

FORMER NEWMARKET SALEYARDS AND ABATTOIRS



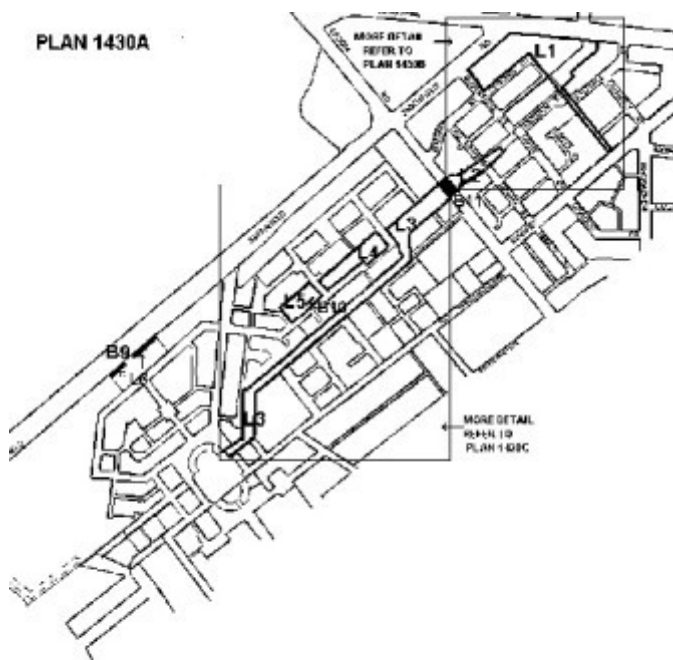
FORMER NEWMARKET
SALEYARDS AND
ABATTOIRS SOHE 2008



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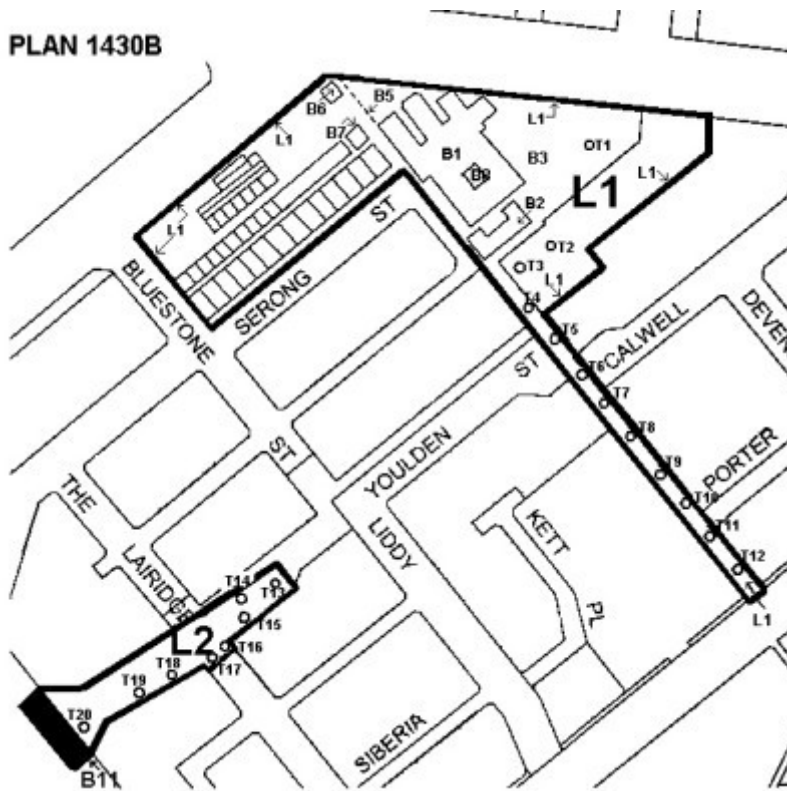


