

Bryce
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CONSERVATION | HERITAGE

Heritage Impact Assessment

1 Bedford Road, Ringwood

Application for permit – Proposed Redevelopment
July 2021

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1.0 Introduction

This heritage impact assessment (HIS) was prepared at the request of the City of Maroondah, the owner of the subject property at 1 Bedford Street, Ringwood. It relates to a proposal to demolish the existing shop on the site and construct a multi-storey car park incorporating a commercial tenancy at the lower levels.

It reviews the significance of the existing building on the site and the contribution it makes to the surrounding streetscapes, then comments on the heritage impacts of the proposed demolition in the context of the significance of the place and broader considerations.

This office has previously provided an *Historical Overview* of the subject site (June 2020) and this assessment draws upon that previous research and analysis.

The report has been prepared by Guy Murphy and Bryce Raworth.

2.0 Sources of Information

The analysis below draws upon external site visits along with a review of the relevant documents and resources including the following.

- *Built Environment & Heritage (Clause 15), Heritage Conservation (15.03-1S), Heritage (Clause 21.04), Heritage Overlay (Clause 43.01) and Schedules 2 and 3 to the Design and Development Overlay (Clauses 43.02s02 and 43.02s03) in the Maroondah Planning Scheme.*
- *Ringwood Carpark - Conditions Report, structural assessment of existing building at 1 Bedford Street, Ringwood prepared by Creo Consultants, dated 20 October 2020.*
- *Commuter Car Park Upgrades – Ringwood, Department of Infrastructure, Transport, Cities & Regional Development – Instructure Investment Programme, Maroondah City Council, September 2019.*
- *Maroondah Parking Framework, Maroondah City Council (March 2019).*
- *Maroondah Heritage Identification Study, Richard Peterson with Peter Barrett, 1998.*
- *Victorian Heritage Database, <https://vhd.heritagecouncil.vic.gov.au/>*
- *Historic Newspapers (various), Trove Online, <https://trove.nla.gov.au/>*
- *Photographic Collection, Ringwood and District Historical Society, <https://rhs.org.au/>*
- *Land Titles (various)*
- *Historic parish plans*
- *Sands & McDougall Directories*

The report is to be read in conjunction with the drawings and other documents prepared by Co-op Studio as part of this application.

3.0 History

Early Subdivision of Ringwood

What is now the suburb of Ringwood was originally established as a small rural township, with the area retaining its rural character well into the twentieth century. Parish plans show the subdivision of the township itself was underway by the late 1880s, focussed on the land between and along Dandenong Road and Whitehorse Road, to the north east of Ringwood Railway Station. The opening of that station at the junction of the Lilydale and Belgrave lines in 1882 was a catalyst for further settlement and development of the surrounding area, which was dominated by large rural allotments.

