
Former Tottenham Bulk Stores Heritage Assessment

20 March, 2003

Community, heritage &
environmental solutions



**Prepared for
Department of Finance &
Administration**

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1 INTRODUCTION

Purpose

This report has been prepared for the Property Management Branch of the Department of Finance and Administration (DoFA), which is undertaking the divestment of properties that do not meet Commonwealth Property Principles.

The purpose of the report is to provide an assessment of the cultural heritage values of the former Tottenham Bulk Stores site (now known as the Records Management Service store) in Beachley Street, Tottenham (hereafter referred to as the 'subject property'). The objective for DoFA is to satisfy the Department's obligations under Section 30 of the Australian Heritage Commission Act 1975.

It is also a requirement of the Brief that this assessment will be carried out in a manner that does not compromise government probity considerations or exposing the Commonwealth to undue risk.

On this basis, the report provides advice (Chapter 6) about potential heritage impacts, and recommends measures to mitigate impacts.

Background

This property has been included in the DoFA divestment programme for 2002-2003. The Australian Heritage Commission has requested that a heritage assessment be carried out prior to deciding on the most appropriate divestment strategy for the subject property.

Study area

This study area comprises approximately 11 ha of land in Beachley Avenue, Tottenham contained in the following titles:

Volume 8257	Folio 949
Volume 10104	Folio 751
Volume 8126	Folio 809
Volume 8124	Folio 269

It does not include a small area of land included in Vol 8257 Fol 949 that adjoins the rear of a residence on the corner of Duke and Matthews Streets in Tottenham, and which will be divested as a separate entity.

Methodology

The methodology for this report for the identification of places of heritage significance generally follows the principles and procedures set out in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* (1999). It includes:

- An historic overview of the development of the subject property that identifies key periods in its development (Chapter 3).
- A description of the key buildings and features on the subject property as they exist today (Chapter 4).
- On the basis of the above, Chapter 5 describes the heritage significance of the subject property and identifies the buildings and features that contribute to its significance.

- Finally, Chapter 6 provides advice and recommendations in relation to the potential impacts of the proposed divestment of the subject property upon its heritage significance.

Source material

The information contained in this report has been drawn from the following primary and secondary sources:

- Original plans and other files held by the National Archives of Australia, which are cited in this report.
- A report entitled 'Thematic History of Defence in Victoria' prepared by Patrick Miller on behalf of the Australian Construction Services for the Australian Heritage Commission.
- A citation for the former RAAF No. 1 Stores depot, which was prepared by Gary Vines for the City of Maribyrnong as part of the *Maribyrnong Heritage Review*.
- Aerial photographs of the subject property for 1945, 1960, 1970 and 1990 provided by DoFA.
- Information about the subject property contained in the Brief.

Acknowledgements

The study team acknowledges the following people who generously assisted in the preparation of this report:

- Patrick Miller at *Heritage Victoria*, who provided access to his report and provided invaluable information and comments about defence sites in Victoria.
- Ruth Gallant, Heritage Planner at the City of Maribyrnong, who provided information about the *Maribyrnong Heritage Review* and *Environmental History*, as well as general planning information for the subject property.
- Mark Brennan at National Archives Australia, who assisted in gaining access to archival plans of the subject property.
- Gary Vines of Biosis Research, who carried out the assessment of the RAAF No. 1 Stores site for the *Maribyrnong Heritage Review*.

2 HERITAGE LISTINGS

Introduction

This chapter provides a summary of the existing heritage listings for the subject site.

Australian Heritage Commission

The subject property is not included on the Register of the National Estate, and is not adjacent to any properties that are included on the Register of the National Estate.

Victorian Heritage Register

The subject property is not included on the Victorian Heritage Register.

National Trust of Australia (Victoria)

The subject property is not included on the National Trust Register.

City of Maribyrnong

The *Maribyrnong Heritage Review* contains the following references to the subject property:

- The Environmental History of the City of Maribyrnong identifies 'Defending Australia' as a key theme which shaped the City of Maribyrnong. It notes that:

World War Two, which intensified the defence role played by the City of Maribyrnong, also saw the establishment of a RAAF storage depot at Tottenham, bounded by Ashley Street, South Road and the railway line. The RAAF depots remain here until the early 1990s.

- A citation has been prepared for the adjoining former RAAF No. 1 Stores depot site, however, there is no specific mention of the buildings on the subject property in that citation.

The subject property is not included in the Heritage Overlay of the Maribyrnong Planning Scheme.

3 HISTORY

Introduction

This chapter provides a brief description of the history of the subject property, in the context of the broader history of defence in Victoria and Australia. It includes:

- An overview of the impact of the Second World War upon Australia.
- The influence of defence and related industries upon the development of the western region of Melbourne.
- A site history for the subject property.