1 newmarket saleyards and
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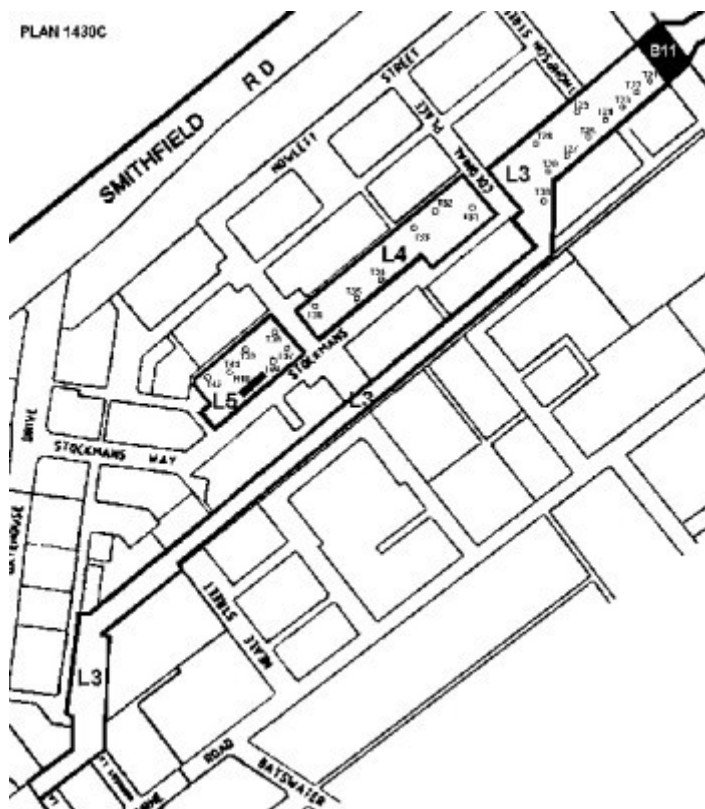
1430a newmarket saleyards and abattoirs full plan

PLAN 1430B



1430b newmarket saleyards plan

PLAN 1430C



1430c newmarket abattoirs detail plan

Municipality

MELBOURNE CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H1430

Heritage Overlay Numbers

HO262

VHR Registration

May 18, 1988

Amendment to Registration

April 20, 2000

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - May 11, 2000

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 Hobson's 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.

Permit Exemptions

General Exemptions:

General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.

Places of worship: In some circumstances, you can alter a place of worship to accommodate religious practices without a permit, but you must **notify** the Executive Director of Heritage Victoria before you start the works or activities at least 20 business days before the works or activities are to commence.

Subdivision/consolidation: Permit exemptions exist for some subdivisions and consolidations. If the subdivision or consolidation is in accordance with a planning permit granted under Part 4 of the *Planning and Environment Act 1987* and the application for the planning permit was referred to the Executive Director of Heritage Victoria as a determining referral authority, a permit is not required.

Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.

Find out more about heritage permit exemptions [here](#).

Specific Exemptions:

General Conditions:

1. All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.
2. Should it become apparent during further inspection or the carrying out of alterations that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such alteration shall cease and the Executive Director shall be notified as soon as possible.
3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it.
4. Nothing in this declaration prevents the Executive Director from amending or rescinding all or any of the permit exemptions.

Nothing in this declaration exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authority where applicable.

The following permit exemptions apply only to the former Saleyards Administration Buildings:

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.
- * Removal of paint from originally unpainted or oiled joinery, doors, architraves, skirtings and decorative strapping.
- * Installation, removal or replacement of carpets and/or flexible floor coverings.
- * Installation, removal or replacement of curtain track, rods, blinds and other window dressings.
- * Installation, removal or replacement of hooks, nails and other devices for the hanging of mirrors, paintings and other wall mounted artworks.
- * Refurbishment of bathrooms, toilets including removal, installation or replacement of sanitary fixtures and associated piping, mirrors, wall and floor coverings.
- * Installation, removal or replacement of kitchen benches and fixtures including sinks, stoves, ovens, refrigerators, dishwashers etc and associated plumbing and wiring.
- * Installation, removal or replacement of ducted, hydronic or concealed radiant type heating provided that the installation does not damage existing skirtings and architraves and provided that the location of the heating unit is concealed from view.
- * 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.
- * Installation, removal or replacement of bulk insulation in the roof space.
- * Installation, removal or replacement of smoke detectors.

The following permit exemption applies only to the former Abattoirs Gatehouse Building:

- * All interior alterations that do not adversely affect the structure of the building.

No permit required for routine maintenance to Epsom Road Bridge and Underpass.

