

SUPPLEMENTARY PREDICTIVE ARCHAEOLOGICAL ASSESSMENT

APPENDIX B

Prepared for
Melbourne Metro Rail Authority

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LOVELL CHEN

ARCHITECTS & HERITAGE CONSULTANTS

LEVEL 5, 176 WELLINGTON PARADE
EAST MELBOURNE 3002
AUSTRALIA

TEL +61 (0)3 **9667 0800**

FAX +61 (0)3 9416 1818

enquiry@lovellchen.com.au

www.lovellchen.com.au

2.0 Historical research

This site developed from the late 1850s and 1860s. During the gold rush period, Elizabeth Street was part of the main route north from the city to the goldfields and Sydney. Elizabeth Street at the Haymarket was sometimes referred to as Sydney Road. By 1864, a small number of businesses were in operation in this section of Elizabeth Street, including a chemist, an oil and colour store and a blacksmith. In 1866 the site comprised a four-roomed brick residence and stable, a four-roomed brick house with kitchen, three-roomed wood house and stables and wheel wright with residence. The New Haymarket Hotel was constructed at the southern portion of the subject site in 1873, with the initial application for a licence by John Sampson postponed in September as the building had not been completed. A licence was granted in December 1873.

By the 1880s, there had been further development at the subject site, with the nine roomed brick hotel (New Haymarket Hotel) and adjacent brick residence at the south of the site, and moving northwards, a two-roomed brick house, a four-roomed brick shop with stable, two two-storey brick houses, and a brick workshop, up to the right-of-way (now Haymarket Lane).

The buildings constructed on the site were generally of brick to the street frontage, with timber outbuildings to the rear of properties, mostly stabling (Figure 2, Figure 3). The workshop at the north of the site was a complex of mainly timber buildings around the property perimeter, with a central yard. The residences and the hotel were two-storey brick buildings of varying sizes (Figure 4). In 1895, the front facade of New Haymarket Hotel also appears to extend across an access driveway to directly abut the two-storey residence to the north. The Hotel site also included a cellar and a well towards the front (west) of the property. The New Haymarket Hotel operated until 1915, when it was closed as part of the work undertaken by the Licences Reduction Board, after which it appears to have been occupied as a private residence.