World War Two

The outbreak of the Second World War had a significant impact upon the historic development of Australia as described by Miller (1997):

The war was a unique experience in Australian history because for the first time all activity was subordinated to the war effort. In this war the armed forces were not just infantry but all arms of a modern mechanised military. The capacity for the establishment or redirection of munitions manufacturing capability during this period is simply astonishing for a country which until that time had relied almost exclusively on primary industry.

The period of the Second World War saw the biggest program of defence related property acquisition in Victoria. As well as direct acquisition of sites for camps, factories, airfields, stores, hospitals, headquarters and so on, land was leased or occupied by regulation and proclamation.

A systematic expansion of defence sites and upgrading of building was underway at the start of the war in 1939, and in general terms the style and construction followed the building types established in the mid-1930s, which were usually constructed of red brick. However, after the entry of the Japanese into the war in December 1941 a new sense of urgency arose and red brick was discarded in favour of timber framed buildings clad with corrugated galvanised iron or asbestos sheet.

Within Victoria, major stores depots were established during World War Two at the subject site, as well as at Bandida, Broadmeadows, Kensington, Mangalore, Port Melbourne, Seymour (Dysart Siding) and Somerton.

In a national context, the adjoining RAAF No. 1 Stores depot was one of several major RAAF stores established in capital cities and regional centres throughout the country.

Defence in the western region of Melbourne

Defence-related facilities and industries have played an important role in the development of the western region of Melbourne. The City of Maribyrnong *Environmental History* notes that:

The City of Maribyrnong's most significant contribution to the defence of the Commonwealth is probably its long-running role as a centre of explosives, ordnance and ammunition development and manufacture, which goes back to the establishment of the Colonial Ammunition Company in Footscray in 1899.

The availability of river transport down to the port, large areas of open space, the proximity of a growing chemical industry and the presence nearby of a reliable workforce were some of the reasons why explosives and ammunition complexes were sited in Footscray and Maribyrnong late in the nineteenth century and early in the twentieth.¹

¹ Barnard et al (2000) *Environmental History City of Maribyrnong* p.22

Major defence industries established within the region included:

Footscray Ammunition Factory (ADI)

This facility, also known as the Colonial Ammunitions Company (CAC), was located close to the Maribyrnong River on the site of what later became known as the Australian Defence Industries, Footscray or the Footscray Ammunition Factory. Although privately owned, CAC was established as an attempt to decrease Australia's dependence on imported ammunition. It was Australia's first ammunition factory and was, by 1890, making ammunition for the Victorian Government. By 1901 the company had expanded its area to produce .303 cartridge cases and bullets.²

Maribyrnong Explosives Factory

The complex that became the Maribyrnong Explosives Factory began as a Cordite Factory, which was originally established between 1909-12. It was expanded during World War One and during the interwar period, and it is said that by the early 1930s that the complex was 'the centre of the chemical engineering industry in Australia'. From 1922, the Munitions Supply laboratories was located at this site, which helped secondary industries develop new technologies which could help them produce materials for wartime use by government factories.

As the Government worked toward war readiness after 1933, a significant building program was carried out and the factory expanded its manufacture of explosives. The factory expanded even more during World War Two when it employed up to 8,000 people and also played the part of training school for staff from explosives factories over Australia.

The factory continued to make explosives for the Armed Forces until the 1960s. It closed in 1994, although some defence activities remain on the site.³

Maribyrnong Ordnance Factory (ADI Maribyrnong)

The Maribyrnong Ordnance factory was located on part of the site acquired by the Commonwealth for a Cordite factory and part of its area was used, at first, by the Royal Australian Field Artillery. It was not until 1922 that the buildings erected for the RAFA were turned over to the Department of Munitions to be used as an Ordnance Factory. As with other local defence factories, a significant building program was carried out in the 1930s to provide for wartime production, and by 1943 over 6,000 people were employed. The factory continued making munitions up to the 1970s, but was gradually closed from 1989.⁴

Other defence facilities

In a broader context, other major defence facilities in the western region of Melbourne included the RAAF base at Point Cook and at Laverton.

Site history

World War Two

The subject property forms part of the Munitions Stores and Transport Depot in Ashley Street, Tottenham, which was opened in 7 June 1944 after the Commonwealth Government acquired the land from the Victorian Railways in 1943⁵.

² *ibid* p.22

³ *ibid* pp.22-23

⁴ *ibid* p.24

⁵ National Archives of Australia Series MP1038/2 Dr 2/42

The actual reason for the choice of this particular site for the depot is not known, however, Vines (1999) suggests that the location of the RAAF No. 1 Stores (which was established on an adjacent site by 1944):

took advantage of the adjacent Tottenham Yards which included several roads for shunting trains and a direct siding into the depot.⁶

Presumably, this factor as well as the availability of a large area of vacant land, the relative remoteness from urban areas, and proximity to related defence facilities in the wider Maribyrnong area, was also influential in the selection of this site.

While the history is not completely clear, the Munitions Stores and Transport Depot and the RAAF No. 1 Store complex appear to have been co-located at Tottenham to provide increased capacity in the supply of stores to the fighting troops. The two complexes were, however, separated by a 'man-proof fence' and may have operated as separate facilities.

