

# Kensington Community High School

## Statement of Heritage Impact

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Prepared for City of Melbourne

December 2024



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## Document information

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# Contents

1.	Introduction .....	2
1.1	Project brief.....	2
1.2	Relevant documentation .....	2
1.3	Methodology .....	2
1.4	Limitations.....	2
1.5	Authorship.....	3
1.6	Ownership.....	3
2.	Site identification.....	3
2.1	Location .....	3
2.2	Character of the area .....	5
3.	Heritage designations and controls .....	6
3.1	Statutory heritage register listings .....	6
3.2	Non-statutory listings.....	11
3.3	Heritage places in the vicinity .....	12
4.	History.....	12
4.1	Historical overview of the area .....	12
4.2	Historical overview of the subject site.....	14
5.	Physical description .....	17
5.1	General context.....	17
5.2	Key views and settings.....	18
5.3	Exterior .....	19
6.	Proposed works .....	26
6.1	Project rationale .....	26
6.2	Outline .....	27
6.3	Summary of previous heritage advice .....	49
6.4	Mitigation measures.....	49
7.	Assessment of heritage impact .....	51
7.1	Assessment against HIS guideline questions.....	51
8.	Summary .....	56
8.1	Conclusion .....	56
9.	References.....	56

## 1. Introduction

### 1.1 Project brief

Extent Heritage Pty Ltd has been commissioned by City of Melbourne to prepare a Heritage Impact Statement (HIS) for the installation of HVAC units at Kensington Community High School, 405 Racecourse Road, Kensington ('the subject site'). Kensington Community High School is of cultural heritage significance and is included in the Victorian Heritage Register and the Schedule to the Heritage Overlay of the Melbourne Planning Scheme. The purpose of the report is to discuss the impact of the proposed works, involving the installation of HVAC units, on the heritage significance of the subject site.

### 1.2 Relevant documentation

The following documents have been referred to in the preparation of this report:

- Architectural drawings prepared by The Heritage Conservancy *Kensington Community High School Proposed Air Conditioning*, dated October 2024.

### 1.3 Methodology

The preparation of this HIS involved the following steps to ensure a careful and thorough analysis of all factors relevant to the proposed works:

- a review of the relevant statutory controls, any other heritage designations, and significance;
- an overview of the history of the subject site, including reviewing primary and secondary sources;
- a description of the subject site and its context;
- a description of the proposed works;
- an assessment of the nature and level of heritage impact of the proposed works; and
- conclusion and recommendations based on this assessment.

The methodology used in the preparation of this HIS accords with the principles and definitions set out in the following documents:

- The Australia ICOMOS Charter for Conservation of Places of Cultural Significance (the Burra Charter) (Australia ICOMOS 2013); and
- Guidelines for Preparing Heritage Impact Statements (Heritage Victoria 2021).

### 1.4 Limitations

Extent Heritage has not been engaged to assess historical archaeology or Aboriginal cultural heritage places and values.

No community consultation was undertaken for this report. Therefore, observations made concerning the possible social significance of places are based on publicly accessible, published materials.

The site was inspected and photographed by the author of this report on 6 August 2024. The inspection was undertaken as a visual study only.

The historical overview below offers sufficient historical background to provide an understanding of the place and to provide context related to the significance of the site. The historical background is not intended as an exhaustive history of the site.

## 1.5 Authorship

This HIS has been prepared by Melissa Harvey, Graduate Heritage Advisor. The report has been reviewed by Charlotte Jenkins, Senior Heritage Advisor, for quality assurance purposes.

## 1.6 Ownership

The site, Kensington Community High School, is owned and managed by City of Melbourne.

# 2. Site identification

## 2.1 Location

Kensington Community High School is located at 405 Racecourse Road in Kensington, Victoria and forms part of the broad VHR site, the Former Newmarket Saleyards (H1430).

Kensington Community High School is wholly situated within the City of Melbourne municipality.

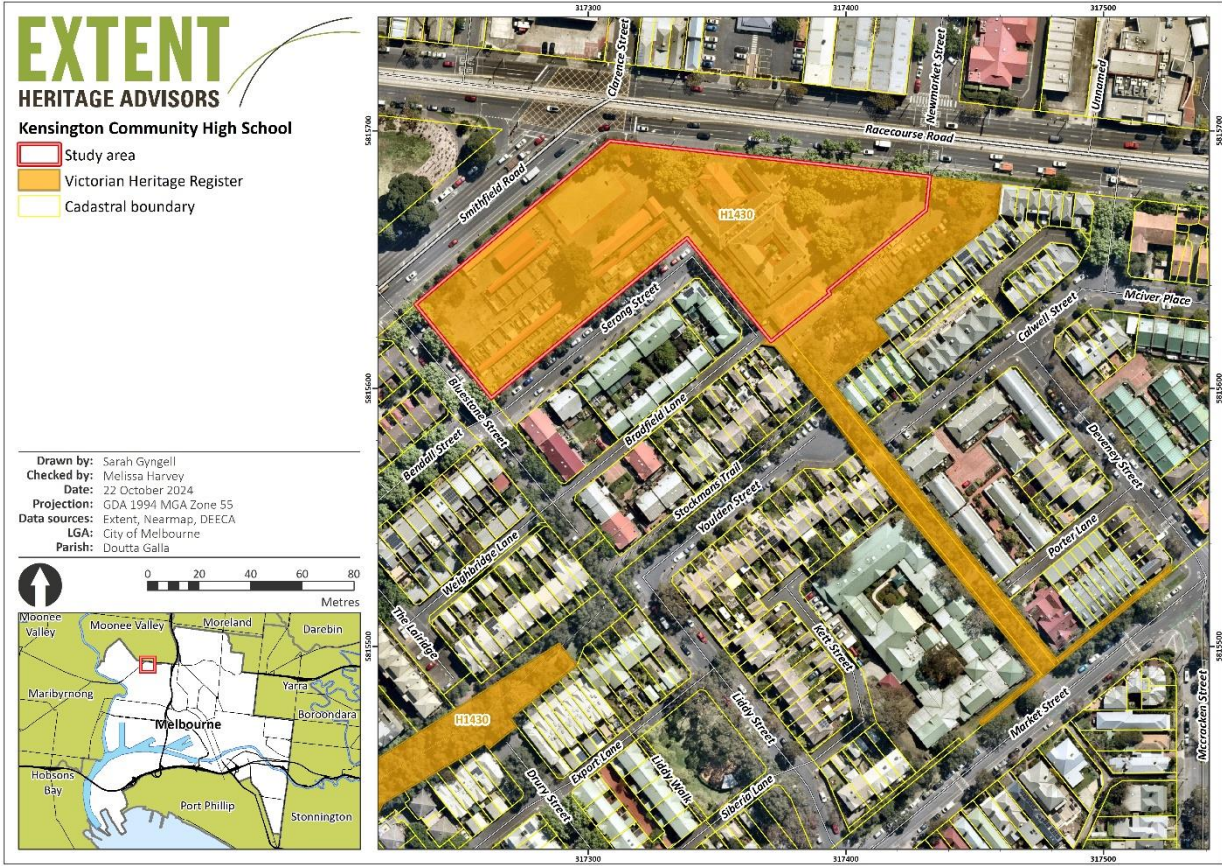


Figure 1. Map showing the location of Kensington within the municipality.



central building within the courtyard facing Racecourse Road and a smaller extension to the north east. At the rear of the site is a smaller later red brick Federation building.

### 3. Heritage designations and controls

#### 3.1 Statutory heritage register listings

The site is identified on the following statutory registers:

- Melbourne Planning Scheme Heritage Overlay (HO), Former Newmarket Saleyards & Abattoirs, Epsom Road & Smithfield Road, Kensington (HO262).
- Victorian Heritage Register (VHR), Former Newmarket Saleyards and Abattoirs, Epsom Road and Smithfield Road Kensington, Melbourne City (H1430).

The site is not identified on the following statutory registers:

- Victorian Heritage Inventory (VHI); and
- National Heritage List (NHL)/Commonwealth Heritage List (CHL).