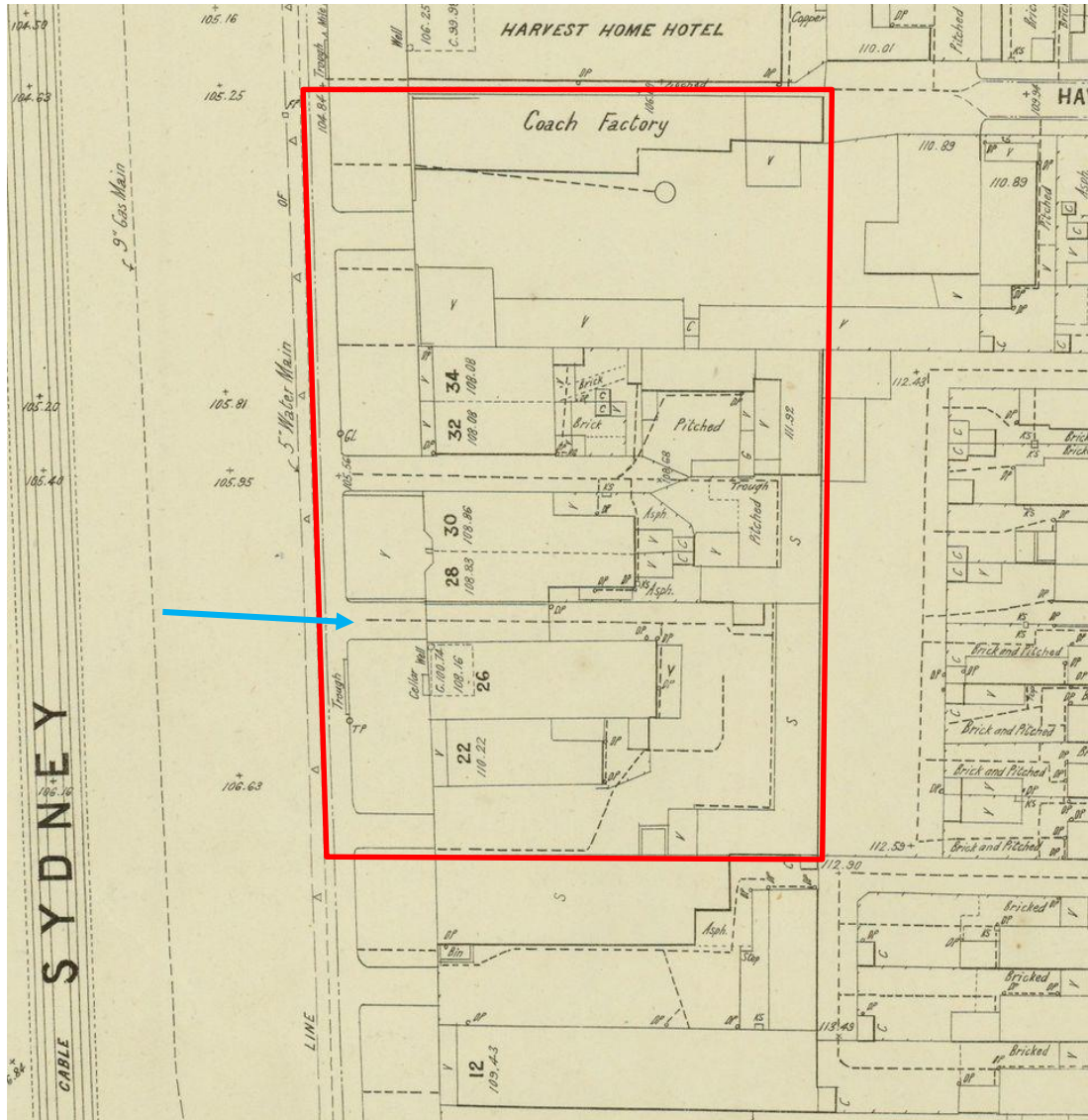


Figure 2 MMBW detail plan 1176, north-west corner. Note the entrance to the rear of the hotel indicated by the blue arrow.
 Source: State Library of Victoria