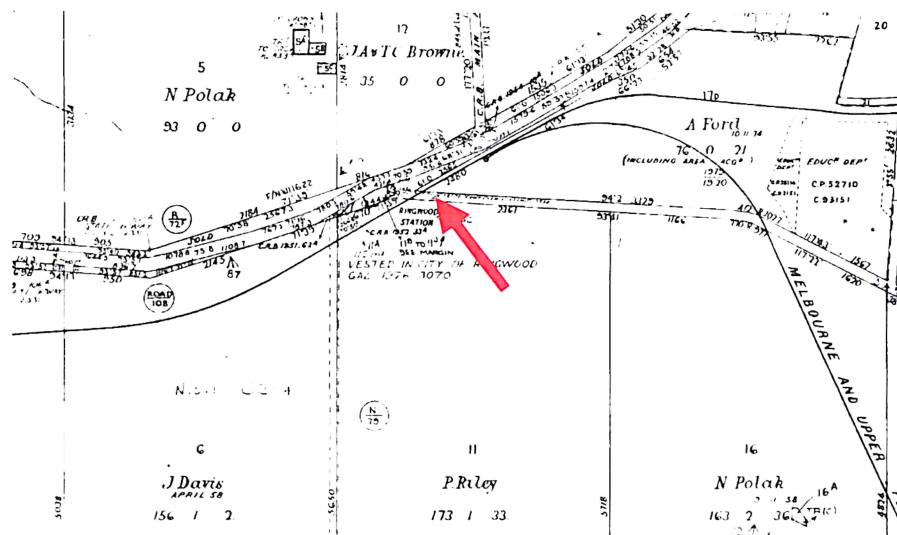


Figure 1 Parish plan extract showing the original subdivision of the land surrounding Ringwood Railway Station into large rural allotments. What is now 1 Bedford Road is located at western tip of the semi-circular area of land at centre right as indicated by the red arrow.

The surrounding area comprised very large rural allotments that had first been subdivided and sold in various stages in the second half of the nineteenth century. The parcel of land now known as 1 Bedford Road was originally located on the western corner of a larger allotment, which extended east and north-east, between Bedford Road and the south side of what is now Maroondah Highway. This land had first been sold to A. Ford on 10 September 1874, and was intersected by the construction of the railway line, which divided it into three pieces. By 1890, this land had been purchased by Charles Frederick Taylor, David Edelston and James Thomas Buxton. On 8 May 1890 they commenced subdivision, with the semi-circular portion of land sandwiched between Bedford Road (then known as Ferntree Gully Road) and the southern branch of the railway line divided into a series of small blocks.¹ This subdivision included the creation of Pitt Street.

¹ Land Title Volume 2261 Folio 191.

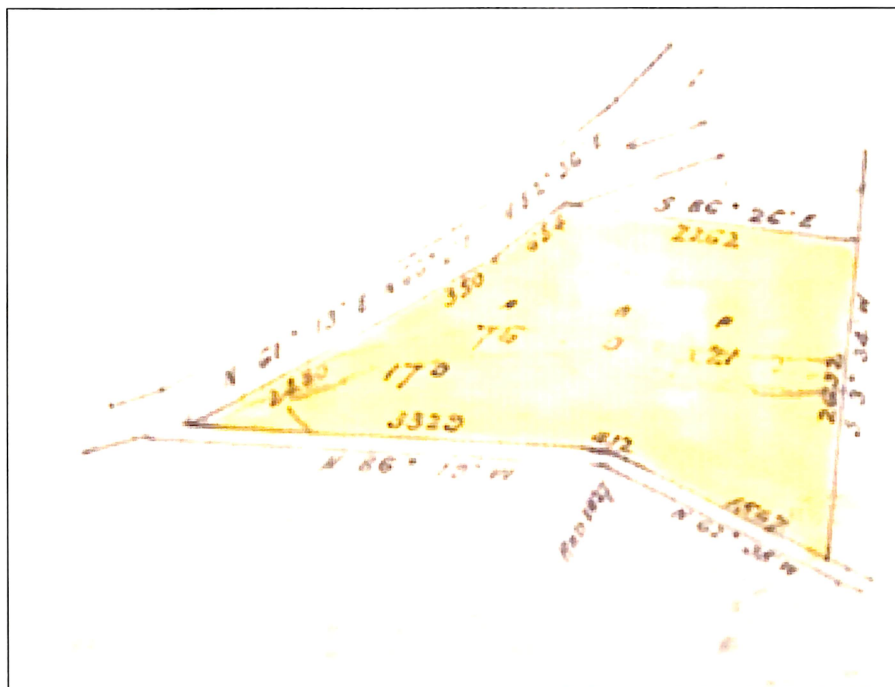


Figure 2 Anthony Ford's land purchase of 1874 (Allotment 17D).
Source: Heritage Assessment, Ringwood & District Historical Society.