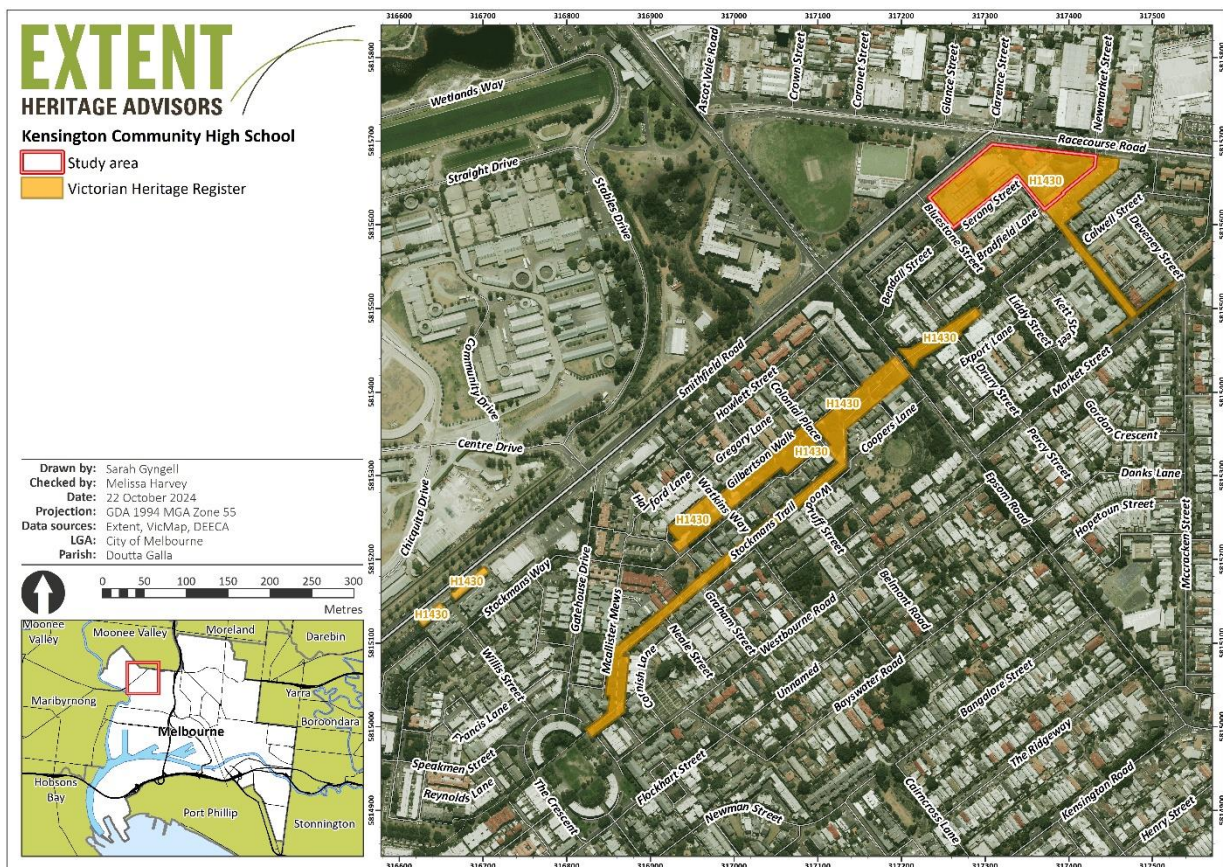


Figure 3. The extent of VHR registration for H1430 Former Newmarket Saleyards and Abattoirs.



### 3.1.1 Heritage Act 2017 (Vic)

#### Extent of registration

As noted above, the subject site is listed as a heritage place on the Victorian Heritage Register (VHR) as Former Newmarket Saleyards and Abattoirs (H1430). The extent of registration for Former Newmarket Saleyards and Abattoirs, is included at Figure 4 & 5 and described in the VHR documentation as follows:

1. *All the buildings marked:*

*B1 Saleyards Administration Building and extensions,  
B2 Administration Building,  
B3 fences and paving,  
B4 Pens,  
B5 Gates,  
B6 Drovers Hut,  
B7 Hut, B8 Clock-tower,  
B9 Abattoirs Gatehouse Buildings,  
B10 Sheep Dip marked on Diagram 1430A, 1430B & 1430C held by the Executive Director.*

2. *All of the following land (including remnant bluestone paving and timber fencing);*

*L1 all of the land described in Volume 1212 Folio 371 Allotment B three of Section 2 in the Parish of Doutta Galla including bluestone lane;  
L2 all that land in the Parish of Doutta Galla being Reserve No. 1 (Municipal Purposes) on Plan of Subdivision No. 210799R described in Vol. 9800 Fol. 309;  
L3 Reserve No.1 for POS (8215m<sup>2</sup>), Plan of Subdivision PS 340235Y Vol 10158 Fol 307 part of former Stock Route;  
L4 Reserve No.3 for POS (3342 m<sup>2</sup>) Plan of Subdivision PS 340235Y Vol 10158 Fol 307;  
L5 Reserve No.2 for POS (1975 m<sup>2</sup>) Plan of Subdivision PS 340235Y Vol 10158 Fol 307;  
L6 the footprint of the Abattoirs Gatehouse Buildings being Part of land described in Volume 10288 Folio 866.*

3. *All of the Trees listed below marked on Diagram 1430B and 1430C held by the Executive Director:*

*T1 Schinus molle (Pepper Tree)  
T2 Eucalyptus camaldulensis (Red River Gum)  
T3-T12 Schinus molle (Pepper Tree)  
T13 Schinus molle (Pepper Tree)  
T14 Eucalyptus camaldulensis (Red River Gum)  
T15 Eucalyptus camaldulensis (Red River Gum)  
T16-T20 Schinus molle (Pepper Tree)  
T21 Schinus molle (Pepper Tree)  
T22 Ulmus procera (English Elm)  
T23 Schinus molle (Pepper Tree)  
T24 Ulmus procera (English Elm)  
T25 Schinus molle (Pepper Tree)  
T26 Ulmus procera (English Elm)*

- T27 *Ulmus procera* (English Elm)
- T28 *Schinus molle* (Pepper Tree)
- T29 *Schinus molle* (Pepper Tree)
- T30 *Schinus molle* (Pepper Tree)
- T31 *Schinus molle* (Pepper Tree)
- T32 *Schinus molle* (Pepper Tree)
- T33 *Schinus molle* (Pepper Tree)
- T34 *Populus x canescens* 'Aurea' (Golden Poplar)
- T35 *Populus x canescens* Aurea (Golden Poplar)
- T36 *Schinus molle* (Pepper Tree)
- T37 *Schinus molle* (Pepper Tree)
- T38 *Schinus molle* (Pepper Tree)
- T39 *Ficus macrophylla* (Moreton Bay Fig)
- T40 *Ficus macrophylla* (Moreton Bay Fig)
- T41 *Schinus molle* (Pepper Tree)
- T42 *Schinus molle* (Pepper Tree) and  
All of the *Ulmus procera* (English Elms) on the former Stock Route

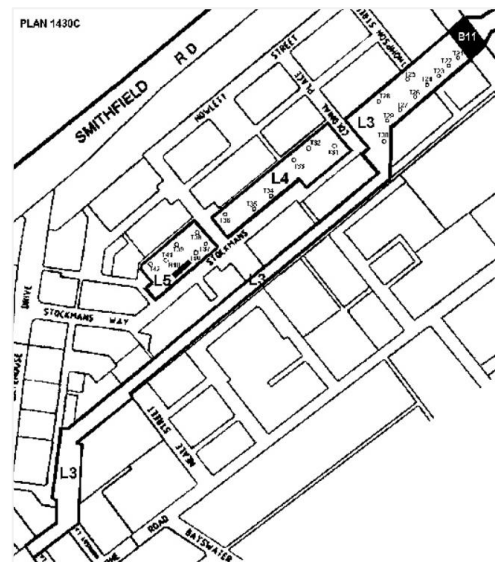
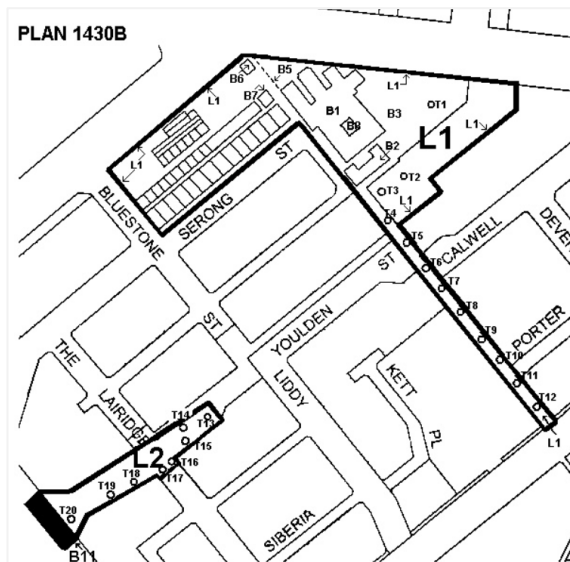


Figure 4 & Figure 5. Diagram Plan 1430B, Former Newmarket Saleyards and Abattoirs Extent of Registration. Source: Victorian Heritage Database.

The proposed works relate to the following registered buildings, land and trees:

- B1 – Saleyards Administration Building and extensions
- B2 – Administration Building
- B3 – Fences and paving
- L1 - all of the land described in Volume 1212 Folio 371 Allotment B three of Section 2 in the Parish of Doutta Gallia including bluestone lane

## Permit policy and standing exemptions

The VHR documentation includes a permit policy and suite of standing exemptions. The permit policy is as follows:

The main significance of the former Newmarket Saleyards and Abattoirs is the relationship between the processes, which took place on the adjoining sites and the remaining elements that represent these processes. The exteriors of all of the buildings are of prime importance. The landscape elements as identified in the registration are important for their demonstration of the linear nature of the processes, which occurred on these sites, and should be retained for this reason. So much of this site has been altered and removed that the remaining elements such as paving and fencing are of prime importance.

