ first conducted services in Bendigo from 1866 at the Temperance Hall in View Street until the congregation purchased land in Short Street, Bendigo, in 1901. From this year the Church held meetings in a tent at the site. In 1908, plans were drawn up for a brick church building to be constructed at a cost of £1200, however many of the congregation believed this amount to be extravagant and a less ambitious building was planned.⁵

A brick church accommodating 300 people was finally built in 1926 at a much-increased cost of £2200.⁶ A Bible school hall was built in 1934 with £235 received from the estate of Alice M. Aylesbury, who died in 1932.⁷ As the aerial photographs suggest, it is likely that the hall existed to the west of the brick church building on the land now used as car park.⁸

The church was extended in 1966, with a brick porch added to the north of the original entry near Short Street. In 1984, chapel and foyer were added to the north of the transverse wing of the original church.⁹

The church at 35–39 Short Street continues to be used today.



⁴ National Trust of Australia (Victoria)1991, "Victorian Churches, Their origins, their story & their architecture."

⁵ "New Church." Bendigo Advertiser, 8 January 1908, 7.

⁶ "BENDIGO." Age, 5 July 1926, 5.

⁷ "BENDIGO." Age, 16 April 1934, 12.

⁸ "Torquay/Lorne project." 1971, Central Plan Office.; "Mapsheet photography — Bendigo." 1945, via LandataCentral Plan Office.

⁹ Church signage, 35-39 Short Street, Bendigo.

Figure 3. The original Church of Christ at the site of 35–37 Short Street (outlined in red), Bendigo, c.1933-34. Note that the later additions and changes are not fully depicted. (Source: Bendigo Sewerage Authority Detail Plan No. 35, c.1933-34 with amendments from later dates)

DESCRIPTION

The Bendigo Church of Christ is located on the west side of Short Street between Creek Street North and the Midland Highway. The site has developed over time with the main church building built in 1926 (extended 1966), and a chapel built in 1984.

The Church 1926 (extended 1966)

The modest face brick church, designed in the inter-war Gothic style, displays a restrained use of gothic detailing with influences from the Arts and Crafts movement. The steeply pitched roof is clad in corrugated iron sheeting (with roof ventilators), and includes a main east west running gable that is intersected by two transverse gables across the front and rear of the building.

The main gable facing Short Street has a simple timber barge board and truss superimposed over an oculus wall vent. Paired lancet windows with painted cement render trim and leaded glazing are separated by engaged brick piers that terminate below an inset rendered band, with the words 'Church of Christ' embossed across it in an Arts and Crafts font. A smaller vertical panel sits between the engaged piers and is rendered black with 'Church of Christ' written in gold lettering. Below this panel a grey granite foundation stone is engraved with the words 'Erected "For the Glory of God & the Helping of Man" 3rd July 1926' that are painted gold.

The Arts and Crafts Movement and resultant style favoured simple forms whilst showcasing the skill of the individual worker through the use of natural materials, honesty in design and rich hues of 'art shades' such as greens, blues and earthy colours. Influences of the Arts and Crafts movement can be seen in the use of contrasting brick trim around the name plates, projecting brick feature details, exposed rafter ends, expressed timber trusses to the gable ends and the subtle articulation of the wall plain. This articulation is achieved through the use of engaged piers to the gable ends and at the buildings edges and the stepping forward of the buildings base.

At the rear of the building a small timber lean-to sits beneath a skillion roof and is shown on the Bendigo Sewerage Plan c.1933-34.

A parapeted foyer was added to the north of the main church building in 1966. Designed to complement the existing, this small extension incorporates paired lancet windows and a ledged timber entrance door.

Chapel (1984)

A Chapel constructed to the north of the main church building in 1984 is distinguished by its pyramidal lantern roof form that is surmounted with a tall slender pole. This contemporary building is constructed in face brick work with aluminium framed windows, and is joined to the 1926 church by a flat roofed link that wraps around its southern and western sides and extends forward to the street to form the main entry to the church.

INTEGRITY

The 1926 Bendigo Church of Christ building at 35–39 Short Street, Bendigo, is largely intact with some changes visible to original or early fabric. The building retains its original built form and scale, materials and stylistic details. Key stylistic details include walls of face brick with contrasting brick detailing, gable roof form with exposed rafter ends and ventilators, gable end details including expressed timber trusses

Context

and oculus wall vent to Short Street, paired gothic windows (some with leadlight), recessed name plates across the Short Street elevation and a foundation stone.

Changes include the addition of a parapeted porch to the north in 1966 and further additions in 1984 that include a Chapel with distinctive pyramidal roof form and flat roofed extensions that wrap around the side and rear of the building. The 1966 extension has been designed to complement the original without directly mimicking detailing and is easily distinguishable as a latter addition, whilst the 1984 additions have largely left the main built form intact and legible. Neither of these additions impact on the legibility of the 1926–34 church building. Overall, the building has high integrity.

COMPARATIVE ANALYSIS

Churches in Bendigo were constructed soon after Richard Larritt's survey of the Sandhurst township in 1854, with provision made for church reserves included in his survey. Original church buildings were extended or replaced by more elaborate churches after the goldmining boom of the early 1870s followed by the stabilisation of Bendigo's population in the 1880s. Substantial church complexes today are represented by All Saints Uniting Church at 21–27 Forest Street, Bendigo (HO118); St. Killian's Catholic Church at 173 McCrae Street, Bendigo (HO183); and the Sacred Heart Cathedral at 80 Wattle Street, Bendigo (HO288).

Smaller, non-conformist church building examples in the central area of Bendigo are less common with examples of more modest churches of any denomination built in the interwar period rare. Church complexes that date from this period in the municipality on the Greater Bendigo Planning Scheme Heritage Overlay include:

- HO507, St. Monica's Catholic Church, 97 High Street, Kangaroo Flat. Built in 1926 St Monica's is a richly decorated, gabled and buttressed Gothic Revival red brick church with tuckpointing and white stuccoed contrasts. The roof is steeply pitched and clad with original slate tiles. The gable ends have characteristic Gothic Revival copings with crosses at the apexes; the main west gable has a rose window with a dressed course and blind triangular panel above, and a sloping parapet, dressed apex, four kneelers and angled buttresses.
- HO876, Arnold Street Uniting Church (former Wesleyan), 213 Arnold Street North Bendigo. Church built in 1901; Hall in 1915. The red brick church and timber Sunday school are relatively intact examples of their building typologies. The church has been modified through the addition of the front porch but is otherwise externally intact, while the Sunday school has only minor changes. While relatively modest in its scale and detailing, the 1901 church is a successful design, with key elements being the combination of red brick and painted cement dressings, the buttresses and arched windows to the side elevations and in particular the circular rose window in the principal gable. The 1915 hall is also of note for its partially enclosed timber verandah, thought to be original.
- HO512, Uniting Church (former Wesleyan) Sunday School Building, 10 Camp Street, Kangaroo Flats, built in 1936. The Sunday School is of red brick with a rough cast gable end, decorated panels in clinker brick, a central gable vent and a broad gable eave, supported by four diagonal timber brackets. It has a cruciform pitched truss roof clad in corrugated galvanised steel, with two transverse wings to each side of the main gable as it faces High Street. The corbelled side gables are plain brick panels, and the main (High Street) wall is dominated by a four-light timber-framed central fanlight window bisected with a brick pier. The fanlights have pent heads, carrying the Gothic influences further. This window is crowned by a Tudor-looking hood mould with label-stops and flanked by a pair of two-stage buttresses with cement-rendered off-sets. The High Street wall has a thick, flush course line in rendered cement running across its front.

- HO212, St. Andrew's Uniting Church complex, 24–26 Myers Street, Bendigo built in 1930. The church is a stuccoed brick church of 1930. The exterior is quite idiosyncratic in detail and gains its distinctive character from its eclectic low relief cement decoration. The interior is of particular interest for its high-quality stain glass which includes work by Brooks, Robinson and Mathieson & Gibson.



Figure 4. St. Monica's Catholic Church, 97 High Street, Kangaroo Flat, built in 1926. (Source: Google, February 2018)



Figure 5. Arnold Street Uniting Church (former Wesleyan), 213 Arnold Street North Bendigo. Church built in 1901; Hall in 1915. (Source: Google, February 2018)



Figure 6. Uniting Church (former Wesleyan) Sunday School Building, 10 Camp Street, Kangaroo Flats, built in 1936. (Source: Google, February 2018)



Figure 7. St. Andrew's Uniting Church complex, 24–26 Myers Street, Bendigo, built in 1930. (Source: Google, February 2018)

Compared with the aforementioned places, the 1926 Church of Christ building at 35–39 Short Street, Bendigo has a similar construction date and, is similarly unpretentious in style and modest in scale. All of these churches exhibit characteristics of the Early English Gothic style, which was the simplest form of Gothic, and the one most favoured in Gothic revival buildings. This style is typified by the use of lancet windows—the simplest pointed-arch form—that are frequently grouped in clusters of two, three or even five lights. What sets the subject site apart is its adaption of the Gothic to incorporate the spirit of the Arts and Crafts movement. This combination was an ideal vehicle for a transition from the historicism of other Gothic revival churches such as HO507 St. Monica's Catholic Church, 97 High Street, Kangaroo Flat built in 1926, HO876 Arnold Street Uniting Church (former Wesleyan), 213 Arnold Street North Bendigo Church built in 1901 and HO212 St. Andrew's Uniting Church complex, 24–26 Myers Street, Bendigo, built in 1930 to the simpler architecture of the twentieth century. This transition is also evident at the HO512 Uniting Church (former Wesleyan) Sunday School Building, 10 Camp Street, Kangaroo Flats, built in 1936 and the HO876 Arnold Street Uniting Church (former Wesleyan Hall) built in 1915.

Context

Like the subject site these buildings are distinguished through their use of natural materials, and of hand craftsmanship resulting in a simplicity and abstraction in their design.

As a rare example of an Interwar church building in the central area of Bendigo that demonstrates the fusion between the Gothic style and the Arts and Crafts movement, the Church of Christ building at 35-39 Short Street built in 1926 makes an important contribution to the central area's architectural and built historic form.

ASSESSMENT AGAINST CRITERIA

✓	<p>CRITERION A Importance to the course or pattern of our cultural or natural history (historical significance).</p>
	<p>CRITERION B Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).</p>
	<p>CRITERION C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).</p>
✓	<p>CRITERION D Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).</p>
	<p>CRITERION E Importance of exhibiting particular aesthetic characteristics (aesthetic significance).</p>
	<p>CRITERION F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)</p>
✓	<p>CRITERION G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).</p>
	<p>CRITERION H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).</p>

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

The Church of Christ at 35–39 Short Street, Bendigo, built in 1926, is significant.

Significant fabric includes the:

- original built form and scale;
- walls of face brick with contrasting brick detailing and engaged pilasters;
- gable roof form with exposed rafter ends and ventilators;
- gable end details including expressed timber trusses and oculus wall vent to Short Street;
- paired gothic (lancet) windows (some with leadlight);
- recessed name plates across the Short Street elevation; and
- a foundation stone.

HOW IT IS SIGNIFICANT

The Church of Christ at 35–39 Short Street, Bendigo, is of local historic, representative and social significance to City of Greater Bendigo.

Context

WHY IT IS SIGNIFICANT

The Church of Christ site is of historic significance having served the community as its focus of worship and various other church functions and activities for almost 120 years. The complex of buildings on the site represents the growth and aspirations of a small Christian denomination within Bendigo where services were initially held in a tent on the site from 1901, with the current church building being constructed in 1926. (Criterion A)

The 1926 brick church building is a fine representative example of an Interwar Art and Crafts Gothic church building that takes its broad built form from early English Gothic sources but incorporates the spirit of the Arts and Crafts movement. This has resulted in a building that includes typical elements of Gothic revival churches, such as a steeply pitched gable roof and paired lancet windows, and incorporates elements from the Arts and Crafts such as walls of face brick with contrasting brick detailing, exposed rafter ends, expressed trusses to the gable ends and an oculus wall vent. (Criterion D)

The Church of Christ complex is of social significance for its strong and ongoing association with the Bendigo community. The site as a whole has played an ongoing role in the spiritual life of the local community since 1901, when church meetings were held in a tent on the site. The current church building has served as a focus for the Bendigo Church of Christ community for almost 100 years with religious services still being held in the building to this day. (Criterion G)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01-3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

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114 WILLIAMSON STREET, BENDIGO

FORMER BUTTS HOTEL

Prepared by: Context

Survey Date: October 2019

Place Type: Commercial

Architect: Joseph Martin Brady

Significance level: Significant

Builder: J. Cowper

Extent of overlay: Refer to map

Construction Date: 1876



Figure 1. 114 Williamson Street, Bendigo, viewed from the intersection of Williamson and McLaren streets. (Source: Context, November 2019)



Figure 2. 114 Williamson Street, Bendigo, viewed from McLaren Street. (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

5.0 Building Greater Bendigo's industries and workforce

5.3 Marketing and retailing

5.6 Entertaining and socialising

6.0 Building towns, cities and the Greater Bendigo area

6.1 Establishing settlement in the Greater Bendigo Municipality

The first land sales in Bendigo took place in April 1854 where most of the allotments that make up the central area of Bendigo were sold. After the survey of Sandhurst, makeshift buildings along Camp Street and Auction Street were removed, and more permanent buildings appeared along the new boulevard, Pall Mall.¹⁰ Accompanied by the establishment of local brickyards, including Chinese brickworks, by 1861 churches, schools, a hospital, an asylum, a gaol, courts, a post office, breweries, and hotels had been built. Other services included newspapers, gas lighting, and a telegraph connection. In 1862, the Melbourne-Murray railway line reached Bendigo.