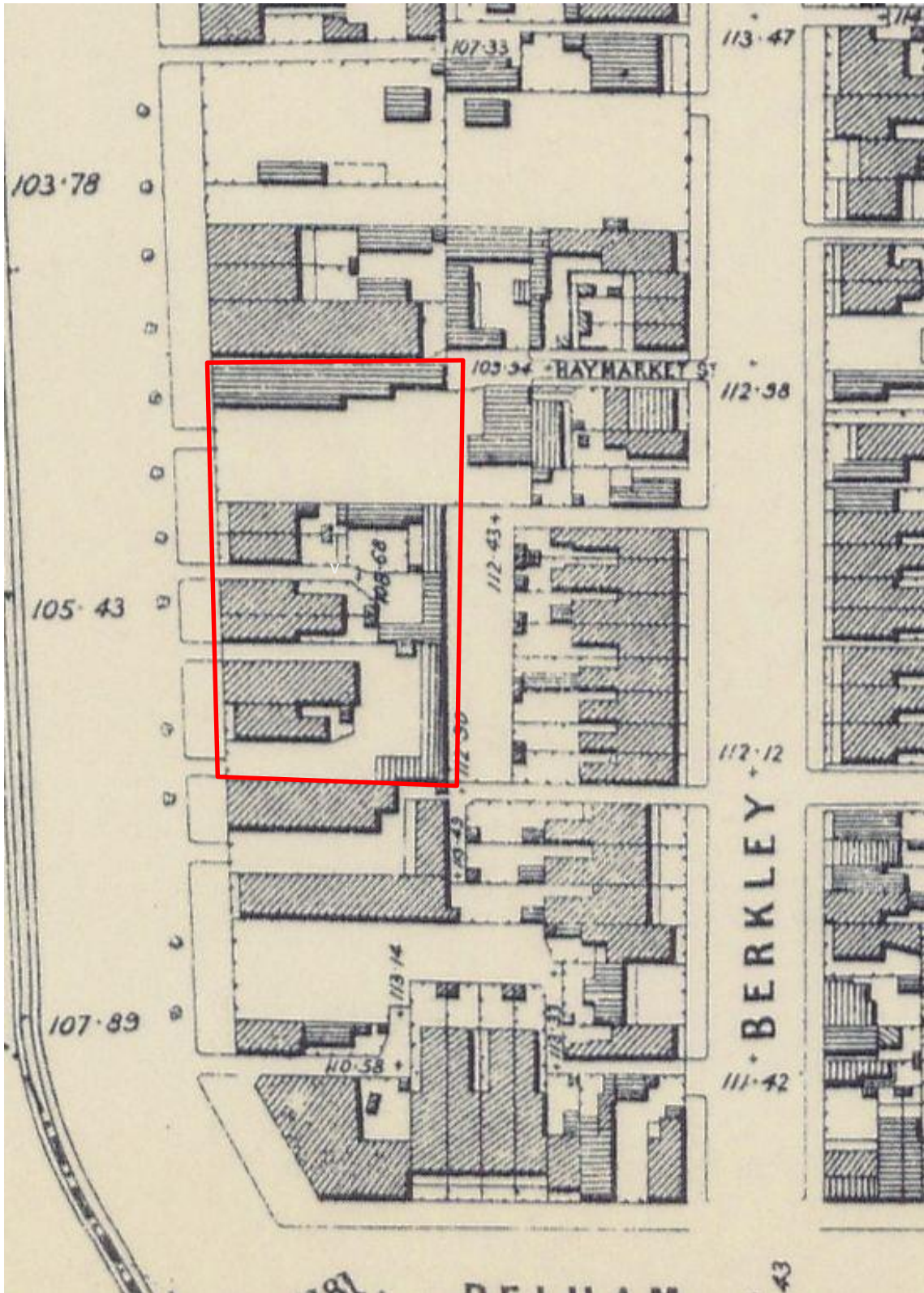


Figure 3 MMBW 160':1" no. 30, 1894, with subject site indicated
Source: State Library of Victoria



Figure 4 View of buildings subject buildings in background, 1895
Source: Charles Rudd collection, State Library of Victoria

The buildings at the subject site appear to have remained generally unchanged from the 1890s, up until the 1940s (Figure 5-Figure 9). There was some immediate post-war development on the site (Figure 10). By 1955 the former New Haymarket Hotel and adjacent residence were altered and a new structure constructed immediately to the south. This new structure appears to have been a two-storey addition with a ground level car entry, and possibly included a building on what was previously vacant land. The nineteenth century hotel and residence appear to have been retained behind the new facade. The two pairs of brick nineteenth century residences to the north of the hotel also remain intact at that time, while the former coach factory was enclosed by hoarding and appears unoccupied.