The relevant standing exemptions are reproduced below:

#### Exterior:

- Minor repairs and maintenance which replace like with like.
- Removal of any extraneous items such as air conditioners, pipe work, ducting, wiring, antennae, aerials etc, and making good.
- Installation or repair of damp-proofing by either injection method or grouted pocket method.
- Regular garden maintenance.

#### Interior:

- Painting of previously painted walls and ceilings provided that preparation or painting does not remove evidence of the original paint or other decorative scheme.
- Installation, removal or replacement of electrical wiring provided that all new wiring is fully concealed and any original light switches, pull cords, push buttons or power outlets are retained in-situ. Note: if wiring original to the place was carried in timber conduits then the conduits should remain in-situ.

## Statement of significance

The VHR statement of significance for the place is as follows:

### What is significant?

In the late 1850s, the Melbourne City Council decided to move its cattle yards from the corner of Elizabeth and Victoria Streets to a more distant location in the then semi-rural district of Flemington. Land was granted in 1856 to the Newmarket saleyards and they were completed in 1858 with the first sales held in January 1859. Served by the extension and refurbishing of the Essendon to Melbourne Railway in the 1870s, by 1888 almost half a million animals passed annually through the markets and in the twentieth century it became the world's biggest livestock auction market. Behind the markets, stretching to the Saltwater River, were the abattoirs; the building of which commenced in 1861. The former City Abattoirs were located on a site of 57 acres bounded by Smithfield, Epsom and Westbourne Roads and the Maribyrnong River, which was granted to the Melbourne City Council on 30 August 1856. The location of the Saleyards in proximity to the metropolitan area enabled both the local and the export trade to be supplied, and for a long time the sales were regarded as a barometer for process throughout the State. The Epsom Road Bridge and subway was constructed in 1911 and was designed by John Monash's Company, the

Reinforced Concrete and Monier Pipe Construction Co. It was constructed to cater for the increased livestock movement from the Saleyards to the Abattoirs, which was causing problems for residents and for traffic in the area. The Saleyards and Abattoirs were closed in 1985 and have subsequently been developed for medium density housing.

The early administration building constructed c.1874 survives on the saleyards site. It is a square planned red brick structure with a central courtyard. The slate roof is hipped and the buildings feature cast iron lacework. On the western side of this building is a series of extensions dating from c. 1911 and c. 1919. In the open courtyard stands a clock tower built c.1939. Most of the yards were demolished in 1987-88 but a small area of cattle pens and some fencing remain. The only building remaining from the abattoirs is the administrative, quarantine and workshop complex. Built c. 1903, it has central gates, which face Smithfield Rd. It is a red brick building, which displays neoclassical elements of the Edwardian period with pediments to the gables and pilasters and corbelled bands framing the windows. Sections of the bluestone paving and plantings along the stock route and former holding yards have been retained. The route is bluestone paved and tree lined before it runs under the road via the stock subway. From the underpass it proceeds into the Abattoirs site adjacent to the holding yards and then along the rear of this site down to Hobsons Rd.

### **How is it significant?**

Newmarket Saleyards and Abattoirs are of historical, social and architectural importance to the State of Victoria.

### **Why is it significant?**

The former Newmarket Saleyards and Abattoirs are of historical and social importance as they were the centre for livestock sales and related secondary industry in Melbourne until the 1980s, covering a span of over 130 years since their first establishment. By 1940 the saleyards were the biggest sheep and land market in the world and one of the three largest for cattle sales. The former abattoirs are of historical importance as they were the largest public abattoirs in Victoria and played a key role in developing and maintaining the local meat industry in the State. The Saleyards and Abattoirs are the most tangible link between the pastoral industry and the meat industry, which gave such impetus to Victoria's economic development from its first settlement. They are significant for their contribution to the industrial history of Melbourne, as they were the lifeblood for the area and a major stimulus for development. The Abattoirs Bridge is historically significant as an important part of the former Newmarket Saleyards and Melbourne Abattoirs site, having been built as part of the improvements required for Australia's growing meat export trade early in the twentieth century.

The former Newmarket Saleyards and Abattoirs are of architectural importance as the complex of offices and associated buildings represent a sequence of construction and expansion of the market in designs typical of their representative periods. The buildings along with the remaining sale pens and the stock route reflect the development and importance of the saleyards and abattoirs as a central focus for the livestock industry. The

significance of these buildings lies in their architectural form and their references to the lost process buildings. They are a rare intact example of substantial buildings relating to saleyards and abattoirs. The significance of the stock route largely relates to the visual and conceptual link that it provides between a number of related sites. It encapsulates the process of movement of animals through the site to different parts of the handling process. The Epsom Road Bridge is significant as an intact representative example of the innovative work of John Monash and the Reinforced Concrete and Monier Pipe Construction Co. The bridge has some unique design features demonstrating its use as an underpass.

### **3.1.2 Planning and Environment Act (1987)**

As noted above, the subject site is included within Melbourne Heritage Overlay as the Former Newmarket Saleyards & Abattoirs, Epsom Road & Smithfield Road, Kensington (HO262).

As per Clause 43.01 of the Melbourne Planning Scheme, no planning permit is required under the Heritage Overlay to develop places included on the VHR, with the exception for applications for subdivision.

## **3.2 Non-statutory listings**

The site is classified by the National Trust of Australia (Victoria) as the Former Newmarket Saleyards and Abattoirs (B5379). The statement of significance for the place, as prepared by the National Trust of Australia (Victoria) is as follows:

Site No 3 Stockyards and stock bridge over Racecourse Road.

Site No 4 Newmarket saleyards administration building and clock tower; drovers hut; adjacent saleyards to east and south of administration building.

Site No 5 City abattoirs area outlined in red; includes workers' meeting hall with seating and other fixtures; stock routes throughout the saleyards and abattoirs and the stock bridge over the Maribyrnong.

Site No 10 Angliss meatworks - stock route along the west bank of the river, and "Red Square".

### 3.3 Heritage places in the vicinity

The following sites are identified on the Victorian Heritage Register:

- Park View, 512-518 Racecourse Road, Flemington (H1203)
- Flemington Racecourse, Epsom Road and Smithfield Road, Flemington (H2220)
- Flemington Racecourse is also recognised as a National Heritage Place (105922).

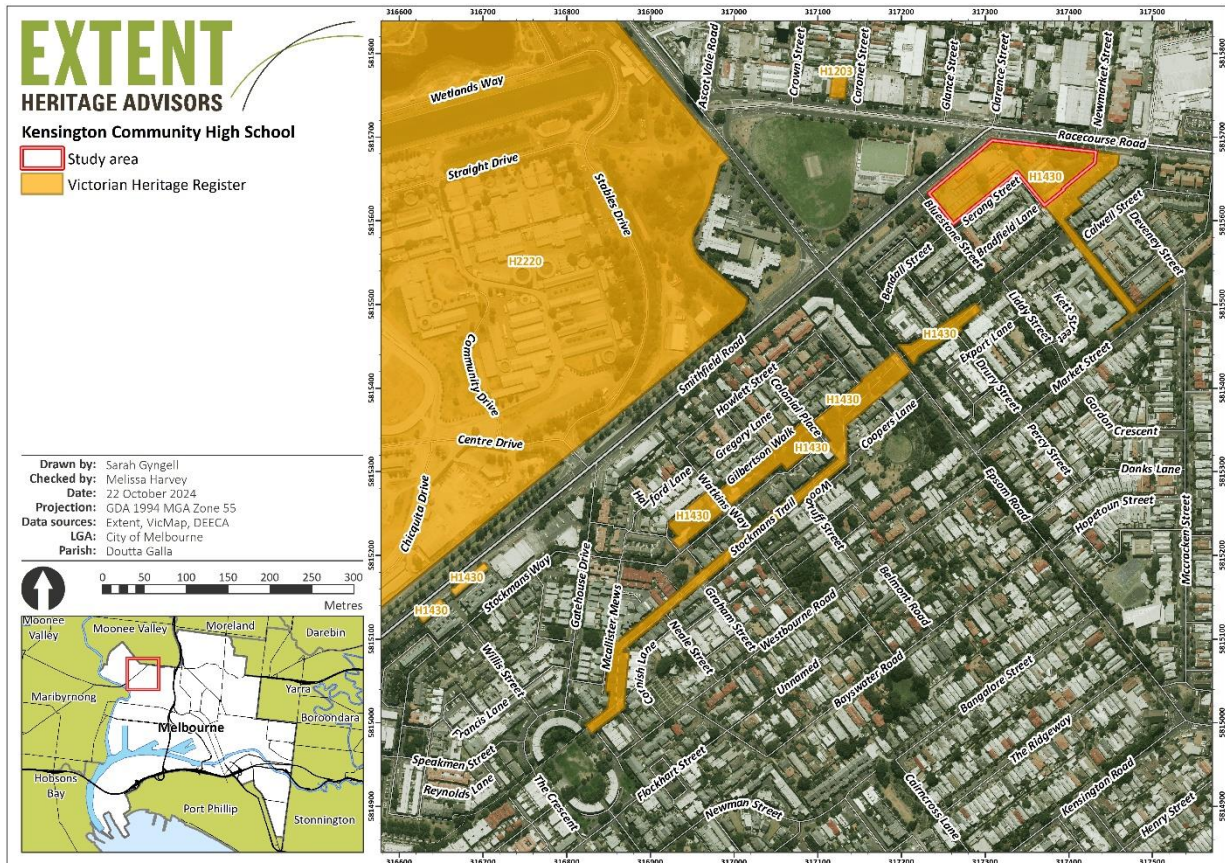


Figure 6. The extent of registration and subject site (H1430) and nearby places on the Victorian Heritage Register.