Construction dates 1858,
Heritage Act Categories Registered place,
Hermes Number 3105
Property Number

History

Contextual History:

As early as the mid-1830's the Kensington, Newmarket and Flemington area was in use for sheep grazing. During the early 1840s the first buildings in the area were the hotels and huts that sprang up on the west bank of the Saltwater (Maribyrnong) River above the Yarra.

Soon, the natural qualities of the swamp and the Maribyrnong Valley were spoilt by pollution from street drainage, household sewage and slaughterhouse refuse. By the late 1850s the Moonee Ponds Creek and Batman's Lagoon were known as 'Dirty Gully'. The opening of the railway to Williamstown (1859), the supply of water from the Yan Yean (1863) and the bridging of the river (1863) had little immediate impact and the population of the area was still relatively small (Elphinstone, July 1993, p.12).

The main economic activities of the area were stone quarrying and livestock marketing and slaughtering. By the late 1860s a major industrial area had begun to develop. Cheap land, an accommodating Council, a river which acted as a convenient drain, and the city abattoirs attracted allied trades. Slaughter houses, boiling down works, gut factories, tanneries, acid plants, bone mills and candle works came to line the nearby banks of the river.

Like the cattle yards, these were to cause discussion within the local community and there has been constant agitation for their removal since the mid 1880s. In 1891, the House of Representatives, after bitter division, sanctioned the move, but this was never acted on in the turmoil which arrived with the economic depression of the mid 1890s (Graeme Butler and Associates, 1985, p.12).

The establishment of the abattoirs, cattle yards and racecourse led to the growth of stables, farriers and cattle dealers nearby. Feed merchants, butchers, bakers and hotels such as the Newmarket, the Pastoral and the racecourse, also sprang up in the 1860s (Graeme Butler and Associates, 1985, p.12).

The concentration of meat works and animal by-product factories along the river turned Footscray and Yarraville into the centre of Melbourne's noxious trades. Boiling-down works, bone mills, tanneries, wool scourers, soap and candle makers, glue works, tallow works, manure works, fellmongers and the slaughterhouses, abattoirs and meat preserving companies which provided the others with their raw material operated in a wasteful and careless manner, in most cases with few attempts made to prevent pollution of the air and water. Indeed the river location was chosen for its value as a convenient drain.

Already common in the area they were provided with a catalyst for further concentration following the erection of the Melbourne City Council Abattoirs in Flemington in 1860, along with the relocation of the livestock market to an adjacent site. Footscray had now two distinct industrial zones the old Footscray Wharves area and the lower section of the river at Yarraville.

History of Place:

Saleyards

The former Newmarket Saleyards site of 9.2 hectares was granted by the Crown to the Melbourne City Council on 30 August 1856 and towards the end of 1857 tenders were invited for the construction of markets to accommodate 1000 head of cattle and 5000 head of sheep. The yards consisted of five lanes of cattle pens and one long bull pen - a total of 110 pens-located close to the railway and opposite the Newmarket Hotel. About 1870 the cattle yards were moved to the west of the hill and other changes made in the layout towards the end of

the decade included the construction of an additional 124 pens and the extension of the original five lanes (Heritage Victoria Registration Report 1988).

The 1880s and 1890s saw considerable expansion and new construction of both the Newmarket Saleyards and Abattoirs sites. The building of the new administration complex at the Saleyards in 1875 was followed by major changes to yarding capacity and layout. This reconstruction continued into the late 1880s (Elphinstone, July 1993, p.12).

The new century saw the numbers of stock yarded at the Saleyards increase tremendously due to the establishment of the export trade. The next forty years would witness the further development of Newmarket into one of the largest stock markets in the world. At times it would outrank the other major centres in Chicago and London.

The former Newmarket Saleyards were for 130 years the principal livestock market of the State. By 1940 it was also the biggest sheep and land market in the world and one of the three largest for cattle sales. 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 principal factor contributing to the success of Newmarket as a selling centre was the strong competition engendered by the numbers of comparatively small buyers in addition to those representing larger firms (Heritage Victoria Registration Report 1988).

The early administration building, located near the Racecourse Road frontage, was constructed c. 1874 (Heritage Victoria Registration Report 1988).