The National Archives of Australia hold the original plans for the site, which were prepared in April 1942 by the Department of Interior (Victoria). Site layout plans for the 'Bulk Store Area, Tottenham', plus elevation plans were prepared by a 'F Hines', while a 'CM Teague' prepared plans of the internal structural details. The plans were approved by WJ Cole, A/C Works Director, Victoria.⁷ They show the complex as originally planned included the following buildings:

- Four 'bulk stores' of identical design and layout situated to the west of the main internal north-south access road leading off Darnley (now Beachley) Street. Two "Future Stores" are shown to the west, along with a "Future Garage".
- A small guard house adjacent to the main entrance off Darnley Street.
- Two small lavatory buildings between the two southern stores.
- A single railway line entering the site from the south east, which split into two branches that ran alongside the south sides of the four stores to the west of the internal access road.
- A 'manproof' fence, which enclosed the whole complex (separating it from RAAF No. 1 Stores).

A landscaping plan showing an indicative layout of trees and shrubs throughout the site was prepared in 1944 by L Holzer and approved by WJ Cole.⁸

The research undertaken for this assessment indicates that the facility was used primarily for the transfer of bulk goods between road and rail based transport, and for the storage of materials for brief periods.

Post-war 1945-1970

The complex was expanded considerably in the immediate post-war period. An aerial photograph from 1945 shows the 6 stores buildings in the 1942 plans, as well as a number of other smaller buildings and structures.

These buildings are described in a detailed plan entitled 'General Plan. Munitions Siding' originally prepared in 1955 (with later amendments in 1958 and 1966), which shows a complex of over 30 buildings.⁹ In addition to the six original stores shown in the 1942 plans, it also includes:

⁶ Vines, G *Maribyrnong Heritage Review Industrial Places* Volume 3 Appendix 1 p.10

⁷ National Archives of Australia Series B37112/0 Item Dr 125/4 Plan Nos. M2606-2609

⁸ NAA Series B37112/0 Item Dr 125/4 Plan No. VicM.4060

⁹ NAA Series B37112/0 Item Dr 125/4 Plan No. V-94155

- Ten small (approximately 70'x25') storage buildings at the eastern end of the site.
- A canteen and peace officers quarters near the centre of the site.
- A number of small ancillary buildings such as lavatories, pump buildings etc.
- A residence just outside the front entrance on the east side of what was then called Darnley Street (now Beachley Street).
- A change room and guardroom just within and to either side of the main entrance from Darnley Street.
- A weighbridge in the access road between Building 1 and 5 opposite the main entrance.
- An enclosed storage area adjacent to one of the railway sidings, with access to a loading ramp to the railway.
- An additional railway siding providing a direct connection to GI Building 4. Two different rail gauges are shown and it appears that standard gauge rail connections were provided at some time in the postwar period.

A 'man-proof' fence encloses the whole site. The 'Explosives Siding' indicated on the 1942 plans does not appear on this plan; in its place is a 'Loading Shed', which apparently allowed for transfers between trains travelling on the two different rail gauges.

1970-present day

It is believed that the use of this site for its original purpose ended sometime during this period. Buildings added during this phase of development include:

- The small Foreman's building on the east side of GI Building 1, which was constructed in 1972.
- Warehouse 5, which was constructed in two stages in 1977 and 1991.
- The Administration building in 1991.
- The Halon Bank administration, office, and warehouse/factory, which was constructed in 1996 for Environment Australia. This complex is used to recycle CFC material from fire extinguishers and other equipment. It continues to be used for this purpose until the present day.
- The date of the fire tanks and pumping houses is not known, however, it is probable that they were constructed during the same period that the above buildings were added between 1972 and 1996.

In about 1990, it is believed that the land to the east of the internal access road was sold and the original stores and other buildings in this area started to be demolished. This land is currently being developed for housing.

4 DESCRIPTION

Introduction

This chapter provides a description of the buildings, site layout and other features on the subject property and focuses on describing and analysing the buildings and other elements that are associated with original use of the subject property as a munitions store during and immediately after World War Two.

The subject property as it exists today is smaller than when the MST depot was originally established. Land to the east of the main internal north-south access road leading from Beachley Street was sold after 1990 and the buildings there being progressively demolished. This area is now being redeveloped for housing. The study area therefore now only includes the north-south access road and the land and buildings to the west of this road.

The building references used in this report are taken from Drawing No. LA10371/002 Sht. 6 of 6 Shts, which is included as Attachment 1 to this report, while the images referred to are included as Attachment 2 to this report.

Second World War

The buildings and elements associated with the original use of the subject property as munition stores during and immediately after World War Two are described below.