## 4. History

The following history draws on the historical description provided by the citation for the Former Newmarket Saleyards and Abattoirs within the Victorian Heritage Register, augmented with historical research undertaken by Extent Heritage.

### 4.1 Historical overview of the area

The suburb of Kensington and the surrounding geographical area is located on the traditional lands of the Wurundjeri Woi-wurrung peoples of the Kulin Nation. The European settlement of Melbourne in the early to mid-nineteenth century saw the area of Kensington initially

encompassed as a ward within the broader borough of Essendon/Flemington. The area was known as a difficult to traverse marshland, with the Maribyrnong River and Moonee Ponds Creek running through the land to Batman's Lagoon to the south. The condition of the land meant it was quickly relegated to sheep and equine grazing, with further industrial development positioned on low-lying land which was undesirable for residential use, including the City Abattoirs which were connected by a paved livestock laneway to the saleyards (Context Pty Ltd 2011, 44).

In c.1850s the cattle yards within Inner Melbourne, originally located to the corner of Victoria and Elizabeth Streets, were proposed to be relocated to the Kensington/Newmarket site alongside Racecourse Road, with the first sales at the Kensington site held in 1959 (Gatt, J. 2010). By the late nineteenth century, the markets were known as the biggest livestock auction market with almost half a million animals passing through annually. The operation of the cattle yards, abattoirs, as well as the earlier established Flemington racecourse, led to the further residential and commercial growth in the area. The 1870's boom era saw the construction of a considerable number of terraces and small cottages, however the ongoing industrial character and resulting pollution within the area in meant it was broadly considered "almost outside of civilisation" (North Melbourne Advertiser 1886, 4). The closure of the saleyards and abattoir in 1985 saw the repurposing of a significant portion of the site for medium density housing and the former administration buildings and offices repurposed for the Kensington Community High School with retained pens and sheds adjacent to Smithfield Road used forming the Kensington Stockyard Food Garden.



Figure 7. Aerial overview of Kensington c. 1985, with the Maribyrnong River to the south (top), Flemington Racecourse (right) and the Newmarket Saleyards (bottom right, indicated). *Source:* Pratt, C.D. 1953. *Aerial view looking west showing Kensington Stock and Sale Yards.* Digitised photograph. The State Library of Victoria (website). Accessed 4 October 2024. <http://handle.slv.vic.gov.au/10381/386131>

## 4.2 Historical overview of the subject site

The former Newmarket Saleyards site was originally of 9.2 hectares and was designed to hold 1000 head of cattle and 5000 head of sheep with a total of 110 pens. The site was an ideal location as it was close to the metropolitan area and local markets, as well as close to the railway to receive stock and supply export trade (Newmarket station and siding). Towards the late nineteenth century saw expansion of the site alongside the further development of the associated abattoir to the south. Many of the stockyards and internal laneways were paved in bluestone with intricate and purposeful layouts to suit different stock and prevent slipping, including along the stock route to the abattoir (Gatt, J. 2010).





Figure 8. Extract from an aerial photograph of the Newmarket Stockyards and Administration and Office buildings c.1925-35. *Source:* Pratt, C.D. c.1925-1934. *Newmarket Stock Saleyards*. Digitised photograph. The State Library of Victoria (website). Accessed 4 October 2024. <http://handle.slv.vic.gov.au/10381/79542>.

The administration complex was constructed during the 1870's expansion, with the buildings located to the primary entrance to the site alongside Racecourse Road. The complex was designed as a red brick Victorian building with neoclassical elements of the period, with pediments to the gables and pilasters and corbelled bands fanning the windows, with a hipped slate roof and cast-iron lacework to the external verandah. The scale and design of the place reflected the pride of industry but with a country aesthetic. Rural references were made through the use of architectural elements such as the overhanging verandas and ornamental cast-iron lacework. Of particular note was the large clock tower which stands within the central courtyard, built in 1939 (Gatt, J. 2010). Further outbuildings were constructed in response to the growth of the saleyards c.1920s, including the extension of the Administration building towards the intersection of Racecourse and Smithfield roads and the smaller building to the east. The later buildings are similarly constructed in red brick with pitched roof forms, however with Federation architectural detailing including rounded Diocletian windows and archways to the primary facades, brick pediments, terracotta roof tiling and timber verandah detailing.



Figure 9. The Administration building at night c.1985. Source: Walpole, D. 1985. *Administration Building at Night, Newmarket*. Digitised photograph. In Collection: Newmarket Saleyards Collection. Museums Victoria (website). Accessed October 2024. <https://collections.museumsvictoria.com.au/items/1828135>

The expansion of the Melbourne metropolitan area in the early twentieth century saw pressure for the Newmarket Saleyards to be either reduced in capacity and size, or to be relocated to the further rural outskirts of the city. As early as 1926, the Melbourne Town Planning Commission had pointed Derrimut as a potential place for relocation due to issues of livestock passing through residential streets as well as major livestock truck movements. The broader functioning site and abattoirs closed in the mid-late 1980s with yards and associated animal product industries decentralised to more contemporary facilities in regional Victoria. (Green Fields, Brown Fields, New Fields 2010, 120). The Administration buildings were eventually repurposed as the Kensington Community High School in the late twentieth century.

## 5. Physical description

Extent Heritage carried out a physical assessment of Kensington Community High School on 6 August 2024. The analysis involved an investigation into the built form and landscape setting. It does not provide a detailed investigation of all fabric but an overview of the elements of the place to assist in determining significance.

### 5.1 General context

The subject site is located to the northwest of the Former Newmarket Stockyards and Abattoir VHR site, located close to the corner bound by Racecourse Road and Smithfield Road (Princes Highway), with low level contemporary residential development to the southeast and southwest. The complex is comprised of single storey historical buildings constructed of red brick with hipped roof forms, located to the northwest of the broader site. The buildings were originally surrounded by timber stockyards of which some fencing parts and bluestone paving remain. Former stockyard pens and sheds to the west of the site, between Smithfield Road and Serong Street have been repurposed as the Kensington Stockyard Food Garden.

The subject sites' primary presentation is of the 1920's buildings to the corner of Racecourse Road and Smithfield Road. A white timber picket fence of approximately 1.6m high runs the length of the northern boundary and includes a concrete pedestrian pathway, narrow grass verge with mature Sycamore trees. To the southwestern aspect the subject site is separated from the adjacent Serong Street and neighbouring contemporary townhouses by the retained historical timber fencing and a row of five Willow trees surrounded by original bluestone paving. The northeastern corner adjoins the original stockyard gateway which has been retained with a pedestrian pathway.

There are multiple entrances to the subject site, the most prominent being to Racecourse Road where the eastern end of the boundary the fence makes way for a brick pillar and metal gateway, providing school parking and deliveries access. Secondary pedestrian access points are via Serong Street and the main frontage off Racecourse Road corner.

For clarity within this document, B1 as noted within Diagram Plan 1430B of the VHD record, has been noted as two separate sections which relate to their eras of construction. The buildings of consideration are as follows:

B1	The original 1975 square complex with wrap around verandah, and central courtyard with clocktower.
B1(2)	<p>This building section is comprised of three c.1920s parts:</p> <ul style="list-style-type: none"> <li>- The primary C shaped building which adjoins B1</li> <li>- The central building encircled by the C shaped building, facing the corner of Racecourse Road and Smithfield Street.</li> <li>- The small extension to the north, adjacent to Racecourse Road.</li> </ul>

B2 Long modest Federation style building to the southeast of B1.

## 5.2 Key views and settings

As noted above, the broader heritage place is located prominently within Kensington. Key views to the school from the public realm are from Racecourse Road, Smithfield Avenue and Serong Street (insert figure reference).



Figure 10. Overview of the surrounding context, looking west down Racecourse Road towards the subject site.



Figure 11. Overview of the northern boundary of the subject site.



Figure 12. View across Racecourse Road to the subject site.



Figure 13. View of the primary façades facing Racecourse Road.



Figure 14. View from Serong Street, looking north.