Other buildings on the site are the amenities buildings, drover's hut (1920s), carpenters workshop, stables, timber store, plumber's shop and railway substation (c. 1918) (Heritage Victoria Registration Report 1988).

One of the most interesting and important features on the Saleyards site is the paving of almost the entire area with bluestone pitchers. The laying of these pitchers has been undertaken, since the late 19th Century, with considerable skill.

For example, most of the cattle-sale pens are paved with the provision of a raised block to act as a gate stop. The size of the pitchers and the arrangement of different sized blocks has been organised to suit the type of stock housed in the various pens and the general movement of stock. On some portions of the site, where lanes run across a slope, staggered and raised blocks provide a non-slip route for stock to traverse. Many intricate and purposeful designs are obvious and add further to the visual qualities of the site (Elphinstone, July 1993, p.30).

Abattoirs

The land occupied by the City Abattoirs was the subject of a Crown Grant for an area of 57 acres (24 ha) designated for Abattoir purposes granted to the Melbourne City Council on August 30 1856. A condition of the grant provided that the prescribed purposes were the only purposes for which the land could be used and that if the land were not used for these purposes for a period of one year it would revert to the Crown (Elphinstone, July 1993, p.42).

The abattoir complex is situated on 57 acres bounded by Smithfield, Epsom and Westbourne Roads and the Maribyrnong River. Most of the land is low lying and subject to occasional flooding, as occurred in 1974 and earlier in 1906.

The site did comprise an abattoir complex, holding yards and truck parking areas. The holding and movement of stock was provided for through a large area of uncovered yards, sheltered by extensive tree plantations and connected by a series of internal roadways (eg. Back Abattoirs Road). The main stock route links the saleyards and the Abattoirs to the Angliss Site. Covered pens were provided close to the abattoirs buildings to maintain the condition of stock prior to slaughter.

As originally built (c. 1860) the abattoirs simply provided yard space and a room of the roughest description in which to kill and hang the carcase. No provision for dealing with the blood and refuse was made - the blood being allowed to run into the river and the offal being buried in the adjacent paddocks (Elphinstone, July 1993, p.42).

Early structures were probably built on the gently rising ground between the slope of the hill and the swampy

lowlands near the then Saltwater Creek. In c. 1859 two rows of slaughter house separated by a central yard were proposed to be built. Each slaughterhouse had its own yard with a five rail fence enclosing it. A small office building and gate-keepers lodge apparently stood at the entrance on the main road. The works constructed up until the late 1870s were supposed to allow for extensions as required, but unfortunately little check was kept on the manner with which the site plan and structures evolved (Elphinstone, July 1993, p.44).

The abattoirs consisted of a complex of buildings, yards and other structures each designed for a specific part of the slaughtering process. Separate killing, hanging and chilling rooms were provided for beef, mutton and pork and specialised areas included the Tripery, Paunch House, Tallow Room and Manure Shed. Diseased stock was slaughtered in the Quarantine Block fronting Smithfield Rd. In addition to these basic functional areas support facilities such as engine rooms, offices, a weighbridge, canteen, union room and dog kennels were provided on the site (Heritage Victoria Registration Report 1988).

The first buildings erected c. 1859 consisted of two rows of slaughter houses separated by a central yard and were probably located on the gently rising ground between the slope of the hill and the swampy land near the Saltwater Creek. Each slaughterhouse had its own yard enclosed by a fine rail fence and set with bluestone pitchers. A small office building and gatekeeper's lodge stood at the entrance on the main road (Heritage Victoria Registration Report 1988).

Until large scale reconstruction and extensions commenced c. 1888 the layout of the site and its structures developed in an ad hoc manner and numerous complaints were received by the Melbourne City Council about the operations of the slaughter houses. In 1887 the City of Melbourne surveyor was asked to report on the arrangement and design of the buildings and premises, and on the disposal of offal, blood and condemned meat at the Abattoirs site. The MCC surveyor went on to make several recommendations which were put into effect later in 1887. In fact, his recommendations were the basis on which the major changes to the site were made during the next twenty years (Elphinstone, July 1993, p.45). . In 1902 it was reported that since 1887 the requirements of the Health Act, the Meat Supervision Act, the increasing demand for further accommodation, and the desire of the Council to provide the best conditions for the preparation of meat supplies for the metropolis have necessitated the re-building of most of the Abattoir complex, and the erection of new and more up-to-date buildings (Elphinstone, July 1993, p.46). . As a result of his recommendations separate slaughterhouses for destruction of offensive refuse and covered yards were provided.