By 1862, additional tracks and roads led from Melbourne to Sandhurst, from Sandhurst to Echuca, from Sandhurst to Kerang and Swan Hill, and from Sandhurst to Inglewood, evidencing the opening up of agricultural land under the first Land Acts of 1860 and 1862.

Sandhurst's industries were established alongside its residential and commercial areas, with the main industrial area initially established in Pall Mall, View Point, View Street, Mitchell Street and Market Square (Lyttleton Terrace). The area was occupied by commercial, financial and professional services as well as intensive manufacturing enterprises such as saddlers, bakers, gunsmiths and printers. The majority of larger industries, such as foundries and breweries, were located outside the central area.¹¹

In the same year of 1871 Sandhurst was proclaimed a city, by which time a quartz reef mining boom was in full swing. Speculation on the share market soared from June to October 1870, and by November 1871, approximately 1,310 registered companies were operating.¹² The Bendigo-Eaglehawk field constituted the world's greatest nineteenth century quartz mining centre.¹³ Michael Roper describes the early 1870s mining boom as 'the engine which transformed the physical and social structure of Sandhurst', with the town's population increasing from 25,692 in 1872 to 28,306 in 1875, and the annual value of property rising from £114,549 in 1870 to £204,474 in 1874.¹⁴

From the earliest years on the goldfields and throughout the rest of the nineteenth century, hotels were the popular spaces of socialising in Sandhurst:

¹⁰ Mike Butcher, Yolande M. J. Collins, and National Trust of Australia (Victoria). Bendigo and District Branch., *Bendigo at Work: An Industrial History* (Strathdale, Vic.: Holland House Publishing, 2005), 177.

¹¹ Yolande M. J. Collins, "Introduction", in Mike Butcher and Yolande M. J. Collins, *Bendigo at Work: An Industrial History* (Strathdale, Vic.: Holland House Publishing, 2005), 4.

¹² "Statistical Register of the Colony of Victoria for the year 1872." (Melbourne, Vic.: Robert S. Brain Government Printer, 1873), 42.

¹³ Bannear, "North Central Goldfields Historic Mining Sites Strategy, Revised Draft," 24.

¹⁴ *Ibid.*, 106.

Context

After [alcohol] prohibition was lifted in May 1854, a wave of hotels sprung up, immediately becoming the hub of goldfields social life. The number and rapid growth of hotels was phenomenal; by 1857, there were over 90 hotels in Sandhurst. The hotels were also multi-functional, providing entertainment spaces for concerts and dances, meeting rooms for clubs and lodges, venues for political meetings, and even sometimes accommodation for church services... Many hotels were constructed on main roads to the goldfields, and between towns, providing accommodation and food for travellers, and rest for horses... After the 1870s, many Sandhurst hotels were also rebuilt, with the earlier utilitarian buildings replaced with more elaborate constructions. Bendigo's famous Shamrock Hotel, for example, had several incarnations beginning with the 1854 hotel on the site, which was replaced by a hotel constructed in 1860 by Vahland and Getzshmann and then again in 1897 to a design by Philip Kennedy. As with the Shamrock, the replacement hotels were often architect designed..¹⁵

PLACE HISTORY

The 1876 corner hotel building at 114 Williamson Street, Bendigo, stands on Crown Allotment 9, section 6C, Sandhurst, which was purchased by J. Dickinson on 2 January 1857..¹⁶

Butts Hotel had operated in an earlier building on the allotment at the corner of Williamson Street and McLaren Street from as early as 1864 and owned by James Dickinson..¹⁷ In April 1866, the hotel was advertised for sale as instructed by publican George Lee, then licensee, who was retiring from the business. The earlier hotel building was described this time as a 'first-class property...containing bar, bar parlour, bagatelle room, three bedrooms, cool cellar, large yard and garden behind'..¹⁸

Coroner's inquests were held at Butts Hotel in the 1870s. In 1870 an advertisement listed for sale part of allotment 9 (lot 1), section 6C, Sandhurst, on which was erected the Butts Hotel. John Harney was the owner of the hotel in this year..¹⁹ By 1872, Robert Newbold owned the Hotel..²⁰

In 1876, a tender was advertised for the removal of the earlier Butts Hotel..²¹ In September 1876, a short article in the *Bendigo Advertiser* celebrated the opening of a new hotel building designed by local architect J. M. Brady, the building currently on the site at 114 Williamson Street:

Another addition has been made to the architectural adornments of the city by the erection of Butts Hotel, at the corner of Williamson and McLaren-streets. The building has been erected by Mr. R. Newbold, and is constructed of red bricks, with white brick dressings round the doors and windows, and white brick cornices, the whole being neatly tuck-pointed, and presenting a light and pleasing facade. The interior consists of the bar, bar parlour, billiard and dining rooms, two bedrooms, servants' room, kitchen, and bathroom, the whole of the rooms being large, lofty and well ventilated. Each room is supplied with gas and bells, and Venetian blinds to all the windows. There are two private entrances; one from each street, which renders the ingress very convenient. Great credit, is due to Mr J. Cowper, the contractor, for the manner in which he has performed the work from the designs and under the superintendence of Mr J. M. Brady, architect, of Pall Mall..²²

¹⁵ Lovell Chen, Greater Bendigo Thematic Environmental History, 2013, 92.

¹⁶ Parish Plan Sandhurst.

¹⁷ Goldfields Libraries Historical Rate Search. Available <http://glcrates.ncgrl.vic.gov.au>.

¹⁸ "Advertising." *Bendigo Advertiser*, 13 April 1866, 4.

¹⁹ "Advertising." *Bendigo Advertiser*, 26 September 1870, 4; "Advertising." *Bendigo Advertiser*, 2 July 1870: 3.