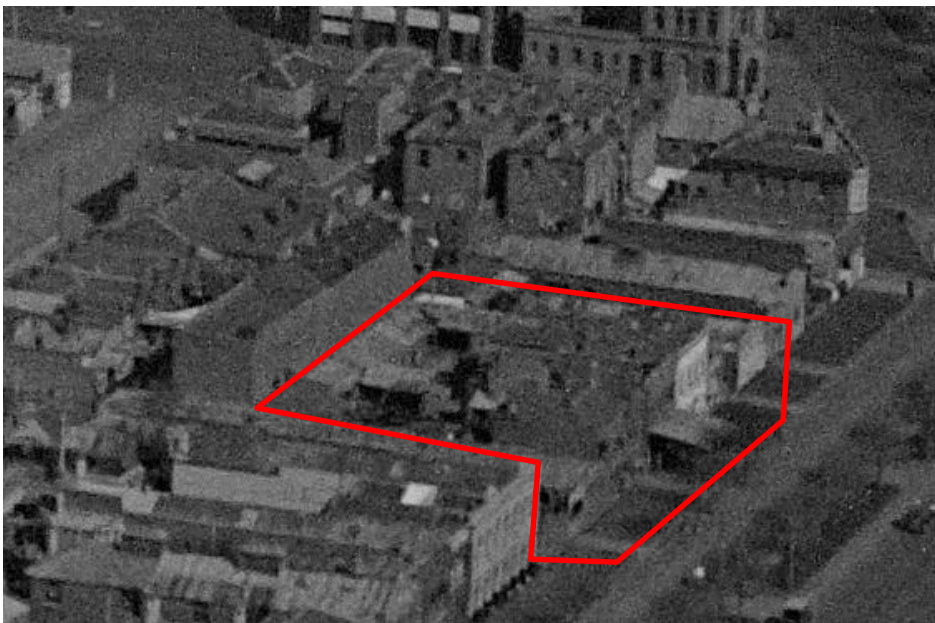


Figure 5 Oblique aerial view south-east over subject site from Haymarket Lane. Subject site indicated, c. 1940s
Source: Airspy collection, State Library of Victoria

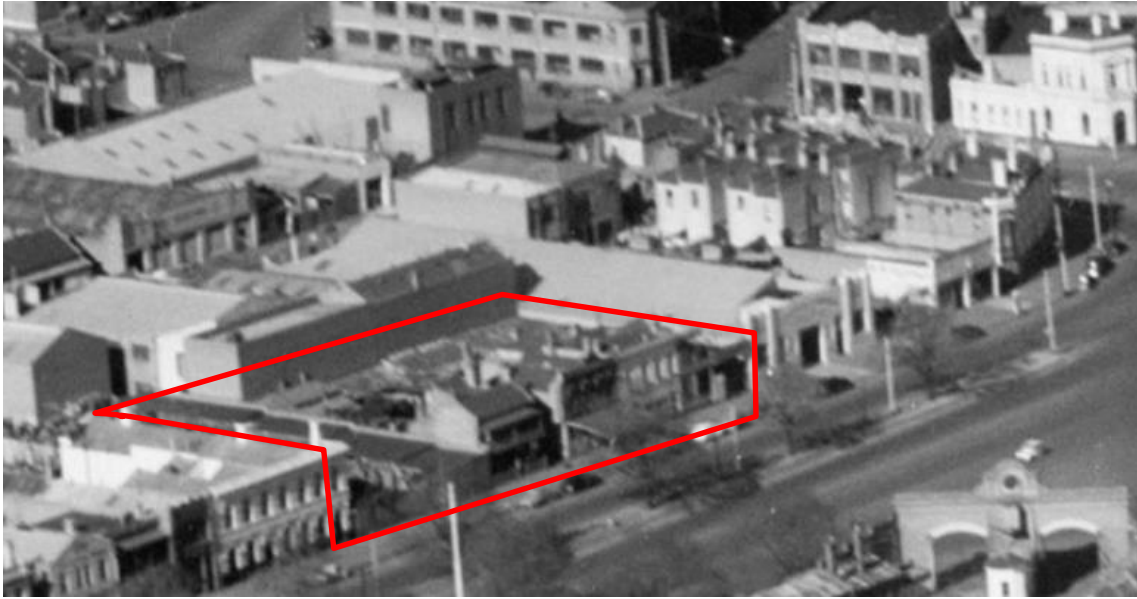


Figure 6 Oblique aerial photograph of subject site (indicated), looking south-east towards Pelham Street, c. 1945
Source: National Archives of Australia