These buildings which were considered at the time to be equal to the best establishments of a similar kind in England, were grouped together at the centre of the site immediately north of Back Abattoirs Road. The facilities provided included lofty killing rooms, well ventilated hanging chambers, hot water for use of slaughtermen, sanitary removal of all refuse, constant inspection and branding of meat and covered yards for the comfort of animals during hot weather . The approximate dates of construction of each building are:

Mutton Killing room, chilling chambers, yards, c. 1890, additions 1910, 1916

Pig slaughter houses, covered yards c. 1895, additions 1901

Beef hanging and killing rooms, yards, c. 1914

Weighbridge and Office c. 1907

Administration, quarantine and amenities block c. 1903, alterations 1916 .

A new sheep slaughterhouse was erected late in 1908.

Between 1898 and 1908 a number of substantial 'modern' buildings were erected. These included a Beef house and slaughtering pens at a cost of 15 000 pounds; Mutton House and killing pens which cost 8 000 pounds; a pig hanging rooms and yard. (Elphinstone, July 1993, p.46).

The administrative, quarantine and workshop complex which is the only building remaining on the site was built c. 1903, it replaced an earlier, similar "strip" structure with central gates which face Smithfield Rd. It is a building of simple layout and functional design which shows restrained Edwardian detailing on the facade. The quarantine block and the entrance way are key features of this structure (Heritage Victoria Registration Report 1988).

Stock Route

The movement of stock within and between sites the saleyards, abattoirs and Angliss meatworks, required the development of a complex series of stock routes and gates. The main stock route now extends from the railway line to the Newmarket Saleyards under Epsom Road, through the Abattoirs site (Elphinstone, July 1993, p.49).

The stock route runs through a number of sites, in various forms. There are a number of distinct components to

the Stock Route. The Stock-bridge is a recent concrete and steel structure spanning Racecourse Rd and linking sites 3 and 4. The Route is overhead for this section and leads to the Epsom Rd end of the saleyards.

The Stock Route was established to enable the transit of animals from the saleyards to the abattoirs, as well as to move animals in and out of the Saleyards. Prior to the Stock-bridge over Racecourse Rd being constructed in 1965 stock moved across the road. A small section of the former stock route remains in the Saleyards and leads to the stock subway under Epsom Rd. The present underpass was constructed in 1911. Above, the cast iron post and rail safety fence on Epsom Rd is an interesting feature. The pitchers with their functional patterns are a feature of this section. In the Saleyards 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 Hobson's Rd. At the back of the Abattoirs the route is most attractive where it is enclosed by Elms and runs through open paddocks. The Stock-bridge over the Maribyrnong River then leads the route into the Angliss site. Here the route lined with Cypresses and enclosed in sections by a wooden post and rail fence runs parallel to the river until it nears Lynch's Bridge. Stock used to travel into the Angliss site via Lynch's Bridge prior to the erection of the Stock-bridge in 1941(Elphinstone, July 1993, p.62). Stock were then moved into the Abattoirs site to holding yards and driven on towards the Angliss site.

The stock-bridge is constructed substantially from materials taken from the footbridge across the Yarra River at Punt Rd. The trusses were used without alteration but the design of the bridge was modified to enable ease of use by stock. Private land belonging W.M.Angliss and Co. Was leased by the Melbourne City Council to allow an approach to be constructed for the stock-bridge. The route today is made up of both recent and old components. It has evolved in response to changes in stock handling and transportation. Vestiges of the droving days still remain but the modern features relating to railways and motor vehicles are obvious (Elphinstone, July 1993, p.63).

The establishment of Newmarket did not bring immediate order to Melbourne's Market System, for some of the other markets continued to operate around Melbourne for a number of years. Stratford Stretches cow and heiffer market in Bourke Street, Kirk's Bazaar and the Victoria horse bazaar were among the last of the old auction places to survive in Melbourne Town. A pig market was opened in 1874 in Mt Alexander Road. Over 60 years later this in turn was replaced by a new pig and calf market known as the Western Metro Meat Trust at Brooklyn Footscray Institute of Technology, 1984, p.22).