²⁰ "Advertising." *Bendigo Advertiser*, 13 April 1866, 4.

²¹ "Advertising." *Bendigo Advertiser*, 26 February 1876, 4.

²² "New Buildings." *Bendigo Advertiser*, 18 September 1876, 2.

The builder John Cowper supervised a number of other important structures in the 1870s, including the Princess Theatre and Opera House (1874), two state schools in Sandhurst districts (1874 and 1875), Charing Cross Bridge (1879).²³

When the owner of Butts Hotel, cab proprietor Robert Newbold, died in 1896, his property included Butts Hotel in Williamson Street (valued at £850) and an adjoining weatherboard cottage in McLaren Street (valued at £150).²⁴ In 1907, a tender was called for the purchase and removal of the cottage, and in 1917, architect Robert Nicolai called for tenders for the erection of additions and alterations to Butts Hotel.²⁵

Architect Robert F Nicolai was part of the German school employed by the firm of eminent Bendigo architect, William Vahland, in the 1890s. Nicolai had offices at View Street and at the time of his death in 1927 he left a small portfolio of commercial and residential buildings in the Bendigo area.²⁶

Through Nicolai's design, Butts Hotel was subsequently modernised by extending the building in brick along McLaren Street and changing the internal arrangements of the bar and other facilities. Butts Hotel continued to operate into the late 1950s. It is not known when the hotel was de-licensed, but in 1957–58, the building was owned by preserving company, W. H. Osborn Pty. Ltd.²⁷

A 1950s aerial photograph shows the extant addition adjacent to the 1876 hotel (Figure 3). This 1917 extension was built to McLaren Street without setback (Figure 4).

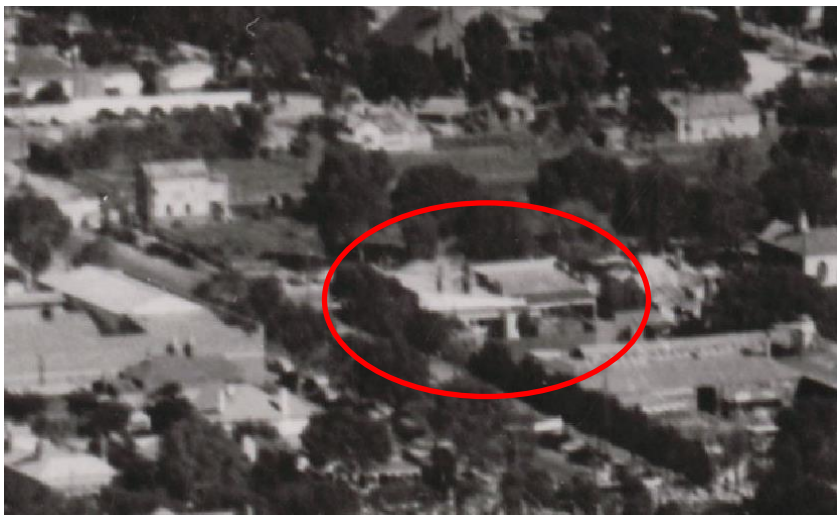


Figure 3. The 1876 Butts Hotel (left) and the 1917 extension (right) viewed from the north towards the railway crossing. (Source: C. D. Pratt, "Aerial view of Bendigo, Victoria." c.1950–54, State Library Victoria)

²³ "Sandhurst buildings in course of erection." *Bendigo Advertiser*, 25 May 1874, 2; "Gazette notices." *Bendigo Advertiser*, 5 May 1874, 3; 'Gazette notices.' *Bendigo Advertiser*, 5 July 1875, 3; 'City council', *Bendigo Advertiser*, 15 March 1879, 1.

²⁴ PROV, Wills, Probate and Administration Records 1841–2013, VPRS 28/P2, unit 436.

²⁵ "Advertising." *Bendigo Independent*, 16 February 1907, 8; "Advertising." *Bendigo Independent*, 2 July 1917, 1.

²⁶ Context Pty Ltd, *White Hills and East Bendigo Heritage Study*, vol. 2, prepared for City of Greater Bendigo, 2015, 121.

²⁷ Bendigo Ratebooks 1957-58, PROV, VPRS 16267/P1/102, Bendigo Regional Archives Centre (BRAC).

Context



Figure 4. A 1986 aerial photograph showing the footprints of the premises. The 1917 extension built to McLaren Street was replaced by 1990. (Source: “Bendigo-Shepparton Highway Project 1956.” Central Plan Office)

The Butts Hotel was converted to Matchett’s Wine Store by 1990, when restoration and alterations were carried out to the original 1876 building. Changes to the street frontages include: conversion of the splay corner entrance to a full-height window; conversion of a door to McLaren Street to a window; re-opening and restoration of a bricked window on the Williams Street frontage, and overpainting of cement render. The 1917 addition was replaced with new brick structure setback from McRae Street, constructed by this time (see Figure 5 and Figure 6).

The building today at 114 Williamson Street retains its 1876 building form of a corner hotel. Today it houses the Foundation for Rural and Regional Renewal.



Figure 5. A 1989 photograph of the Butts Hotel viewed from the intersection of Williamson and McLaren streets. The 1917 extension built to McLaren Street had been removed by this time. (Source: Lunn, “Old Butt’s Hotel.” 1989, *Victorian Collections*)



Figure 6. An extract of a May 1990 photograph taken from the railway crossing. Note the changes to the openings on two street frontages and the new brick structure built to McLaren Street with a small setback. (Source: Lee & Phillips "Bendigo C box." 1990, *When there was stations*)

114 Williamson Street, Bendigo, is a corner hotel built in 1876 by builder R. Newbold to a design by architect Joseph Martin Brady for the owner James Dickinson and publican George Lee.

Two large brick buildings occupy this site located on the corner of Williamson and McLaren streets, not far from the Williamson Street railway crossing. Surrounding carparks isolated these two buildings.

The 1876 bi-chrome corner building is built to the street line with no set back with a splayed corner entry, which is a typical element of a mid-Victorian corner hotel. A brick parapet wall conceals a skillion roof. A rendered panel runs around the top of the parapet and rendered signage panels are also provided below the parapet.

Most window and door openings have arched heads, with cream brick surrounds and rendered sills. The original splayed corner entrance has been converted to a window. Inconsistent brick colours indicate the alterations to a number of original or early openings on both street frontages. One of the double-width windows near the corner had been bricked in, and was restored by 1990 (see Figure 5 and Figure 6). The timber sash windows on both street elevations are replacements from 1990.