GI Building 1

This is one of four originally identical gabled corrugated iron store buildings that were constructed to the west of the internal north-south access road as part of the first phase of development of the subject property in 1942-44. (Refer Images 1 & 2)

The building is timber-framed with the roof supported on timber columns set in concrete pedestals at regular 20' intervals. The columns are bolted to the roof beams and are further secured by timber braces in a simple 'Y' formation that are also bolted to the beams. (Refer Images 3 & 4) The floor is reinforced concrete. There are regular openings along the main north and south elevations, which were originally enclosed by pairs of timber sliding doors. (Refer Images 5 & 6) Other original wall openings include highlight windows between the doorways to the north and south elevations of the building. The original plans noted that hinged hardboard blackout screens were provided to the windows.

The low-pitched gabled roof has ridge ventilation and, on the south side, extends beyond the wall to create a canopy over a reinforced concrete platform elevated above the ground that allowed for direct loading onto trains, which used the siding that originally ran along the south side of the building.

The original plan notated that the building was clad in 'corrugated black iron'. The term 'black iron' is believed to refer to 'malleable cast-iron', which was a nineteenth century building material. It would seem unlikely that, in 1942, actual cast-iron would have been used for roof sheeting, as mild steel had been in production for many years and was vastly easier to work with. Lysaghts produced huge quantities of galvanised corrugated steel sheeting for the war effort. It is therefore possible that the corrugated iron was a special type to that was used to help camouflage the building so that would be less visible when viewed from the air.

This building has a moderate to high degree of integrity and is in good condition. The modifications made to this building include:

- The additions of roof skylights by the replacement of the corrugated steel with clear corrugated sheets.

- The replacement of some of the original timber sliding doors with steel roller doors, particularly along the north elevation (refer Image 1 presumably where they were more exposed to the weather – this is also the side that is most used for access to the building).
- The closing up windows (perhaps they were never constructed originally?) or replacement of the original highlight windows with clear corrugated sheeting, particularly in the north elevations of buildings.

Given the good condition of the corrugated iron cladding, it is also possible that the building has been re-clad since it was originally built.

GI Building 2

See description for GI Building 1. (Refer Image 1)

This building has a moderate to high degree of integrity and is in good condition. Similar modifications have been made to this building.

GI Building 3

See description for GI Building 1. (Refer Image 7)

This building has a moderate to high degree of integrity and is in good condition. Similar modifications have been made to this building. In addition:

- Raised roof vents/skylights have been added to the roof.
- The ground level on the south side of the building has been raised to be level with the height of the former railway platform.

GI Building 4

See description for GI Building 1. (Refer Image 8)

Compared with the other stores, this building has a relatively high degree of integrity as it is the most intact and is in good condition. Modifications made to this building include:

- The replacement of some of the original timber sliding doors with steel roller doors, particularly along the north elevation (presumably where they were more exposed to the weather – this is also the side that is most used for access to the building).
- The ground level on the south side of building has been raised to be level with the height of the former railway platform.

Given the good condition of the cladding, it is also possible that the building has been re-clad since it was originally built.

Railway tracks

Most of the railway tracks associated with the subject property, including the connecting spur to the main line have been removed. Remnants survive in the following locations:

- Between GI Buildings 1 and 2 at the eastern end (Refer Image 2)
- In the south east corner of the subject property crossing the access road. (Refer Image 9)
- In the south west corner, adjacent to the GI Building 5. (Refer Image 10)

It is possible that the tracks that formerly ran adjacent to the south sides of GI Buildings 3 and 4 are buried beneath the raised ground levels in this area. Evidence of the removed railway tracks can be seen in the rails that are stored on the vacant land to the south of the subject property.

Landscaping and site layout

Surviving remnants of the original landscaping and site layout shown on original plans includes:

- The remnant lava rock landscaping along the northern boundary of the access road on the northern side of GI Buildings 1 and 2. (Refer Image 11)
- The remnant mature trees (*Eucalyptus* sp.) between GI Buildings 2 and 3, which appear to within an area shown as set aside for trees (not specified) in the original landscaping plan prepared for the subject property in 1944. (Refer Image 12)
- The remnant bluestone kerbing along some the internal access roads, particularly along the eastern boundary of the site. This has been modified by the replacement/repair of the original 'butt-jointed' (ie. constructed without mortar) blocks with sections using concrete mortar. (Refer Image 13)
- The original road layout has been disrupted by the placement of later buildings such as the Halon Bank.

1970 - present day

The buildings and elements associated with the post-war use of the subject property are:

The Foreman's building

This is a single storey brick veneer building adjacent to the east end of GI Building 1.

The Admin building

This is a single storey brick veneer building facing Beachley Street at the entrance to the subject property.

GI Building 5

This is a large steel framed warehouse-type building with brick cladding to the lower walls and colourbond to the upper walls. It is situated in the south west corner of the site adjacent to some surviving sections of rail track – it is possible that the rail track may have once provided access to this building.

Halon Bank office and warehouse/factory

This is a steel framed single storey building with cement sheet and metal cladding to the walls and roof. It is situated just to the south of GI Building 3. It includes a tank enclosure surrounded by a high cyclone wire fence. Adjacent to the western entrance to the building plaque mounted on a low pole that commemorates the opening of the facility by Environment Australia in 1996.