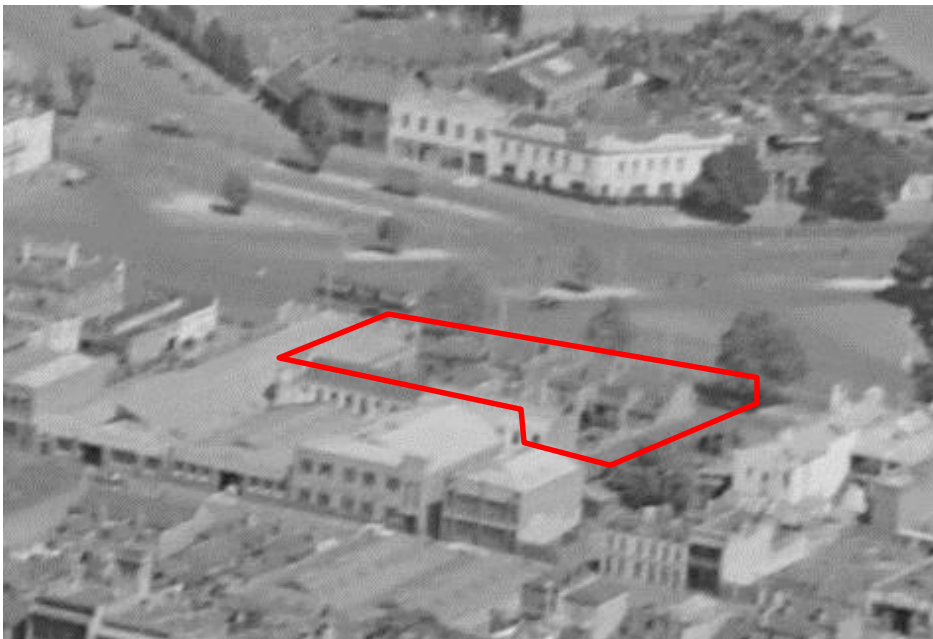


Figure 7 View west towards Haymarket intersection, with subject site indicated, 1946
Source: Airspy collection, State Library of Victoria