Facing McLaren Street, four timber-framed double hung sash windows are intact with three being single width and one a double width window. On the Williamson Street elevation there are six openings. The second opening from the corner, which was a doorway until 1989 (Figure 5), currently functions as a window. The last opening from the corner is taller than the others with a timber sash window. Rendered detailing can be noted around the window opening.

To the northwest, a face brick wall with stepped parapet currently fronts a carpark. The westernmost bay comprising of a rectangular opening with concrete lintel appears to be a later addition. Alterations have been made to this elevation of the building and include the insertion of full-height glazing and the addition of a verandah.

The later building (1990) runs between McLaren Street and the car park. Brick parapets at either end have a raised middle section, and are detailed with cream brick patterning. A skillion roof clad with corrugated iron is concealed behind the distinctive parapets.

INTEGRITY

The former Butts Hotel at 114 Williamson Street, Bendigo, is generally intact with some changes visible to original or early fabric. The building retaining its original built form and scale, materiality and stylistic details. The corner hotel building retains its original pattern of openings, face brick walls with bi-chrome brickwork, and stylistic elements such as stepped parapet to the north elevation and the flat parapets and signage panels on the street frontages. Changes to the 1876 building include alterations of a number of openings on both street frontages, replacement of all window frames and overpainting of cement render detailing. Overall, the building demonstrates good integrity and remains legible as a mid-Victorian corner hotel.

COMPARATIVE ANALYSIS

Varied commercial enterprises developed in Bendigo's central area after Richard Larritt's survey of Sandhurst township in 1854, including the establishment of a number of hotels.

The group of extant places that demonstrate hotel development in Bendigo's central area are mostly grand multi-storey buildings currently used for their original purpose, for example the Shamrock Hotel in Pall Mall, the City Family Hotel at 41 High Street, and the Metropolitan Hotel at 224 Hargreaves Street, or for other commercial uses, such as the Cumberland Hotel at 56 Williamson Street, which houses La Porchetta restaurant. Fewer smaller scale buildings evidence the history of the industry, and those that remain are somewhat geographically isolated.

The examples of single-storey mid-Victorian corner hotel buildings listed on the Greater Bendigo Planning Scheme Heritage Overlay include:

- HO699, former Cheshire Arms Hotel, 150 Lyttleton Terrace, Bendigo – built by 1868, possibly as a residence designed by Alexander Love, architect, who called tenders for a brick house for that site in 1866. The hotel was closed in 1919 and used as a confectionery and then as a dwelling.²⁸
- HO156, former Golden Gate Hotel, 118 High Street, Bendigo – built originally as a residence in 1861, and converted to a hotel in 1876 by the owner Robert Greave. Cohn's Brewery leased the land from the next owner Charlotte Boldt between 1894 and 1935. The building was altered during this time c1906, presumably by William Beebe.²⁹ The building has been restored more recently, with replacement verandah added and with the overpainting removed to reveal the bi-chrome face brick walls.
- HO451, Foundry Arms Hotel, 2 Old High Street, Golden Square – built for Mr. Reardon in 1872, and two further rooms were added in 1874. It was named for Harkenss Foundry immediately behind. Further additions were made in 1913.³⁰ The building still operates as a hotel. The verandah was added after the early 1980s.

²⁸ "Cheshire Arms Hotel (former), 150 Lyttleton Terrace, Bendigo." HERMES record no. 163610.

²⁹ "Golden Gate Hotel (former), 55 Wattle Street, Bendigo." HERMS record no. 34261.

³⁰ "Foundry Arms Hotel, 2 Old High Street, Golden Square." HERMS record no. 34333.



Figure 7. 150 Lyttleton Street, Bendigo. (Source: Google, February 2018)



Figure 8. 118 High Street, Bendigo. (Source: Google, February 2018; Bendigo Historical Society, "Golden Gate Hotel." c1980s, *Victorian Collection*)



Figure 9. 2 Old High Street, Golden Square, in 2018 (left) and in the early 1980s (right). (Source: Google, February 2018; Bendigo Historical Society, "Foundry Arms Hotel." c1980s, *Victorian Collection*)

Like the above individually significant examples, the former Butts Hotel has the form of a conventional one-storey corner hotel type building built throughout the goldfields during the nineteenth century. The former Butts Hotel and the above examples share a number of typical characteristics of modest-scale corner hotel type, such as the siting without a setback, the splayed corner entrance, roof form hidden behind parapet, and plain detailing with references to classical architecture. Also, these early hotels were built on main roads to the goldfields and between towns.

Opening on this site by 1864, within three years of the connection of Bendigo with Melbourne by railway, Butts Hotel's strategic positioning near the railway station and on Williamson Street, one of Bendigo's main thoroughfare, is also representative of the building type established during Bendigo's early development phase.

Context

As an example of a single-storey hotel building dating from 1876 in central Bendigo, the intactness of its early distinctive built form as a hotel is noteworthy. The form and material of the former Butts Hotel contributes to the streetscape, scale, and design of the central city area.

ASSESSMENT AGAINST CRITERIA

✓	<p>CRITERION A Importance to the course or pattern of our cultural or natural history (historical significance).</p>
	<p>CRITERION B Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).</p>
	<p>CRITERION C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).</p>
✓	<p>CRITERION D Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).</p>
	<p>CRITERION E Importance of exhibiting particular aesthetic characteristics (aesthetic significance).</p>
	<p>CRITERION F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)</p>
	<p>CRITERION G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).</p>
	<p>CRITERION H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).</p>

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

Former Butts Hotel at 114 Williamson Street, Bendigo, a single-storey corner hotel building built in 1876 to a design by Joseph Martin Brady, is significant.

Significant features includes the:

- Original external form and scale of the 1876 corner hotel building;
- bi-chrome face brick exterior and render detailing;
- the size and location of original openings on Williamson and McLaren streets; and
- cream brick detailing and hood moulds to window and door openings, cream brick implied quoining to the building corners, a stepped brick parapet to the north west and rendered signage panels.

HOW IT IS SIGNIFICANT

Former Butts Hotel at 114 Williamson Street, Bendigo, is of local historic and representative significance to the City of Greater Bendigo.