## 5.3 Exterior

### 5.3.1 B1 - 1975 Saleyards Administration Building (Table 1)

The Administration complex is built on a small rise looking down toward Racecourse Road. The exterior of the B1 is Victorian in style with red brick walls on a bluestone base. The building has a wraparound verandah to the north, south and western elevations with timber posts, cast iron lacework and some altered original timber balustrading. The external walls have generally consistent fenestration of paired large sash windows with doorways to the central courtyard between. The building has a slate hipped roof with nine corbelled brick chimneys and a timber roof vent to the southeastern roof plane. The building remains largely intact with minor external alterations including the removal of a window and the introduction of new windows to the eastern elevation. Contemporary services have also been added including modern roof vents to the eastern roof plane and HVAC systems to the southern elevation.

### 5.3.2 B1(2) – c.1920s Saleyards Administration Buildings (Table 2)

B1(2) is comprised of a number of sections primarily built in the 1920's with some original 1870's elements. The primary section is a C shaped structure which adjoins B1. The buildings are constructed of red brick, distinct in tone from the brickwork of the original 1875 building, with the southern wing of the main section sitting on an original bluestone base. The southwestern elevation is characterised by regular fenestration and a row of four large corbelled chimneys close to the eave line. The internal area of the building includes a wrap around verandah which matches the original timber post and cast-iron detailing of the earlier external verandah to B1. The northern facades of the buildings facing Racecourse Road form the primary presentation of the Administration building complex. The buildings consist of Federation detailing with the use of central Diocletian windows, arched brick detailing and pilaster mouldings. A simple white painted tall timber picket fence separates the internal school grounds from the public domain.

Further extensions to the primary C shaped building were also built during the 1920s, as indicated by the use of similar red bricks. A central symmetrical red bricked hall is located within the central courtyard of B1(2). The building presents as the primary entrance (although now closed) and includes a projecting entry portico to Racecourse Road with similar federation style detailing including a small arched cutout. The building has regular fenestration, and a ditched gable pitched roof with terracotta tiling.

B1(2) also includes a smaller extension to the north. The primary façade facing Racecourse Road has a central doorway flanked by sash windows to each side, a low pitched slate roof with two corbelled chimneys. The internal elevation of the building is tightly detailed with three windows and three doorways.

## 5.3.3 B2 - c.1920s Saleyards Administration Buildings (Table 3)

B2 is a long symmetrical federation building to the southeast of B1, separated by an original paved bluestone laneway. The building includes two pitched gabled ends with a central covered verandah with timber posts, brackets and balustrading. The building closely abuts the retained timber fencing to the south and east with further original bluestone paving and original pens to the rear.

**Table 1. B1 – 1975 Saleyards Administration Building**



Figure 15. Overview of the southeast and southwestern elevations of the 1975 building.



Figure 16. Overview of the northeast and northwestern elevations and bluestone courtyard.

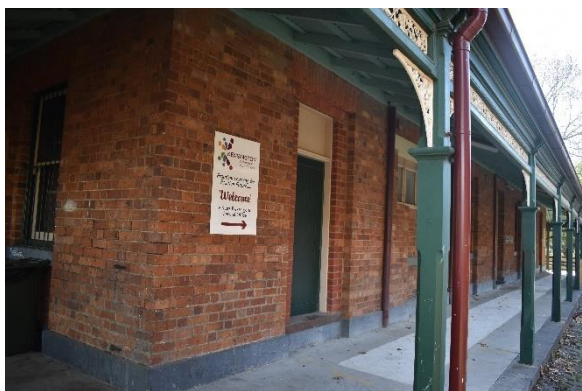


Figure 17. Oblique view of the southeastern elevation, looking north.

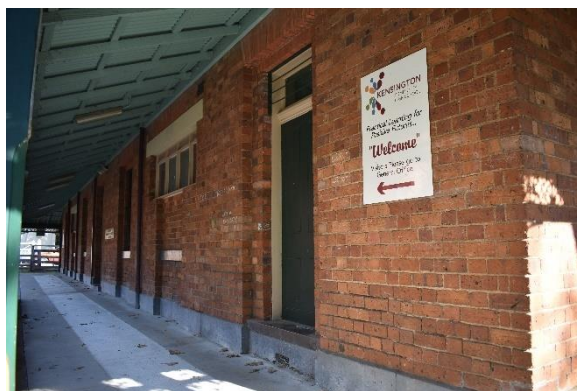


Figure 18. Oblique view of the southeastern elevation, looking southwest.



Figure 19. Oblique of the southwestern elevation, looking east



Figure 20. Oblique view of the southwestern elevation.



Figure 21. View of the southwestern elevation from Serong Street.



Figure 22. The existing mounted HVAC unit to the southwestern elevation.



Figure 23. Overview of the northeastern and southeastern elevations, with surrounding bluestone paving.



Figure 24. Overview of the northeastern elevation looking over the paved bluestone courtyard (originally of the saleyards)



Figure 25. Overview of the northeastern elevation.



Figure 26. Partial view of the northern most corner of the northeastern elevation.

**Table 2. B1(2) - c.1920's Saleyards Administration Buildings**



# EXTENT



Figure 27. Overview of the southwestern elevation of B1(2).



Figure 28. Looking northwest along the southwestern elevation of B1(2). The image shows the existing ground placed condenser.



Figure 29. Partial view of the southwestern elevation, with the existing ground placed HVAC obscured by fencing.



Figure 30. Partial view of the southwestern elevation, looking southeast, with the existing ground placed HVAC unit is obscured by fencing.



Figure 31. Section of the internal verandah to the C shaped building.

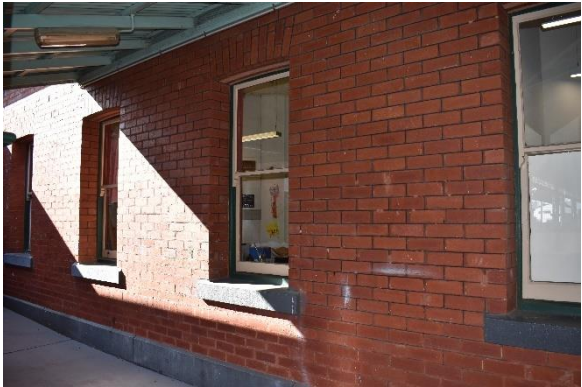


Figure 32. Section of the internal verandah area to the C shaped building.



Figure 33. Internal verandah of the southern wing to the C shaped building, looking east.



Figure 34. Overview of part of the primary façades facing Racecourse Road.

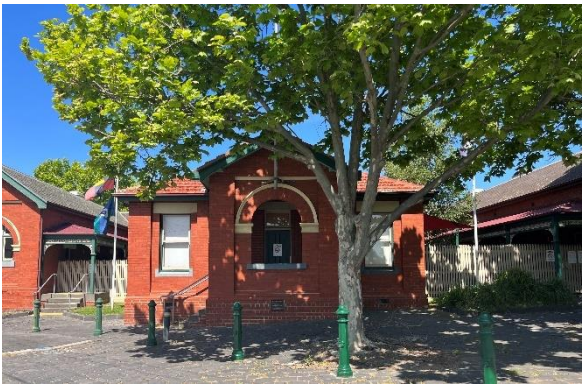


Figure 35. View of the northern elevation from the public domain.



Figure 36. Overview of the northern elevation from the public domain.



Figure 37. Partial oblique view of the northern elevation to B1(2) central building, including existing HVAC services located on the ground and behind the fence.



Figure 38. The northern elevation of B1(2) facing Racecourse Road.



Figure 39. View of the northern elevation facing Racecourse Road.



Figure 40. Southeast facing internal elevation.

**Table 3. B2 – c.1920's Saleyards Administration Building**



Figure 41. Overview of B2 from Serong Street.



Figure 42. Overview of the northeastern and southeastern elevations.



Figure 43. Partial view of the southern end of B2.



Figure 44. Overview of B2 looking southwest from the remaining stockyard pens.

## 6. Proposed works

### 6.1 Project rationale

The former Administration Buildings' are presently occupied by the Kensington Community High School. During the summer months, the current classrooms are uncomfortable for both teachers and students, with the existing buildings retaining heat during the warmer periods. There are a small number of existing HVAC units within the school however they do not meet the current needs of the school population and therefore the provision of more units to service classrooms and offices is a necessity to support the ongoing use of the heritage place as a school.


Existing HVAC units are mostly discreetly placed on the ground and behind fencing, with one wall mounted unit to the south western elevation of the property.