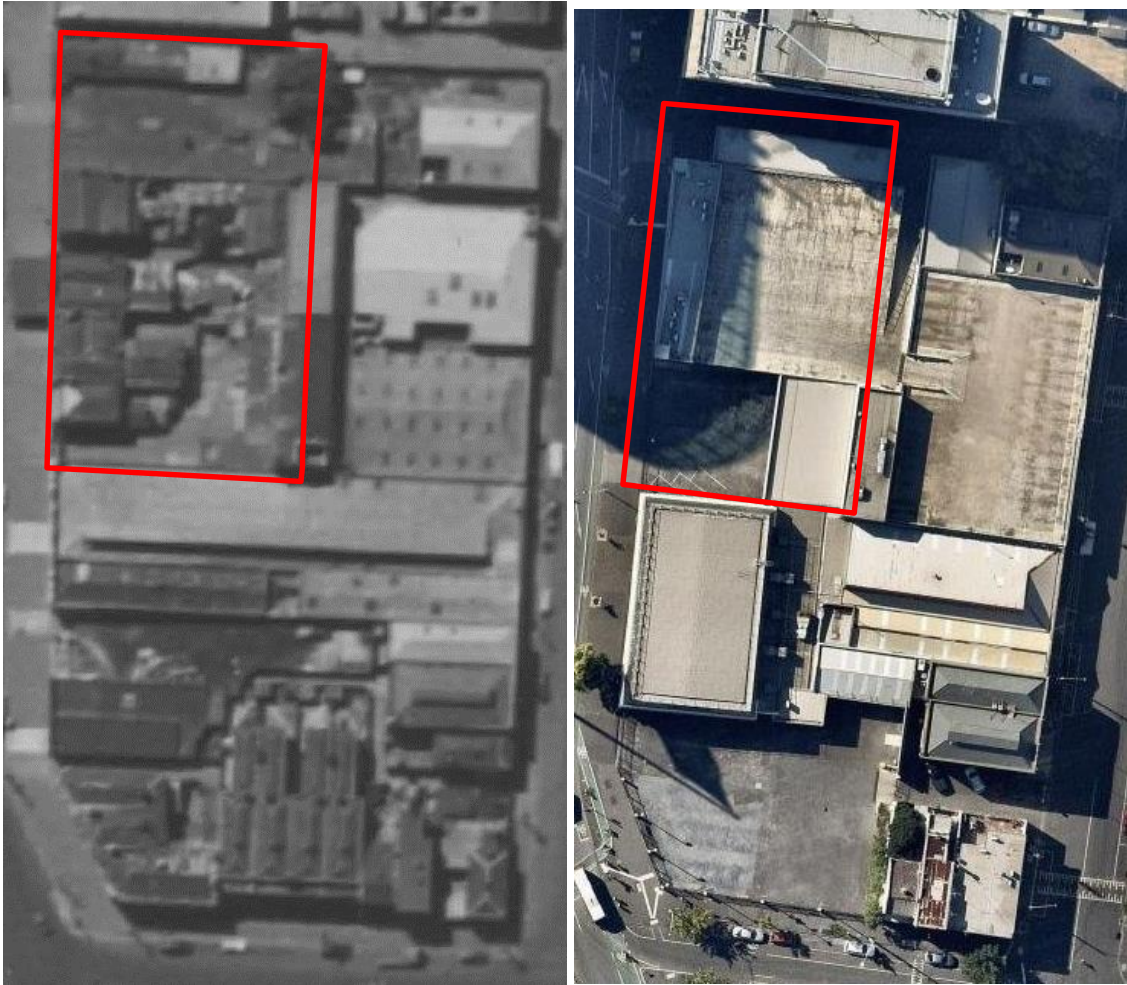


Figure 8 1945 aerial photograph (left) and recent aerial (right) with subject site indicated
Source: Central Plans Office, Land Victoria and Nearmap

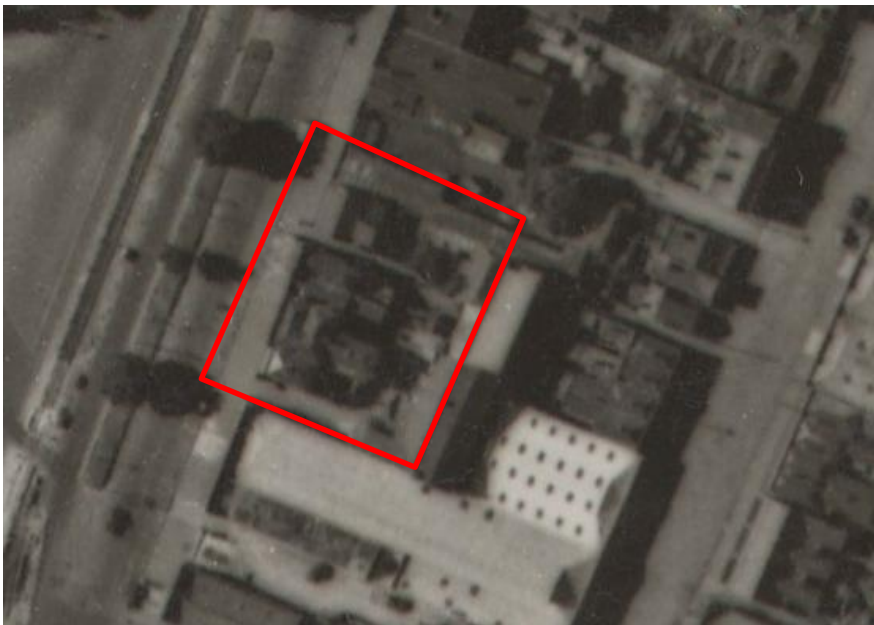


Figure 9 Additional aerial photograph from 1945, with subject site indicated
Source: State Library of Victoria