Context

WHY IT IS SIGNIFICANT

Historically, the former Butts Hotel at 114 Williamson Street, Bendigo, is significant as an early Bendigo Hotel building serving both locals and travellers. The hotel business was opened by the first owner James Dickinson, shortly after the opening of the railway to Bendigo from Melbourne in 1862. By 1872 ownership of the site was transferred to Robert Newbold and in 1876, Newbold commissioned the removal of the original building and construction of the building currently located on the corner site to a design by local architect Joseph Brady. The adjoining building was originally constructed in 1917 and replaced by 1990. Butts Hotel continued to operate on the site until the 1950s. (Criterion A)

114 Williamson Street, Bendigo is significant as an example of a single-storey corner hotel building typical of the type constructed throughout the goldfields from the 1850s. It is unusual as one of a small number of a modest-scale hotel buildings located in the city centre of Bendigo. The former Butts Hotel retains typical characteristics of the type, such as the positioning to the street without a setback, the splayed corner entrance, roof form hidden behind parapet, and plain detailing. Opening on this site by 1864, Butts Hotel is representative of the building type established during Bendigo's early development phase. (Criterion D)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01–3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

Extent of Heritage Overlay is recommended as below, from corner of title to include northern verandah (approximately 13 meters along McLaren Street and 23 meters along Williamson Street).



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116 WILLIAMSON STREET, BENDIGO

FORMER SANDHURST C RAILWAY SIGNAL BOX

Prepared by: Context

Survey Date: October 2019

Place Type: Transport – Rail

Architect: Victorian Railways Department

Significance level: Significant

Builder: William Bennett

Extent of overlay: Refer to map

Construction Date: 1887



Figure 1. Former Sandhurst C Railway Signal Box at 116 Williamson Street, Bendigo, viewed from north. (Source: Context, October 2019)



Figure 2. Former Sandhurst C Railway Signal Box viewed from southeast (left) and from northwest (right). (Source: Context, October 2019)

HISTORICAL CONTEXT

City of Greater Bendigo framework of historic themes

This place is associated with the following historic themes taken from the *Greater Bendigo Thematic Environmental History (2013)*:

3.0 Connecting Greater Bendigo by transport and other communications

3.2 Linking Greater Bendigo by rail

6.0 Building towns, cities and the Greater Bendigo area

6.2 Creating Bendigo

The construction of railway lines in the colony of Victoria followed the spread of settlement, with the first railway lines built with private capital. Surveyor General, Captain Andrew Clarke, was authorised to undertake surveys for railways throughout the central portion of the colony in the 1850s. By the end of 1855, sixteen survey parties had completed surveys for lines, including the Main Trunk Lines from Melbourne to the Murray River at Echuca, opened in 1864, and Geelong to Ballarat, opened in 1862.

The history of the Bendigo railway had its beginning in 1855 when a public meeting called for an approach to the Government to secure a railway from Melbourne. The meeting resolved to present a memorial to Governor Sir Charles Hotham for the construction of the line. When the promise of a railway was secured, the route was the subject of some controversy. Some Bendigo residents favoured Myers Street, while others advocated for Pall Mall.¹

In September 1857 the tender of Messrs Cornish and Bruce, at £4,356,957 was accepted for the construction of the Melbourne-Bendigo line, and the work was begun at Melbourne and Bendigo simultaneously. On 13 February 1859, the railway was opened as far as Sunbury and the line was completed in 1862.²

At the opening celebration of the line on 20 October, two trains arrived: the first bringing a large party of visitors from Castlemaine, including the Rifle Corps and its band, and also the fire brigade. The Governor's train arrived soon afterwards with his Excellency, Sir Henry Barkly, K.C.B..³

The extension of the railway to the Murray River commenced immediately, and the line from Bendigo to Echuca was opened on 19 September 1864. The contractors for the work were Messrs Collier, Barry and Co..⁴

The railway played a crucial role in the economic development of Bendigo and districts to the north and east. Bendigo was a key junction where, by 1900, branch lines to Swan Hill and Kilmore, as well as to industries in North Bendigo and East Bendigo, connected to the main railway line.

Four timber signal boxes were erected near Sandhurst Station (today's Bendigo Railway Station) between 1886 and 1890 to control traffic through the station and railway junctions nearby.

¹ "NORTHERN RAILWAYS." *Bendigo Advertiser*, 16 August 1913, 7.

² Ibid.

³ Ibid.

⁴ Ibid.

PLACE HISTORY

Former Bendigo C Railway Signal Box (originally known as 'Sandhurst A') was erected at the Williamson Street railway crossing (Figure 3), approximately 10–15 metres closer to the junction. Commissioned by the Victorian Railways Department, it was one of the two signal boxes erected in 1887 by William Bennett to serve the traffic to and from Sandhurst station.⁵ The Bendigo C box was opened on 11 January 1888 as a 30-lever machine and was expanded on 27 January 1890 to a 43-lever machine (Interlocking Register), known as 'No. 6' type rocker frame by major signaling manufacturer McKenzie and Holland.⁶

The former Bendigo C box, one of four boxes at Bendigo, controlled the movement of traffic between the Bendigo Railway Yard and North Bendigo Junction. It housed mechanical signaling equipment, including levers and a gate wheel, which was required to guide trains (Figure 4). In the 1980s, the Bendigo C box was operated by a telephone system, attended by one staff member 24 hours over three shifts, except for the weekend.⁷

The depopulation of rural areas in conjunction with the development of roads spelt an end for the era of railway domination, leading inevitably to the withdrawal of passenger services and the curtailment of whole sections of line. By the 1920s, the motor truck was making inroads on the transport scene, and by the 1940s, little funding for capital improvements was allocated to the railway system. As a result, rail transport was used less frequently. Following Henry Bland's watershed *Report of the Board of Inquiry into the Victorian Land Transport System* of 1971–72, a severe reduction in rail services was implemented. Eventually much of the infrastructure required to provide a traditional rail transport system across regional Victoria was closed down.

The four Bendigo signal boxes were rendered obsolete in May 1990 by the rationalisation of the sidings and introduction of Centralised Traffic Control (CTC), worked initially from Bendigo at that time and later from Southern Cross. Bendigo C box was switched out for the last time at 10.40pm on 25 May 1990.⁸ The interlocked gates were also removed in May 1990 and stored at the City of Bendigo yard with a view to their restoration, although this did not eventuate. All signal arms were removed from the Bendigo area during the afternoon of 26 May 1990. The 43-lever McKenzie and Holland 'No. 6' type rocker frame was removed from the Bendigo C box sometime later.⁹

As the building was close to the road, the signal box was considered a traffic hazard. Following moves by the Bendigo Heritage Advisory Committee to provide for its conservation later in 1990 the vacant box was subsequently relocated from the Williamson Street railway crossing site to its current location approximately 10–15 metres towards the Bendigo Railway Station.