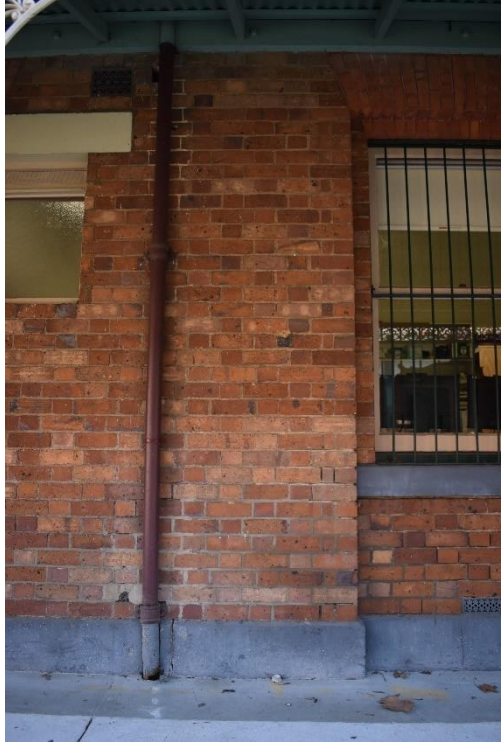
## 6.2 Outline

The proposed development, as shown on drawings prepared by The Heritage Consultancy, dated October 2024, includes the following works:

- The removal of select existing condenser units.
- Select areas of demolition of existing heritage fabric for the provision of services associated with the implementation of HVAC units to the property.
- The implementation of sixteen externally wall mounted HVAC units for the provision of thirty-five new internal air conditioning units. There are two sizes of units - Mitsubishi brand, 981x105x330mm & 710x840x330mm, which are to be mounted with external metal caging powder coated in dark charcoal grey:
  - Six units to B1
  - Seven units to B1(2)
  - Three units to B2

**Table 4 - External Unit Locations**



Unit Number	Location	Image
CU-1	Southeastern elevation of B2, southern end.	
CU-2	Southeastern elevation of B2, central.	




<p>CU-3</p>	<p>Southeastern elevation of B2, northern end.</p>	
<p>CU-4</p>	<p>Southeastern elevation of B1, northern end.</p>	



<p>CU-5</p>	<p>Southeastern elevation of B1, southern end.</p>	
<p>CU-6</p>	<p>Southwestern elevation of B1, southern end.</p>	

<p>CU-7</p>	<p>Northeastern elevation of B1, central.</p>	
<p>CU-8</p>	<p>Northeastern elevation of B1, northern end.</p>	
<p>CU-9</p>	<p>Southwestern elevation of B1, western end.</p>	




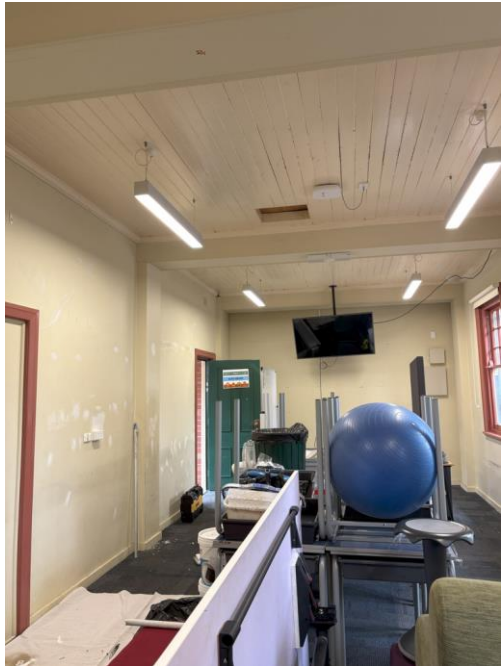

<p>CU-10</p>	<p>Southwestern elevation of B1(2), southern end.</p>	
<p>CU-11</p>	<p>Internal courtyard elevation of B1(2), adjacent to room 18.</p>	

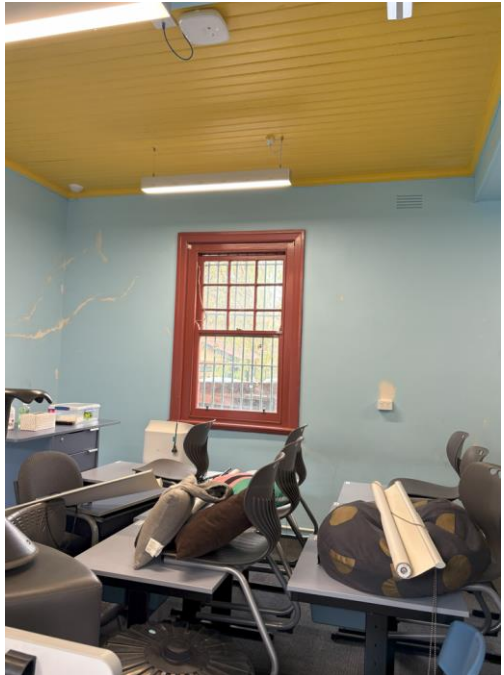

<p>CU-12</p>	<p>Southeastern elevation of B1(2), northern end, adjacent to northeastern elevation of B1.</p>	
<p>CU-13</p>	<p>Southeastern elevation of northern extension of B1(2).</p>	
<p>CU-14</p>	<p>Northeastern elevation of B1(2).</p>	



<p>CU-15</p>	<p>Northeastern elevation of central building of B1(2).</p>	
<p>CU-16</p>	<p>Southwestern elevation of B1(2), northern end.</p>	

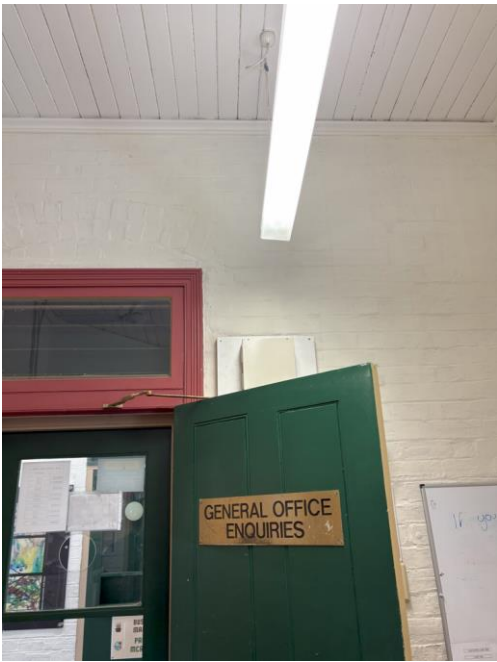

**Table 5- Internal Unit Locations**



Unit Number	Location	Image
<p>AC-1</p>	<p>Southernmost room to B2, southeastern wall.</p>	

<p>AC-2.1</p>	<p>Central room to B2, northern wall.</p>	 A photograph showing a central room with a wooden ceiling and fluorescent lighting. A large blue exercise ball is prominent in the foreground. In the background, there is a green door and various pieces of gym equipment. The walls are a light cream color.
<p>AC-2.2</p>	<p>Central room to B2, southern wall.</p>	 A photograph of a central room featuring a yellow door with a window. A television is mounted on the wall to the right. A green exit sign is visible above the door. The room has a wooden ceiling and fluorescent lighting. The walls are a light cream color.

<p>AC-3</p>	<p>Northernmost room to B2, southeastern wall.</p>	
<p>AC-4</p>	<p>Southwestern wall of room 64, in B1.</p>	

<p>AC-6</p>	<p>Southwestern wall of room 28, in B1.</p>	
<p>AC-7</p>	<p>Southwestern wall of room 29, in B1.</p>	

<p>AC-8</p>	<p>Northeastern wall of room 20, in B1.</p>	
<p>AC-9</p>	<p>Northeastern wall of room 19, in B1.</p>	
<p>AC-11</p>	<p>Southeastern wall of room 09, in B1.</p>	<p>Removed from scope</p>
<p>AC-12</p>	<p>Southwestern wall of room 10, in B1</p>	<p>Removed from scope</p>



<p>AC-13</p>	<p>Northeastern wall of room 36, in B1</p>	
<p>AC-14</p>	<p>Northeastern wall of room 14, in B1</p>	





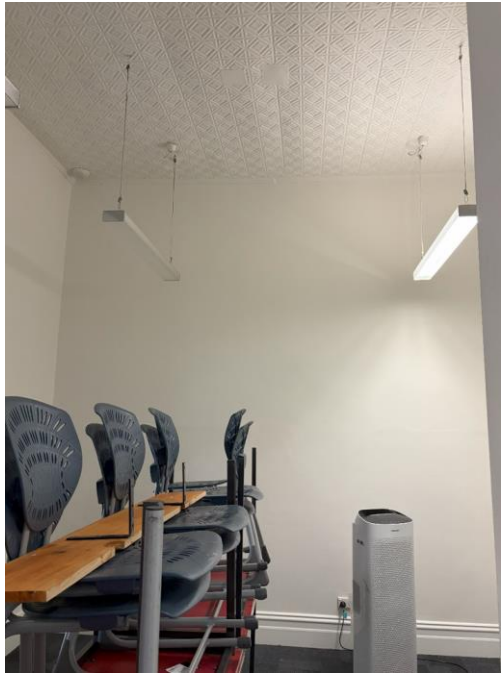

<p>AC-16.1</p>	<p>Northeastern wall of room 32, in B1.</p>	 A photograph showing the northeastern wall of room 32. The wall is dark grey with horizontal wood-grain paneling. On the left, there is a whiteboard with a red border. To the right, a green door is partially visible. The ceiling is white with horizontal wood-grain paneling and a long fluorescent light fixture.
<p>AC-16.2</p>	<p>Southwestern wall of room 32, in B1. Adjacent to doorway.</p>	 A photograph showing the southwestern wall of room 32. The wall is dark grey with horizontal wood-grain paneling. A round analog clock is mounted on the wall. Below the clock, there is a doorway. The ceiling is white with horizontal wood-grain paneling and a ceiling fan with three blades is visible. A fluorescent light fixture is also visible on the ceiling.