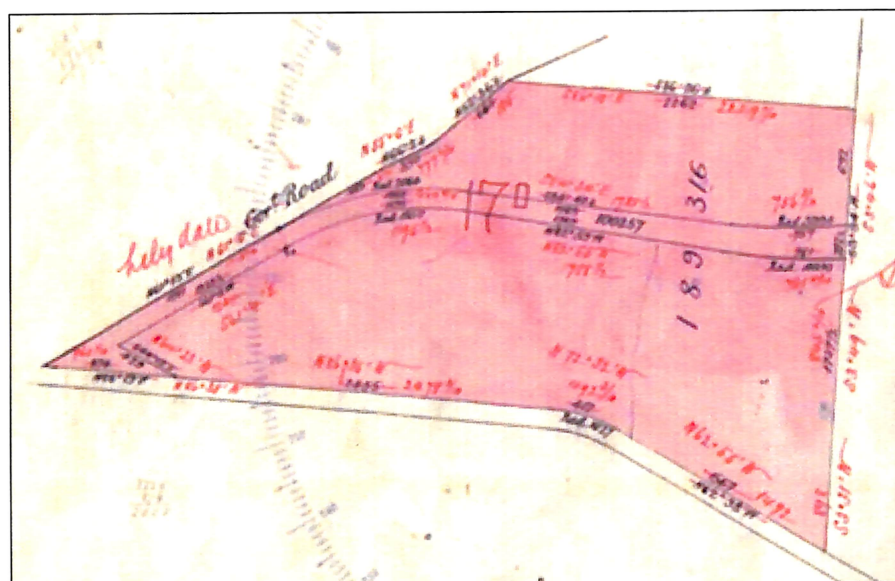


Figure 3 A railway easement line intersecting the land in an east-west direction was subsequently constructed.
Source: Heritage Assessment, Ringwood & District Historical Society.

The triangular portion of land at the western corner of Bedford Road and Pitt Street was sold to farmer John Frost on 8 October 1890. Its transfer to the English, Scottish and Australian Chartered Bank on 20 May 1892 may have been triggered by financial hardship on the part of Frost. The bank retained long term ownership through the 1890s economic depression, until finally selling it to Stanley Wrightson Burchett on 23 November 1902. It changed hands numerous times over the following decade, to Mary Burchett of Lilydale Road, Ringwood on 11 May 1906 proprietor after death of Stanley, to a bank manager Robert Alexander Sutton on 22 October 1910, then to Arthur Blood & William John Blood on 21st August 1913.²

Ringwood Pioneers – The Blood Family

Early parish plans indicate the Blood family were amongst the purchasers of large rural allotments in the first land sales in the area from the 1870s, with R., G. and W. Blood purchasing blocks south-east of Ringwood railway station and township. This included large allotments addressing the north side of Bedford Road at its intersection with Main Road to the east, with orchardist William Blood (senior) purchasing a block on the north-east corner of Bedford and Dublin Roads. William Blood became a notable early settler, as evidenced by his death notice in the *Box Hill Reporter*.

DEATH OF MR. BLOOD, SEN.

Ringwood has lost one of its oldest identities and most estimable citizens by the demise of Mr. William Blood, which occurred at his residence, Bedford road on Monday, at the ripe of age of 73 years. The deceased gentleman was one of the oldest remaining settlers in the Ringwood district, where he went to reside 48 years ago from Box Hill, and he had witnessed the rise and grown-up family consisting of Messrs Will, George, Arthur, Ernest and Stanley Blood, and Mrs Gerlach, Mrs Meyland, Mrs. Sharp and Mrs Skead, are left to mourn their loss.³

Originally orchardists, the next generation of the Blood family moved into business, taking advantage of the commercial opportunities resulting from the development and increased settlement of Ringwood and its township. By the early 1900s, Arthur and William John Blood (sons of William and Emma) were operating as Blood Bros in Main Road, Ringwood, advertising as 'Grocers, bakers, chaff, grain and bran merchants'.⁴ The business diversified to become a general store, and was an increasingly successful one.