Water tanks and Pumping house

This includes two 454,600 lt. concrete tanks and a steel framed and metal clad pump house, which are situated immediately to the west of GI Building 2.

5 SIGNIFICANCE

Introduction

This section provides an assessment of the cultural heritage significance of subject property. It provides a description of:

- *What* is significant (in terms of buildings, structures and other features)
- *How* it is significant (in terms of its historic, social, aesthetic or technical values), and
- *Why* it is significant (in terms of what it demonstrates about the history of this area as well as the history of defence in Victoria and Australia).

Significance categories

The following significance categories are used in this report:

Local significance: places or features, which demonstrate the history of the western region and the Maribyrnong area in particular.

Not significant: places or features retaining insufficient evidence of significant periods or associations and places that have been substantially demolished.

National Estate criteria

The significance categories have been applied having regard to the criteria for the Register of the National Estate developed by the Australian Heritage Commission, which include:

A.4 Importance for association with events, development or cultural phases which have had a significant role in the human occupation and evolution of the nation, State, region or locality.

The former Tottenham Munitions Stores and Transport depot (Tottenham MST depot) is locally significant as one of a number of major defence or defence-related installations that had an important influence upon the development of Maribyrnong and the western region of Melbourne.

B.2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.

The former Tottenham MST depot is a representative example of a World War Two munitions stores complex, a functional type that is now relatively rare within metropolitan Melbourne, but relatively common throughout the whole of Australia.

Comparable World War Two complexes within the metropolitan area once included the now demolished Kensington Stores, and the former RAAF No 1 Stores complex on an adjacent site, which is presently being redeveloped including the demolition of most of the World War Two buildings.

D.2 Importance in demonstrating the principal characteristics of the range of human activities in the Australian environment (including way of life, custom, process, land-use, function, design or technique)

The former Tottenham MST depot is a relatively intact surviving example of a purpose-built complex that expresses its specific function as a transfer and distribution point between road and rail transport through the design and layout of the buildings on the site.

G.1 Importance as a place highly valued by a community for reasons of religious, spiritual, symbolic, cultural, educational or social associations.

The potential social value of the former Tottenham MST depot have not been assessed (Refer Further Work in Chapter 6). However, the defence industries were significant employers in the western suburbs in the post-war period and the site may have social value for these reasons.

H.1 Importance for close associations with individuals whose activities have been significant within the history of the nation, State or region.

The former Tottenham MST depot has strong associations with the defence functions of the Commonwealth Government during World War Two and in the postwar period.

Statement of Significance

What is Significant?

The buildings of primary significance to the Tottenham MST depot are the four c.1944 Munitions Stores buildings.

The elements, which are of contributory significance in terms of their ability to assist in understanding and interpreting the original use and function of the complex, include:

- The surviving sections of railway lines.
- The surviving contemporary landscaping and road layout and construction.
- Some early equipment currently stored in GI Building No. 2 (there may be other examples elsewhere).

The other buildings and elements described in this report are not significant.

How is it Significant?

The former Tottenham MST depot is of local historical significance to the City of Maribyrnong and the western region of Melbourne.

Why is it Significant?

The former Tottenham MST depot is significant for the following reasons:

- The former Tottenham MST depot is one of a number of major defence or defence-related facilities that had a significant influence upon the development of Maribyrnong and the western region of Melbourne during the latter part of the nineteenth century and the first half of the twentieth.

The influence of the former Tottenham MST depot is considered to be relatively minor because of the nature and period of the use compared to other sites with the City and region.

As part of the larger stores and supply complex at Tottenham (that is with RAAF No. 1 Stores), the whole complex would have been a significant employer and centre of defence-related activity; however, the demolition of the RAAF No. 1 Store has reduced the integrity of the whole and diminished its ability to demonstrate the role of the stores and supply operation. (AHC criterion A.4)

- The former Tottenham MST depot is a representative example of a World War Two munitions stores complex, a functional type that is now relatively rare within metropolitan Melbourne, but relatively common throughout the whole of Australia.

Comparable World War Two complexes within the metropolitan area once included the now demolished Kensington Stores, and the former RAAF No 1 Stores complex on an

adjacent site (presently being redeveloped including the demolition of most of the World War Two buildings). (AHC criterion B.2)

- The former Tottenham MST depot is significant as a relatively intact surviving example of a purpose-built complex that expresses its specific function as a transfer and distribution point between road and rail transport through the design and layout of the buildings on the site. (AHC criterion D.2)
- The former Tottenham MST depot has potential social value as one of a number of major defence industries that were significant employers in the western suburbs during World War Two and the immediate post-war period. (AHC criterion G.1)

However, compared to other defence industries, the former Tottenham MST depot would have had a smaller workforce over a shorter period compared to places such as Maribyrnong Explosives Factory.