Abattoirs Bridge

On 15 December 1910 it was reported that a world record sheep sale of 90 000 head took place at Newmarket Saleyards. This sale occurred soon after the saleyards and the nearby City Abattoirs had been extended and improved to cater for the growing export meat trade. The increased trade highlighted the nuisance to the local residents and through traffic caused by the practice of driving livestock through the streets to and from the market. There was a stock crossing, controlled by a pair of railway gates, at Epsom Road, where stock bought at the market for slaughtering was taken across to the abattoirs. Increased public complaints resulting from the increased activity at the crossing prompted the Melbourne City Council to provide a subway for the stock crossing, making use of the natural dip in the landscape between Smithfield Road and Market Street.

Tenders were called for the bridge in January 1911, with Monash's Company being awarded the contract with a design for a reinforced concrete superstructure and for a bridge entirely in reinforced concrete. Work commenced on the bridge in April, and , after an extension of time due to bad weather, it was completed in September 1911. The test was carried out on 26 October.

The subway came to be known as the "back gate". It was here that a stock counter counted the livestock as it made its way out of the saleyards, so that market fees could be charged. The bridge remained in use as a stock subway until the closure of the saleyards in 1983.

Associated People:

Assessment Against Criteria

Criterion A

The historical importance, association with or relationship to Victoria's history of the place or object.

Newmarket Saleyards and Abattoirs are important for their associations with the history of development in Melbourne. Newmarket Saleyards and Abattoirs is of historical and social importance as it was the centre for livestock sales and related secondary industry in Melbourne until the 1980s, covering a span of over 130 years since its first establishment. The history and development of the livestock industry provides an essential key to the understanding of Melbourne's history.

Criterion B

The importance of a place or object in demonstrating rarity or uniqueness.

The former City 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. By 1940 it was also the biggest sheep and land market in the world and one of the three largest for cattle sales.

Criterion C

The place or object's potential to educate, illustrate or provide further scientific investigation in relation to Victoria's cultural heritage.

Criterion D

The importance of a place or object in exhibiting the principal characteristics or the representative nature of a place or object as part of a class or type of places or objects.

The remaining buildings on the site are of architectural importance for their representation of the types of buildings constructed for saleyards and abattoirs. 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 significance of these buildings lies in their architectural form and their references to the lost process buildings.

Criterion E

The importance of the place or object in exhibiting good design or aesthetic characteristics and/or in exhibiting a richness, diversity or unusual integration of features.

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. Its 12 metre spans are among the longest built in reinforced concrete girder design before World War 1, and the bridge has some unique design features demonstrating its use as an underpass.

Criterion F

The importance of the place or object in demonstrating or being associated with scientific or technical innovations or achievements.

Criterion G

The importance of the place or object in demonstrating social or cultural associations.

The saleyards and abattoirs are of social significance as they were the lifeblood for the area and a catalyst for development. They are also important for their contribution to the industrial history of Melbourne and as a stimulus for housing and other industries in the surrounding area.

Criterion H

Any other matter which the Council considers relevant to the determination of cultural heritage significance

Extent of Registration

NOTICE OF REGISTRATION

As Executive Director for the purpose of the Heritage Act, I give notice under section 46 that the Victorian Heritage Register is amended in that the Heritage Register Number 1430 in the category described as a Heritage Place is now described as:

Former Newmarket Saleyards and Abattoirs, Corner Racecourse and Smithfield Roads, Newmarket, Moonee Valley City Council

EXTENT:

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 (8215m²), Plan of Subdivision PS 340235Y Vol 10158 Fol 307 part of former Stock Route; L4 Reserve No.3 for POS (3342 m²) Plan of Subdivision PS 340235Y Vol 10158 Fol 307; L5 Reserve No.2 for POS (1975 m²) 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) andAll of the Ulmus procera (English Elms) on the former Stock Route

Dated: 7 October 1999

RAY TONKIN

Executive Director

[Victoria Government Gazette G 41 14 October 1999 pp.2264-2265]

This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>