Blood Bros are having extensive alterations made to their business premises to enable them to cope with the advance in trade. A number of transfers of property have taken place recently, and building is everywhere in evidence.⁵

Their store in Main Street grew into substantial single and double storey brick premises known as 'Bloods Emporium'. Arthur Blood later became a local Councillor.

² Land Title Volume 2305 Folio 975.

³ *Box Hill Reporter*, 11 June 1920, p.2.

⁴ *Box Hill Reporter*, 23 December 1904, p.2.

⁵ *Reporter*, 21 August 1908, p. 4.



Figure 4 *Blood family portrait, c.1920. Arthur and William Blood are in the front row at left. Source: Ringwood & District Historical Society.*

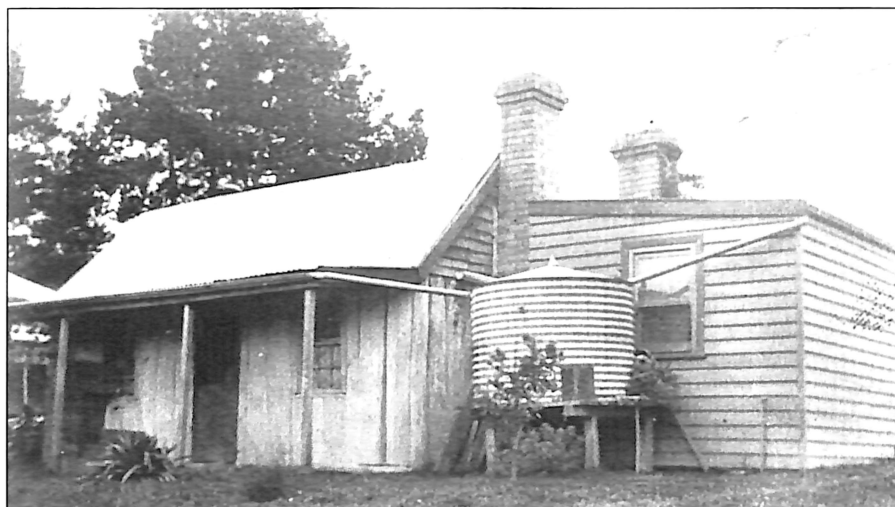


Figure 5 *The Blood family's original residence in Bedford Road (near Illoura Avenue). Source: Ringwood & District Historical Society.*

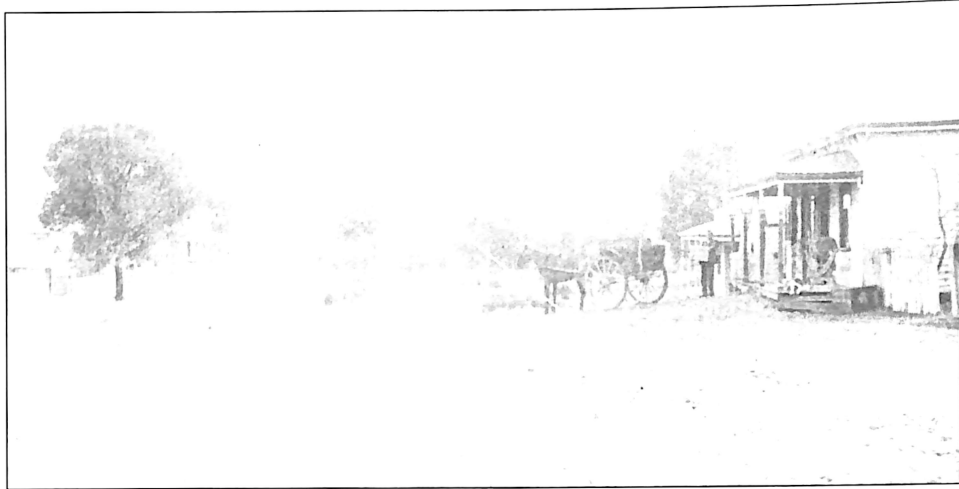


Figure 6 c.1900 view of the original Blood Bros Store (far right) in Mt Dandenong Road.
Source: Ringwood & District Historical Society.