- The former Tottenham MST depot has strong associations with the defence functions of the Commonwealth Government during World War Two and in the immediate post-war era. (AHC criterion H.1)

Comparative Analysis

In a metropolitan context, this type of complex has always been uncommon (due to the limited extent of defence-related stores facilities), and is now becoming rare. It is noted that:

- The World War 2 buildings associated with the stores complex at Kensington have been demolished.
- Almost 75% of the former RAAF No. 1 stores on the adjoining site have been demolished and it is understood that most of the remaining World War Two buildings will be demolished as part of the redevelopment currently taking place on that site.

In a Victorian context, this complex compares with other World War Two defence stores complexes at Bandiana, Mangalore and Seymour.

In a national context, the former Tottenham MST depot when considered with the adjoining former RAAF No. 1 Stores depot once compared with other RAAF stores complexes, such as that at Dubbo. Dubbo, however, included a range of specific building types such as Igloo stores building type W3, Bellman Hangars and other buildings that utilised pre-fabricated materials that are not found on the subject property.¹⁰

As a building type, the former stores do not possess any features that are unique or specific to defence buildings of World War Two (such the types found at Dubbo). In terms of their simple construction and materials they are typical of many larger industrial building types erected during the inter-war period (many of which are likely to survive), and compare most closely with surviving timber framed corrugated iron stores at Bandiana and Seymour in Victoria.

Compared to the RAAF No. 1 Stores on the adjoining site, the former Tottenham MST depot does not contain any defence-specific building types such as the prefabricated all-metal stores designed for field erection and of an 'aircraft hangar type'.¹¹

¹⁰ *Australian Heritage Places Inventory* RNE File No. 100489

¹¹ Vines, Appendix 1 p.9.

6 RECOMMENDATIONS

Introduction

The subject property is not included on the Register of the National Estate and hence the requirements of Section 30 do not strictly apply in this instance. However, as set out in this report it is considered that the subject property is of local heritage significance and this Chapter therefore comments upon the potential impact of divestment upon this significance.

It is noted that the timeframe for the completion of this assessment has imposed some constraints, which are discussed below. While this is unlikely to change the assessment of the subject property as a place of local heritage significance, it may reveal information that would assist in future management.

Heritage impacts

Part of the significance of the site relates to its association with the defence functions of the Commonwealth Government over a long period. This association is still demonstrated by the ownership of the subject property by the Government, however, it is noted that:

- The actual use of the subject property for its originally intended purpose ended some time ago.
- Although still in Commonwealth ownership, the property no longer has a direct connection with the Department of Defence or defence activities.

Accordingly, the change of ownership, in itself, is unlikely to have a significant impact upon the heritage values of the subject property.

However, in the longer term the proposed divestment of the subject property may have an adverse effect upon its heritage significance for the following reasons:

- The subject property is not currently included on any heritage registers and is not included in the Heritage Overlay of the Maribyrnong Planning Scheme. Accordingly, if it were to be sold to a private owner, there would be no statutory control over the demolition of buildings and limited opportunities for the heritage values of the subject property to be considered as part of any future redevelopment application.
- While the continued industrial use of the existing buildings for storage or warehousing may be feasible in the short term, the City of Maribyrnong have advised that the underlying zoning of the site is likely to be Residential 1 or 2 and hence residential redevelopment of the subject property is the most likely longer-term option (similar rezoning and redevelopment is occurring on the site to the east). The building type and construction means that adaptive re-use for residential purposes may not be feasible.

Recommended actions

An alternative to divestment of the site is for the Commonwealth to retain ownership. However, given that the subject property does not meet current Commonwealth Property Principles, this is probably not a feasible alternative and as previously described the actual change of ownership itself would not have an adverse impact upon its significance.

It is therefore recommended that the following measures be considered to minimise potential adverse effects upon the heritage significance of the subject property:

- That a copy of this report be given to the Australian Heritage Commission.

- That the DoFA undertake discussions with the Victorian Minister for Planning and/or the local planning authority about the most appropriate ways of recognising the limited heritage significance of the subject property. This may include:
 - protecting the subject property in the Heritage Overlay of the Maribyrnong Planning Scheme at the time it is acquired by a private owner,
 - recording the subject property prior to whole or partial demolition, and providing appropriate interpretation of this property and the adjoining RAAF No. 1 Stores.

Given the demolition of the RAAF No. 1 Stores and the lack of recognition of any heritage values in the subject property by the local planning authority, support for heritage protection under the Planning Scheme may not be forthcoming.
- That any contract of sale be made conditional upon the potential purchaser not opposing any heritage listing of the subject property or its inclusion in the Heritage Overlay of the Maribyrnong Planning Scheme if agreement is reached with the Minister for Planning or the local planning authority as described above.
- That a Management Plan be prepared, which identifies opportunities for recording and interpreting the subject if it is the subject of a redevelopment proposal in the future, which would result in the loss of significant fabric identified by this report.