Figure 10 Oblique aerial photograph of subject site (indicated), 1955
Source: Airspy, State Library of Victoria

By the 1970s, the majority of the subject site, by then known as 748-764 Elizabeth Street, was listed as vacant land, under the ownership of Melbourne City Council. The adjacent property at nos 740-746 is listed as a brick office, occupied by the Hi Mile Tyre Wholesalers. The City of Melbourne appears to have operated the former coach workshop/factory to the south of Haymarket Lane. The council advertised for tenders to lease this site as a car park in 1960. In 1984, an application was made to the City of Melbourne to construct a two-storey warehouse, likely the building currently standing at the north of the site. This work, along with the creation of an asphalted car park, would have required the demolition of all the buildings on the subject site. The former coach factory, and the two residential pairs immediately to its south were located where the 1984 two-storey building now stands. The former hotel and adjacent residence to the south of the subject were replaced by the open and partially enclosed carparking area for the City Ford Service Department. This area is situated immediately north of the current City Ford car showroom, also likely constructed in the early 1980s.

3.0 Predictive analysis

The current City Ford service department site is considered to be an area which could be affected by the works and where there may be some archaeological potential.

Based on the known history of the City Ford service department site, there is archaeological potential related to both commercial and residential occupation of the site. While the exact nature and condition of the deposits are not known, there is a high likelihood that the remains of the footings of the brick New Haymarket Hotel, including a possible cellar space and well, along with associated artefact deposits related to the continual use of the building as a hotel dating from 1873 through to the 1920s. The remains of the nineteenth century New Haymarket Hotel are likely present in the concreted open carparking area and adjacent roofed carparking area due to the nature of the original construction of the hotel and there apparently being no subsequent substantial construction apart from an open concreted carparking area and a minimal open roofed structure. The former New Haymarket Hotel site is of historical significance in relation to its early use as a hotel for approximately 50 years, particularly its location on a major route out of the city of Melbourne to the Victorian goldfields. The site has scientific significance in that archaeological investigation of the site may provide information about the operations and patrons of an early city-fringe hotel. The later use of the Hotel as a residence, may also provide information on the changing social nature of the area.

There is also likely to be archaeological remains present related to the nineteenth century residential occupation of the service department site, adjacent to the south of the former New Haymarket Hotel.

As the site of the brick residence has been subject to the same subsequent development as the Hotel, there is a high likelihood that the remains of the footings, along with associated domestic artefact deposits, including in the rear yard, are present beneath the current concreted carparking area at the City Ford service department site. The residential site is of historical significance related to its early domestic occupation of the Melbourne city fringe. It has scientific significance in that archaeological investigation of the site may provide information about early domestic activities and ways of life of nineteenth and early twentieth century Melbourne residents.

4.0 Recommendations

The City Ford service department site is recommended for inclusion in the HI for its archaeological values (Figure 11) as the City Ford North Archaeological Area. As such the site must be managed and protected during construction. The site is potentially subject to impacts from the proposed works, therefore the preparation of an archaeological management plan is required to manage and mitigate impacts. The archaeological management plans will be prepared in accordance with Guidelines for Investigating Historical Archaeological Artefacts and Sites (Heritage Victoria, 2014) and in consultation with Heritage Victoria. A consent from Heritage Victoria will be required for works within the site once it has been listed on the HI.