<p>AC-16a</p>	<p>Northeastern wall of room 39, in B1.</p>	
<p>AC-16b</p>	<p>Northeastern wall of room 67, in B1.</p>	



<p>AC-17.1</p>	<p>Northeastern wall of room 17, in B1.</p>	 A photograph showing the northeastern wall of room 17. The wall is dark grey and textured. A round analog clock is mounted on the wall. Below the clock is a large black television mounted on a wooden shelf. To the left, a yellow door is partially visible. The ceiling is white with wooden slats and a fluorescent light fixture.
<p>AC-17.2</p>	<p>Southwestern wall of room 17, in B1.</p>	 A photograph showing the southwestern wall of room 17. The wall is dark grey and textured. A whiteboard with a wooden frame is visible in the foreground. The ceiling is white with wooden slats and a fluorescent light fixture.

<p>AC-17a</p>	<p>Northeastern wall of room 66, in B1.</p>	
<p>AC-17b</p>	<p>Northeastern wall of room 11, in B1.</p>	
<p>AC-18</p>	<p>Southwestern wall of room 07, in B1(2).</p>	<p>No image taken.</p>


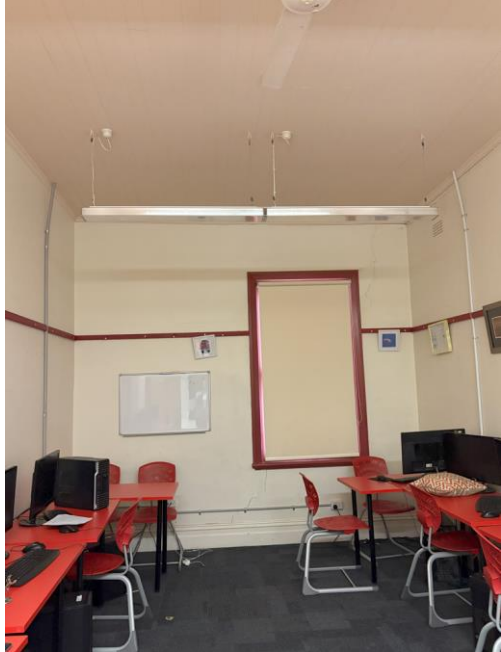
<p>AC-19.1</p>	<p>Northwestern wall of room 18, in B1(2).</p>	
<p>AC-19.2</p>	<p>Northeastern wall of room 18, in B1(2).</p>	



<p>AC-20.1</p>	<p>Northwestern wall of room 34, in B1(2)</p>	 A photograph showing the northwestern wall of room 34. The room contains a wooden desk with several blue chairs. A tall, silver portable air conditioner is positioned against the wall. The ceiling has a white, textured grid pattern with recessed lighting fixtures.
<p>AC20.2</p>	<p>Southwestern wall of room 34, in B1(2).</p>	 A photograph showing the southwestern wall of room 34. It features a doorway with a white door on the left and a green door on the right. Above the doorway is a green exit sign. A long, white, cylindrical light fixture hangs from the ceiling. The ceiling has a white, textured grid pattern.

<p>AC-21.1</p>	<p>Northeastern wall of room 48, in northern extension of B1(2).</p>	 A photograph showing the northeastern wall of room 48. The room contains several desks with office equipment, a large blue fan, and a window with a red frame. The ceiling is made of white acoustic panels with recessed lighting.
<p>AC-21.2</p>	<p>Southwestern wall of room 48, in northern extension of B1(2).</p>	 A close-up photograph of a plain white wall, identified as the southwestern wall of room 48. The wall is mostly empty, with a few papers or notices pinned to it near the bottom. The ceiling above is made of white acoustic panels.

<p>AC-22</p>	<p>Northeastern wall of room 42, in B1(2).</p>	
<p>AC-23</p>	<p>Northeastern wall of room 43, in B1(2).</p>	



<p>AC-24</p>	<p>Northeastern wall of room 44, in B1(2).</p>	 A photograph of room 44. The room has light-colored walls and a white ceiling with a long, rectangular light fixture. A window with a red frame is visible, looking out onto a street. A desk with a red top and a grey chair is in the foreground. A printer is on a desk to the right.
<p>AC-27</p>	<p>Northeastern wall of room 30, in central building of B1(2).</p>	 A photograph of room 30, which appears to be a classroom. The room has light-colored walls and a white ceiling with a long, rectangular light fixture. There are several red desks and chairs arranged in rows. A whiteboard is mounted on the wall. A window with a red frame is visible in the background.

<p>AC-29</p>	<p>Northeastern wall of room 21, in central building of B1(2).</p>	
<p>AC-32</p>	<p>Southwestern wall of room 05, in B1(2).</p>	
<p>AC-33</p>	<p>Southwestern wall of room 06, in B1(2).</p>	

### 6.3 Summary of previous heritage advice

Pre-application advice was provided by Heritage Victoria to the client, dated 17 July 2024, and noted the following:

It is understood that this would be a complex place to install HVAC units and that individual responses would be required, rather than a whole of place solution.

The condensers should be consolidated as much as is practicable.

It is understood that a number of the condensers will be required to be mounted on walls instead of on the ground given the restriction to walkways and paths of travel.

It would be preferable that:

- *Condensers be installed in cages and that the cages be power coated in a recessive matte colour, such as charcoal grey.*
- *Where condensers cannot be located to ground level, they be mounted high so as to sit partially hidden behind roof eaves (wherever practicable).*
- *Condensers be installed symmetrically on walls and preferred use of existing penetrations where practicable.*
- *Condensers to Building 2 be mounted along rear face of the building, as per correspondence.*

No condensers to be installed along front entrance wall to main building, preference to install internally or along other faces.

It is understood that old HVAC units would be removed and any make good works required be undertaken.

### 6.4 Mitigation measures

There are a number of different measures which have been undertaken to minimise the impacts the proposed works will have on the existing fabric of the Administration Buildings at the former Newmarket Saleyards and Abattoir, and relate to the design and placement of the proposed HVAC units to ensure they are as discrete and unobtrusive as possible. These are detailed below:

#### **Discrete Placement**

Units are to be located under eaves, on the ground, and away from prominent public facing elevations. Select locations will ensure views of the units are obscured to minimise potential visual impacts. Where units cannot be easily obscured, they are placed to the top of the facade to maintain the primary views of the buildings at eye level. The rationale to the placement of units is consistent with preliminary advice provided by Heritage Victoria.

#### **Efficient sizing and number of units**

The complex is comprised of a number of staff rooms, common spaces and classrooms or varying sizes. The size of the units have been carefully selected to minimise the number necessary HVAC units to service the required spaces, while still providing sufficient temperature control. Where possible, smaller units have been chosen to be installed. As discussed with Heritage Victoria in the pre-application advice, individual responses rather than a whole of place solution is the most appropriate response to the site.

### **Caging painted in grey**

The HVAC unit cages are proposed to be powder coated in a matte mid grey. Grey is a recessive colour which will assist in reducing the prominence of the units and detracting from the heritage place. The proposed paintworks are consistent with preliminary advice provided by Heritage Victoria.

### **Mounting through mortar not brickwork**

Mounting the units through mortar ensures there is minimal demolition to significant fabric and that the works can be more easily reversible with mortar patching rather than installation into the existing brickwork. This approach is considered to be best practice in terms of conservations.

### **Use of existing penetrations**

The works intend to make use of existing service penetrations to reduce the number of additional penetrations and therefore the loss of original fabric. This approach reduced the level of unnecessary physical impacts on the fabric. This measure is consistent with preliminary advice provided by Heritage Victoria.

## 7. Assessment of heritage impact

### 7.1 Assessment against HIS guideline questions

#### 7.1.1 Impact on cultural heritage significance (Section 101(2)(a))

The following section of the report will consider the extent to which the application, if approved, would affect the cultural heritage significance of the registered place.

##### *Demolition*

The extent of demolition involves the removal of existing non-original HVAC units, location specific penetrations to walls to allow for service conduit and the wall mounting of new HVAC units to the former Administration Buildings. The removal of existing units is identified as a permit exempt activity in the suite of standing exemptions for the place, similarly is the patch repair of existing fabric, which will be undertaken following their removal. Therefore, these works are not discussed further.

Due to the nature of new works to select exterior elevations, there will be some loss of heritage fabric to all heritage buildings which require works. However, the locations and application (external mounting) has been selected to ensure that physical impacts to the heritage place are minimised. Where possible, existing penetrations will be used and new fixings will be through mortar joints with no fixings through brick. All works are designed to be broadly reversible, requiring only make good works in the event of their future removal.

Internal works will require penetrations for the wall mounting of air conditioning units, with many placed opposite external condensers to ensure penetrations are minimised. Where units are located on non-shared walls, conduit will either be patched through ceiling cavities or run along brickwork as per some existing internal fixings. Any proposed penetrations will be kept to a minimum, using existing penetrations or in best possible locations, such as mortar joints, where possible. It is noted that where penetrations are required, the works are somewhat reversible, with brickwork able to be patched and made good in the event of the future removal of the system.