Further work

The timeframe for the preparation of this assessment has imposed some limitations upon the extent of research and investigation that could be carried out. While it is considered that the assessment has been adequate in terms of establishing the historic significance of the subject property at a local level, it is possible that further investigation may reveal additional information. While it is considered unlikely that this information would change the assessment of the site as a place of local significance it would add to the understanding of the subject and perhaps assist in its future management.

Accordingly, further investigation that could be undertaken may include:

- Investigating the specific use and associations of the subject property during World War Two and the immediate postwar period in more detail (including associations with RAAF No. 1 Stores). This could include a detailed examination of files held by the National Archives of Australia. A list of potential files, which have been extracted from the Index list on the NAA website is included as Attachment 3 to this report.
- The history of the subject property prior to the acquisition by the Commonwealth in 1942. It is possible that there may be values (e.g. Indigenous heritage) associated with this earlier history of the subject property, which remain unknown at this stage. The extent of development and fill on the site suggest that it is unlikely Indigenous heritage would be associated with this site. However, the City of Maribyrnong has advised that the land between the subject property and the railway line may contain some remnant grassland including one rare species, the Pale Swamp Everlasting, suggesting a regime of lesser disturbance on this adjoining site and therefore perhaps some of the subject property.
- Undertaking public consultation. This may identify hitherto unknown community associations and social values associated with the subject property. It is noted that Defending Australia is identified as a key theme in the Environmental History for the City of Maribyrnong and that defence and defence-related industries were major employers during World War Two.

REFERENCES

- Miller, P (1997) *Thematic History of Defence in Victoria* Prepared for the AHC by Australian Construction Services Heritage & Environment Group (Vic/Tas Region)
- Graeme Butler & Associates (2000) *City of Maribyrnong Environmental History*
- Graeme Butler & Associates (2000) *Maribyrnong Heritage Review – Industrial Places*
- Making a section 30 Referral under the Australian Heritage Commission Act 1975*
- Australian Heritage Commission *Australian Heritage Places Inventory RAAF Base Dubbo (Former) Citation* File No. RNE 100489
- National Archives of Australia B37212/0 125/4 (3 folders – Plans of Tottenham stores depot)
- National Archives of Australia MP1038/2 Dr 2/42

ATTACHMENT 2 - IMAGES



Image 1
North elevation of GI Buildings 1 and 2 looking West



Image 2
South elevation of GI Building 1 – Note concrete platform and remnant railway track in foreground.



Image 3
Detail of internal column and braces in GI Building 1



Image 4
View of internal columns in GI Building 4



Image 5
Internal view of original sliding doors



Image 6
External view of original sliding doors (GI Building 4)



Image 7
GI Building 3 on left and Halon factory on right

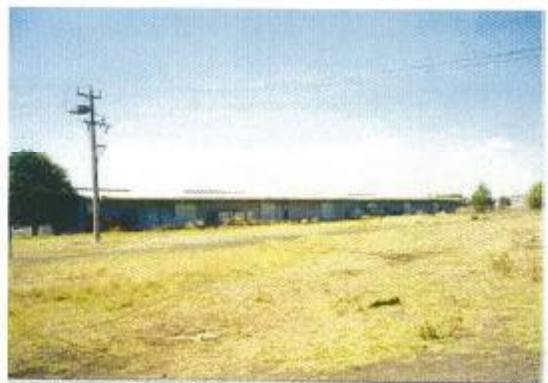


Image 8
GI Building 4



Image 10
Remnant railway track adjacent to GI Building 5



Image 9
Remnant railway track in south east corner



Image 11
Lava rock edging along north side of access road adjacent to GI Buildings 1 and 2



Image 12
View of remnant mature Eucalyptus sp.



Image 13
Detail of bluestone kerb and channel to north
south internal access road

ATTACHMENT 3

National Archives of Australia Index list

Title

Factory Standards and Designs Branch - Munitions Stores & Transport

Series number

B3533

Control symbol

1074/3/2169

Contents date range

1942 - 1949

Barcode no
Access status

Not yet examined

Location

Victoria

Title

Welfare in factories - correspondence W/O's, Govt. Factories - Munitions Stores and Transport, Maribyrnong

Series number

B3533

Control symbol

1611/1/8

Contents date range

1942 - 1946

Barcode no
Access status

Open

Location

Victoria

Title

Request for additional supplies of tea and sugar for Munitions Stores and Transport staff

Series number

B5661

Control symbol

1943/671

Contents date range

1942 - 1950

Barcode no
Access status

Not yet examined

Location

Victoria

Title

War Assets - Disposal Inquiry (Includes Disposals of surplus Stores etc. by Munitions & Supply & Shipping Depts.) (Commissioner - Appointment of Mr. H.G. CONDE)

Series number

A1608

Control symbol

AF27/2/1

Contents date range

1945 - 1946

Barcode no**Access status**

Open with exception

Location

National Office

Title

Papers, publications and booklets relating to munitions establishments and safety, stores and transport functions

Series number

MP1540/69

Control symbol

WHOLE SERIES

Contents date range

1939 - 1974

Barcode no**Access status**

Open

Location

Victoria

Title

Commonwealth of Australia, Ministry of Munitions, Stores and Transport Branch, Special Rules for Magazine areas

Series number

MP1540/39

Control symbol

2

Contents date range

1942 - 1963

Barcode no**Access status**

Not yet examined

Location

Victoria

Title

Proposed reclassification of Assistant Monitress at Munitions Stores and Transport at Maribyrnong [3 pages]

Series number

MP1007/1

Control symbol

249/11/1072

Contents date range

1942 - 1942

Barcode no

Access status

Open

Location

Victoria

Title

Stores and Munitions for New Zealand - method of payment for.