Preservation and internal alteration works were commenced in 1997 and the building has since been used for both commercial and residential purposes.¹⁰ Bendigo C Signal Box is now leased from V/Line and used for accommodation.

⁵ "The Bendigo Advertiser." *Bendigo Advertiser*, 22 January 1889, 2; Andrew Ward, "SRS Suburban Tour 1997: Bendigo Line." *Victorian Railway Resources*, 1997, 1–10.

⁶ Information supplied by Andrew Ward, railway heritage architect, from *Newsrail*, number 7, 1990, 217, and conversation with L. Sergeant, 3 May 1990, personal communication 29 July 2016; and *Bendigo Advertiser*, 2 July 1997.

⁷ "Signal box for rent in Bendigo." *ABC Central Victoria*, 3 June 2015.

⁸ "The Bendigo Advertiser." *Bendigo Advertiser*, 22 January 1889, 2.

⁹ "Bendigo C Box." *When there were Stations*.

¹⁰ Information supplied by Andrew Ward, railway heritage architect, from *Newsrail*, number 7, 1990, 217, and conversation with L. Sergeant, 3 May 1990, personal communication 29 July 2016; *Bendigo Advertiser*, 2 July 1997.

Context

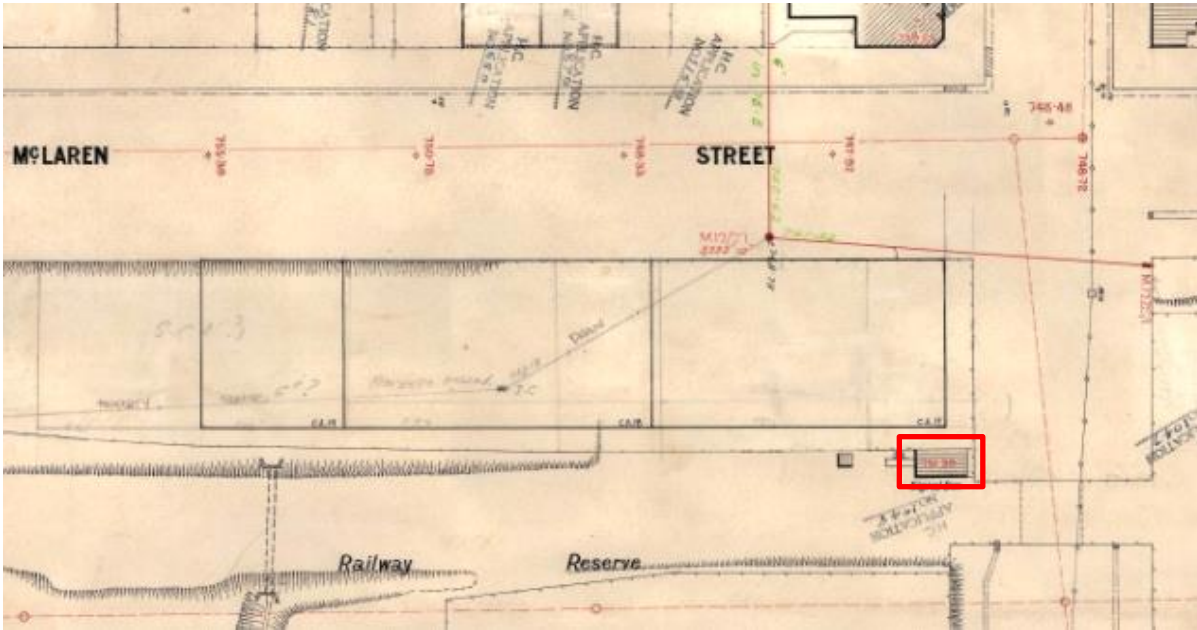


Figure 3. Bendigo C box as it appears in the sewerage plan from 1923, in its original location. (Source: Bendigo Sewerage Authority Detail Plan No.20, 1923)



Figure 4. Bendigo C Signal Box at its original location (left) and the gate wheel and 43-lever frames (right), both taken in November 1989, shortly before the decommission. (Source: Lee, M and D Phillips, "Bendigo C Box." 1989, *When there were stations*)

DESCRIPTION

Former Bendigo C Railway Signal Box (originally 'Sandhurst A') at 116 Williamson Street, Bendigo, is a two-storey timber railway infrastructure building, built in 1887 to control movements between Bendigo Railway Yard and North Bendigo Junction. The building functioned as a signal box for over a hundred years until May 1990, when it was decommissioned and relocated approximately 10–15 metres from its original position at the railway crossing at Williamson Street to its current location. In 1997, internal alterations were carried out for conversion as a residence.

The Bendigo C box is now located near the railway tracks, in the block bounded by McLaren Street, Williamson Street and Galvin Street. The two-storey signal box follows a standard Victorian Railway design, characterised with elements such as a horizontal band of multipane windows in the upper level, corrugated iron-clad gabled roofs with bargeboards to the gables, and weatherboard walls framed by

stop-chamfered timber posts. The two-storey weatherboard building maintains all these representative elements.

On the upper level, a row of identical timber framed six-pane windows runs across the length of the southeast elevation of the building and returns around the northeast elevation, to provide a clear view over the railway tracks. A smaller single pane window is on the northwest elevation. On the lower level, two openings with six-pane window frames are provided on both the southeast and northwest elevations. The doorway on the lower level also remains, with modern screen and door. A secondary section that originally functioned as the entry point to the upper level of the building is elevated above ground level at the south-western end of the building. The original timber stairs connected to this section was removed, but the original door have been retained on this section.

INTEGRITY

Former Bendigo C Railway Signal Box at 114 Williamson Street, Bendigo, is highly intact with a very few changes visible to original or early fabric. The building retains its original characteristic elements such as gabled roofs clad with corrugated iron, bargeboards to the gables, and weatherboard walls framed by stop-chamfered timber posts. Other intact original or early details include the horizontal band of timber framed six-pane windows on the upper level, and similar lower level windows . The building also retains its original built form and scale, as well as its materiality. Apart from the removal of the timber stairs, the building is highly intact. Overall, the building has very high integrity.

COMPARATIVE ANALYSIS

Timber signal boxes were once commonplace throughout the Victorian Railways network. The first signal box interlocking installations on the Victorian government system were provided in 1876 and by 1888 there were 133 frames in use throughout the colony of Victoria. In metropolitan Melbourne, construction of signal boxes continued into the twentieth century, in conjunction with the gradual electrification of the Victorian suburban railway and tramway network. The ubiquitous gabled signal box design featuring a horizontal band of windows was repeated with slight variations from the nineteenth century through to the twentieth century. With the introduction of CTC and automated level crossings in the late 1980s and 1990s, and a rationalisation of infrastructure during the establishment of the Regional Fast Rail Project in the period 2000–06, many were demolished or decommissioned.