The complex is of historical, social and architectural importance. The Administration Buildings form only part of the broader Newmarket Saleyards and Abattoir site, and the proposed works will not impact the understanding of the place. Furthermore, physical impacts will not notably undermine the architectural integrity of the place.

##### *New work*

The proposed extent of development includes the addition of sixteen new externally located HVAC units to provide air-conditioning to a majority of classrooms and offices within the complex. The implementation of HVAC units is necessary for the comfort of staff and students of the Kensington Community High School and support the ongoing use of the heritage place as a State School. The works will require the external mounting of caged HVAC units to a number of brick elevations, however their strategic and discreet locations aim to minimise both physical and visual impacts.

The adaptation of the Former Administration Buildings for use as a school has resulted in the closure of certain entry/exit points. In particular the primary presentation to Racecourse Road is closed, with Serong Road and Racecourse Road carpark performing as the primary access points to the school, and pedestrian access to the surrounding area is readily available. As discussed on site with a representative from Heritage Victoria, there is no obvious rear area within the building complex to which the units can be collectively located and concealed from public view. Therefore, the approach has been to place units as collectively as possible, with units discretely located including behind existing fencing and high up into eave cavities. In particular, condensers have been located away from prominent elevations facing Racecourse Road, leaving the original 1920's entrance unchanged when viewed from the public realm.

Within the grounds, the units will pose some visual impacts, however further mitigation measures including the powder coating condenser cages in charcoal grey aim to make the units more visually recessive when viewed from the surrounding area. The valued aspects of the subject site's presentation, including its design elements, form and siting within the larger setting of the heritage site remain unaffected by the proposed works.

Internal areas of the school are not open to the public. The ongoing use of the site as the Kensington High School has resulted in a number necessary internal upgrades and changes such as the installation of lighting, AV systems and the wall mounting of emergency equipment. The installation of internal units will similarly pose some visual impacts, however the high placement and light tone of the AC units, as well as the painting of conduit to match existing walls, will ensure the proposed works are as visually recessive as possible and reversible if required. It is noted that a number of units are currently installed at the school and the works will be undertaken in the same manor resulting in limited change to the overall presentation of the place.

As per discussion regarding demolition, there will be some physical impacts to the building fabric relating to the installation of both internal and external units. However, the reuse of existing penetrations, and the proposal of all new mounting fixtures to be placed into mortar ensures any future remedial works can be easily addressed with brickwork to remain intact.

As noted above, there will be some physical and visual impacts associated with the proposed changes to fabric of the buildings, however mitigation measures have been employed to ensure that the original architectural identity of the place will remain clear, and unimpeded by the alterations. The installation of the new HVAC system will address the comfort requirements of the current staff and students within the Kensington Community High School, whilst maintaining the overall integrity of the heritage place. The works will not impact the identified historical, social and architectural significance of the place, nor will it impact the relationship of the former Administration Buildings to the broader VHR site.

## 7.1.2 Options assessment

The ongoing functioning of the heritage place as a school requires the implementation of new heating and cooling measures to ensure the comfort of occupants throughout the year. According to the Occupational Health and Safety (OHS) Act 2004 (Vic), it is policy of the Education Department to provide a safe workplace and school environment- including safety as

it pertains to comfortable and reasonable temperatures. In considering the various options for Kensington Community High School, the existing condition of the heritage place, functionality, financial considerations and future use of the asset formed the basis of the approach.

### *Option 1 – Roof installation*

Roof mounted HVAC units with internal conduit and ducting within the roof cavity were initially investigated as the preferred option. This strategy would remove the need for externally mounted HVAC units, reducing both the physical and visual impacts to the heritage place. However, preliminary investigations found that the spacing within the roof cavities were not adequate for the needs and scale of the project. On this basis, the option was dismissed.

### *Option 2- Internal courtyard*

The option to internally mount all HVAC units within internal courtyard of B1 was considered as this approach would limit physical impacts to external walls in the public realm, and reducing the visual impacts to the place. The internal courtyard is currently used by students and staff as circulation and gathering spaces, with tables and seating available. Due to the tight spacing and the number of required units, it was determined that the units would vent on each other and make it an uninhabitable space, resulting in a loss of outdoor amenity for the students and teachers. Therefore, this option was dismissed.

### *Option 3 – Grouped Plant Area*

The Administration Buildings are a component of the broader Saleyards and Abattoir heritage place. Prominently located, they were designed to present to both Racecourse Road and to the surrounding saleyards to the southwest and southeast. Following the alterations to the place in the 1980s with the introduction of residential development adjacent to the school, additional pathways were incorporated including to the elevations away from the road resulting in the buildings being understood in the round rather than presenting to a single direction. While the Racecourse Road elevations are the primary elevations, there is no obvious rear or back of house area therefore there is no suitable location for a plant area where HVAC units can be collated. Therefore, a grouped plant area was considered as unfeasible at the site. Additionally, this would have resulted in a greater number of penetrations with extensive conduit required to run throughout the existing building to facilitate the required cabling.

### *Option 4 - 'do nothing' approach*

If no HVAC units were to be installed, there would be a significant impact to safe ongoing use of the place as a state school. The early Administration buildings are of Victorian and Federation architecture which were not designed with consideration to contemporary weather conditions and the comfort of students and staff who will spend prolonged periods of time inside. Other temperature mitigation measures, such as enhanced cross-ventilation, blinds or the use of fans will not have the required impact, and therefore the implementation of air-conditioning units is necessary to meet policy compliance.

### *Option 5 - External mounting*

The option to externally mount all HVAC units to various elevations surrounding the complex of B1 have been considered as this approach would allow for the installation of numerous units in a simple manner with limited external conduit required. This approach would have both physical and visual impacts to the site, however these impacts may be mitigated through size, aesthetic considerations, location and fixing methods. There are presently a number of external HVAC units within the property, including a wall mounted unit and a number of ground units. The ground located units have been obscured by existing fencing or garden vegetation. The wall mounted unit is more prominent however it is placed higher up underneath the eaves to reduce visibility from the public realm. The existing units provide examples of successful integration of HVAC units to the property. This option was considered to be the only viable option and was pursued.

### 7.1.3 Reasonable and economic use considerations (Section 101(2)(b))

The following section of the report will consider the extent to which the application, if refused, would affect the reasonable or economic use of the registered place. The following Heritage Victoria policy has been consulted in preparing the following comments:

- Reasonable or economic use: relevant matters for the consideration of s101(2)(b) of the *Heritage Act 2017*

#### ***Reasonable Use***

When considering the circumstances of the permit application and the registered place the Executive Director may consider;

- 1) the historic, recent and current uses of the registered place,
- 2) other compatible uses,
- 3) the context and setting within which the place or object is located and
- 4) other relevant matters.

The historic use of the buildings has been as Administration Buildings for the former Newmarket Stockyard, with the buildings later adapted for use as the Kensington Community High School, which is an adaptation not dissimilar from its original intent and requiring limited intervention into the existing fabric. In its contemporary context, the Administration Buildings have been largely enclosed by the recent residential development, resulting in a changed setting. While the buildings and surrounding land have retained much of its early character, various alterations to support its new use have been implemented including the introduction of fencing, existing HVAC systems and fencing. The proposed introduction of additional HVAC systems is a continuation of these alterations to support the continued use of the existing buildings as a school. The current conditions of the school, with limited air circulation and insulation have resulted in increasing temperatures during the summer months making it an unpleasant environment for both teachers and students. The proposed works seek to introduce HVAC systems to most of the classrooms which will greatly assist in regulating the temperature in the rooms, particularly in summer. A refusal of the permit would result in a reduced amenity to the building occupants. With future temperature predictions as a result of climate change, a refusal may result in a departure of the school from the site as the conditions become untenable.





***Economic Use***

No economic use argument is being put forward for this application.

## 8. Summary

### 8.1 Conclusion

The proposed works will result in minor physical impacts and visual change to the Administration Buildings which form part of the former Newmarket Saleyards and Abattoir complex; however these impacts are balanced against the ongoing use of the place as the Kensington Community High School. As the works pertain only to the Administration buildings within the complex, there will be no impacts to the historical or social significance of the place. The proposed works are to be minimal and will not impact the understanding of the heritage site.

With regard to the architectural importance of the place, the works will involve some physical impacts, however the employment of various mitigation measures will ensure the impacts are minimal. The proposal aims to minimise physical impacts of the works through considered placement, ensuring that existing penetrations are utilised where possible and that new penetrations are minimal and through mortar. Brickwork is to remain intact ensuring all works can be easily reversed and patched in the future. The proposed new fabric to be introduced is proposed to be obscured in terms of location and recessive in terms of appearance, thereby maintaining the heritage integrity of the Administration Buildings. The works will not result in a change or adverse impact to the broader former Newmarket Saleyards and Abattoir site complex.

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