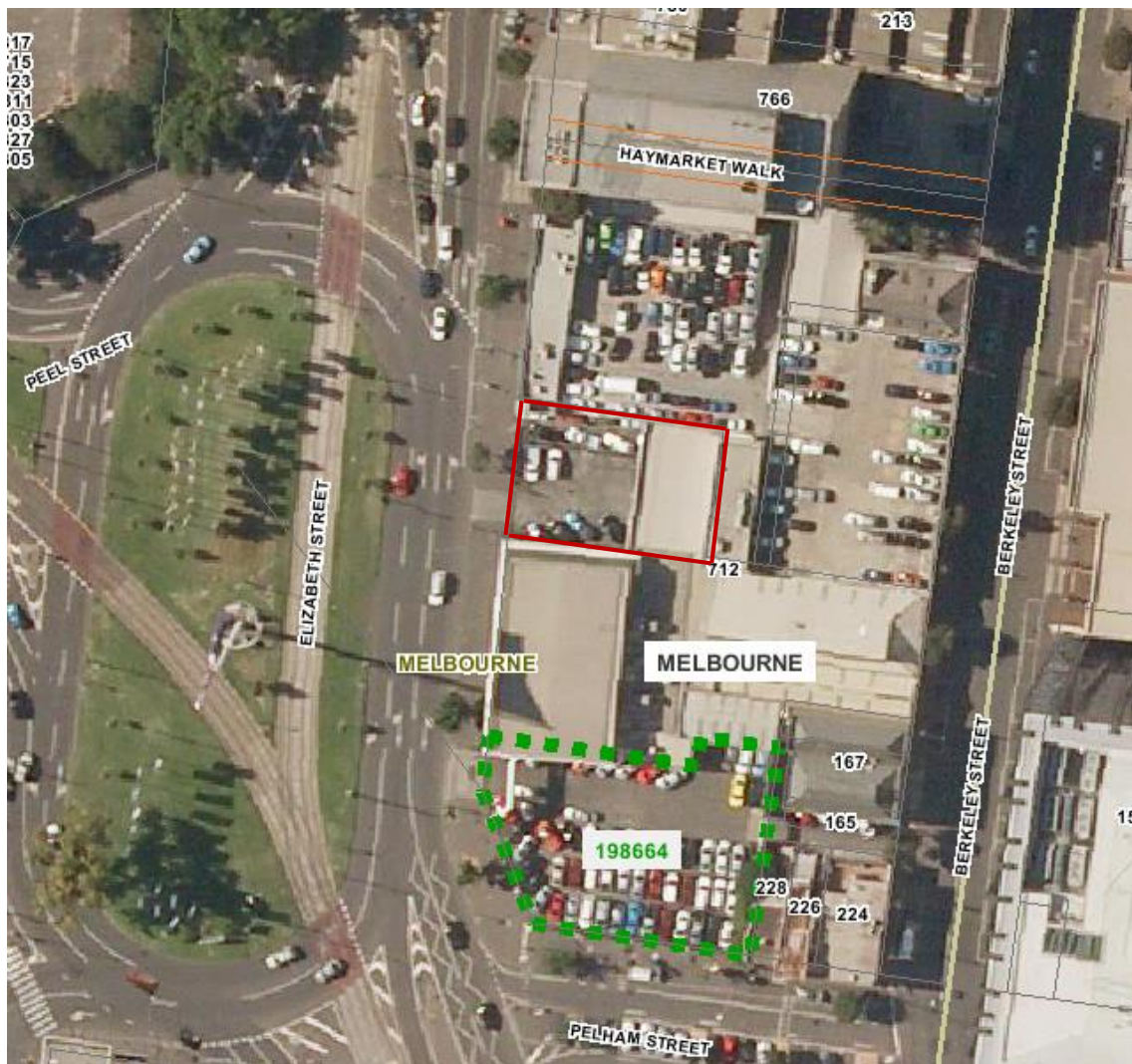


Figure 11 Proposed City Ford North Archaeological Area (red outline) with City Ford Archaeological Area (H7822-2340) (green dashed outline) to the south.
Source: Base plan from Hermes Interactive Map, Land Victoria