Apart from the Bendigo C box (the building of interest), three other examples of timber signal boxes exist in Bendigo, two of which are also nineteenth century examples. All were decommissioned in 1990.

- HO619 & Significant in HO8 Market Place Precinct, Bendigo B Signal Box, 2a Railway Place, Quarry Hill – Bendigo B box was built in 1890 and controlled all movements in and out of the platform at Bendigo station.¹¹ The box was also known as ‘Sandhurst Middle’. It remains in situ as part of the Bendigo railway station complex and maintains a high integrity.
- Contributory in HO14 Tomlins Street Precinct, Bendigo D Signal Box, Nolan Street, Bendigo – Bendigo D box was built in 1886 at the Nolan Street railway crossing in Bendigo for radiating movements through North Bendigo Junction to Echuca, Eaglehawk, and Heathcote.¹² The box was originally known as ‘Inglewood & Echuca Junction’ and ‘Cattle Yard Junction’, and later

¹¹ Ward, “SRS Suburban Tour 1997: Bendigo Line.” *Victorian Railway Resources*, 1997, 1–10.

¹² *Ibid.*

Context

renamed 'Bendigo North Junction' in. The building remains in situ and has been authentically restored by the lessee.

- Bendigo A Signal Box, originally near Myrtle Street, Bendigo – Bendigo A box was re-built in 1921, as part of a railway yard enlargement project. It replaced an 1887 box which was originally known as 'Sandhurst C' or 'Sandhurst South'. Originally located near Myrtle Street, Bendigo, Bendigo A box-controlled movements in and from the goods siding.¹³ First introduced in 1910, signal boxes of its type (also in Fairfield and Creswick) have characteristic hipped roof form. It has been relocated to a private property in Lansell Street, Bendigo.



Figure 5. Photographs of timber signal boxes in Bendigo, around the decommission in 1990. From top left to bottom: Bendigo B, Bendigo D and Bendigo A boxes. (Source: Source: Lee, M and D Phillips, 1989–90)

As a Victorian-period timber signal box, and for its characteristic gabled design, Bendigo C Signal Box compares well with both Bendigo B and D boxes. Erected in 1887 and 1888, these three signal boxes reflect the nineteenth century expansion of railway lines from Melbourne to Bendigo and beyond.

Bendigo B box is almost double in size compared to Bendigo C or D boxes, having four bays of windows in the ground level rather than just two. Bendigo D box is more closely comparable in terms of the scale and the original function associated with railway junctions.

¹³ Ibid.

Built about 30 years later, the hipped-roofed Bendigo A box (currently not on the HO) is less directly comparable to the C box in terms of the design, scale and function. Also, A box has been removed from its original context and relocated to a residential area.

Overall, Bendigo C Signal Box is an intact example of only four signal boxes erected at Bendigo station, one of which has been removed from its original context and relocated to a residential area. Operating for over 100 years between 1888 and 1990, it is an important late Victorian railway infrastructure building that was associated with the Bendigo Railway Line, which played a crucial role in the economic development of Bendigo and districts to the north and east.

ASSESSMENT AGAINST CRITERIA

✓

CRITERION A

Importance to the course or pattern of our cultural or natural history (historical significance).

CRITERION B

Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).

CRITERION C

Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).

✓

CRITERION D

Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).

CRITERION E

Importance of exhibiting particular aesthetic characteristics (aesthetic significance).

CRITERION F

Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)

CRITERION G

Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

CRITERION H

Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

Bendigo C Railway Signal Box at 116 Williamson Street, Bendigo, a two-storey timber building built in 1887 by William Bennett, is significant.

Significant fabric includes the:

- original form and scale, as well as original openings on both levels;
- weatherboard walls framed by stop-chamfered timber posts;
- corrugated iron-clad gabled roofs, with bargeboards to the gables; and
- other characteristic elements including the horizontal band of timber framed six-pane windows on the upper level, and the multi-pane windows on the lower level.

HOW IT IS SIGNIFICANT

Bendigo C Railway Signal Box at 116 Williamson Street, Bendigo, is of local historic and representative significance to the City of Greater Bendigo.

WHY IT IS SIGNIFICANT

Bendigo C Railway Signal Box (originally 'Sandhurst A') at 116 Williamson Street, Bendigo, built in 1887 and operated for over 100 years until 1990, is of historical significance as one of four nineteenth century signal boxes surviving in Bendigo. It is an important late Victorian railway infrastructure building that was associated with the Bendigo Railway Line, which played a crucial role in the economic development of Bendigo and districts to the north and east. It provides evidence of the role of Bendigo as a key junction where, by 1900, branch lines to Swan Hill and Kilmore, as well as to industries in East Bendigo and North Bendigo, connected to the main railway line.

The construction of railway lines in the colony of Victoria followed the spread of settlement, with the first railway lines built with private capital. In September 1857 the tender of Messrs Cornish and Bruce was accepted for the construction of the Melbourne-Bendigo line, and the work was begun at Melbourne and Bendigo simultaneously; with the line completed in 1862. The Melbourne- Bendigo railway constructed between 1857 and 1862 is significant for the role it played in the economic development of Bendigo and districts to the north and east; Bendigo C Box is directly related the operation of the Bendigo railway.

The four Bendigo signal boxes were rendered obsolete and were decommissioned in May 1990, replaced by Centralised Traffic Control (CTC) system. Following removal of the signaling equipment, the vacant box was subsequently relocated a short distance later in 1990. The Bendigo Heritage Advisory Committee campaigned for its conservation, which was undertaken in 1997. (Criterion A)

The Bendigo C box is significant for its ubiquitous, representative signal box design, characterised with the gabled corrugated iron roof, weatherboard-clad walls and horizontal band of timber framed six-pane windows on the upper level. In this respect it demonstrates a historical urban form once a commonplace structure on the Victorian railway system, now becoming increasingly rare. (Criterion D)

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Greater Bendigo Planning Scheme as an individually significant place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Greater Bendigo Planning Scheme:

GREATER BENDIGO PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01–3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

Context

OTHER

Extent of Heritage Overlay is recommended as below, starting 14 meters from Williamson Street road reserve.



REFERENCES

ABC Central Victoria, as cited.

Bendigo Advertiser, as cited.

Bendigo Sewerage Authority Detail Plan, as cited.

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