Series number

A1608

Control symbol

C27/2/3

Contents date range

1940 - 1942

Barcode no

Access status

Open

Location

National Office

Title

Munitions Supply Stores and Transport

Series number

MP891/13

Control symbol

2

Contents date range

1941 - 1959

Barcode no

Access status

Open with exception

Location

Victoria

Title

Ministry of Munitions: Authorities for the release of reserve Distributory and Depository Stocks of Materials and Stores.

Series number

MP287/1

Control symbol

3666

Contents date range

1943 - 1943

Barcode no**Access status**

Open

Location

Victoria

Title

Munitions Stores & Transport Maribyrnong [Vic] - transit boxes & plugs for shells [18 Pounder]

Series number

D1743

Control symbol

1940/192

Contents date range

1940 - 1940

Barcode no**Access status**

Not yet examined

Location

South Australia

Title

Removal - SX23779 Captain HERDEN, H R - Albury to Darwin - Claim from Munitions Stores and Transport Branch [Box 220]

Series number SP459/1	Control symbol <u>512/6/5098</u>	Contents date range 1947 - 1948
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Barcode no

Access status Not yet examined	Location New South Wales
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Title
Issue of stores to inspector general of munitions

Series number MP742/1	Control symbol <u>11/28/18</u>	Contents date range 1936 - 1943
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Barcode no

Access status Not yet examined	Location Victoria
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Title
Compensation - quarterly returns - Munitions, Stores and Transport Finsbury [7.00 cms]

Series number MP1007/7	Control symbol <u>249/153/33</u>	Contents date range 1941 - 1960
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Barcode no

Access status Open	Location Victoria
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Title

Buildings and works - Munitions Stores and Transport, Derrimut

Series number

MP959/37

Control symbol245/61/387**Contents date range**

1947 - 1948

Barcode no**Access status**

Open

LocationVictoria

Title

Franking Machine Licences 606 and 607. Munitions Stores and Transport.

Series number

MP404/1

Control symbol1944/5966**Contents date range**

1944 - 1944

Barcode no**Access status**

Open

LocationVictoria

Title

Memorandum concerning Transfer of goods interstate from Stores and Transport Branch and Government Munitions Factories (with the exception of explosives) at Oaklands Stores and Transport Depot New South Wales [1 page]

Series number

B3706

Control symbolB179/10/71**Contents date range**

1944 - 1944

Barcode no**Access status**

Open

LocationVictoria

Title

Munitions production photographs - P/100 - P/106, Stores and Transport - Official opening of Ashley street MS&T depot; Tasmanian Railways Transport department; Thornycroft Australia Pty Ltd, Vic; Toowoomba Foundry Pty Ltd, Qld; Tough F and R, Elder Street, Perth, WA; Tulloch's Pty Ltd NSW; and torpedos

Series number
B6529

Control symbol
36

Contents date range
1940 - 1946

Barcode no

Access status
Open

Location
Victoria

Title

Accountancy procedure for stores received from Department of Munitions

Series number
MP508/1

Control symbol
219/701/89

Contents date range
1942 - 1942

Barcode no

Access status
Open

Location
Victoria

Title

Transport of Employees from Munitions Stores and Transport Branch Maribyrnong to

Derrimut - Refusal to ride in conveyance because of its filthy condition - complaint by Temporary Clerks' Union that suitable transport available but refused and employees not paid for time lost [8 pages]

Series number
MP1007/7

Control symbol
249/1050/12

Contents date range
1943 - 1943

Barcode no

Access status
Open

Location
Victoria

Title

Control of Design and Inspection of Army Munitions and Stores

Series number
MP392/36

Control symbol
251/10/438

Contents date range
1942 - 1942

Barcode no

Access status
Open

Location
Victoria

Title

Stores and transport conference - Sydney - May 1944 [Item consists of 5 files and 1 photograph album titled "Official Opening of Ashley St MS&T [Munitions Stores and Transport] Depot June 7 th 1944]

Series number
MP1038/2

Control symbol
DRAWER 2/42

Contents date range
1944 - 1952

Barcode no

Access status
Open

Location
Victoria

Title

Army Ammunition & Ordnance Stores: Delivery of by Dept Munitions

Series number

MP392/36

Control symbol250/20/20**Contents date range**

1943 - 1947

Barcode no**Access status**

Open with exception

LocationVictoria