Figure 7 c.1920 view of Bloods Emporium (now demolished) on the corner of Main Street and Adelaide Street, Ringwood. The site is now occupied by part of Eastland Shopping Centre. Source: Ringwood & District Historical Society.

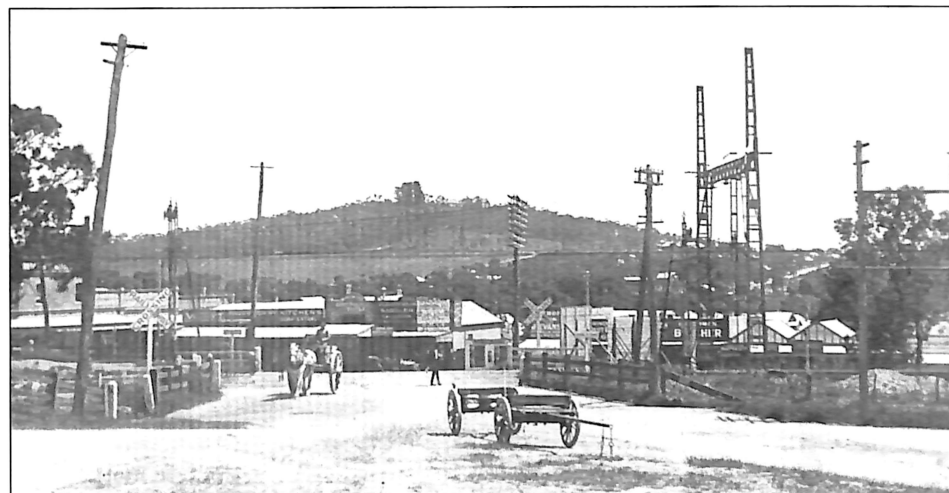


Figure 8 Early view north across the railway line towards Main Street, with Bloods Emporium at far left. Source: Heritage Assessment, Ringwood & District Historical Society.



Figure 9 Blood's wagon in Ringwood Oval for 1914-18 victory celebration, 1918. Source: Ringwood & District Historical Society.

The Blood Bros Bedford Street Store

Located on Bedford Street near the railway station, the prominent corner site at 1 Bedford Street was an obvious choice to the Blood brothers for the location of a new store to further expand their growing business. It is unclear whether there were any buildings on the site at the time of their acquisition. Work had begun on the new shop by the end of 1913 and continued into April 1914. It was not the only store under construction in the vicinity, though these new premises were relatively isolated, with the outbreak of WW1 stalling further development to the extent that a new commercial or retail strip failed to emerge.

Mr Roy Wilkins has commenced operations in connection with Mr O J Pratt's new brick shop, at the corner of Station Street, White Horse Road, and immediately opposite on the east side of the railway crossing the contractors have made the excavations for the foundations of Messrs Blood Bros new shop.⁶

Bedford road is evidently to become part of the business centre of Ringwood as, in addition to the splendid premises now in course of erection for Messrs. Blood Bros., it is freely stated that an estate agency firm has secured a site and that building will be proceeded with immediately.⁷

Roy Wilkins is believed to have also been the builder of the new Blood Bros store (by association), which bore a striking resemblance to O J Pratt's butcher shop, built by Wilkins at the same time. Wilkins was related to the Blood family by marriage, and subsequently became a Ringwood Councillor.

⁶ *Lilydale Express and Yarra Glen, Wandin Yallock, Upper Yarra, Healesville and Ringwood Chronicle*, 19 December 1913, p.5.

⁷ *Camberwell and Hawthorn Advertiser*, 18 April 1914, p.3.

It was noted in the *Maroondah Heritage Identification Study* that 'Rate books for 1915-16, list the premises as Blood Bros store, a freehold property owned by Arthur and William John Blood, valued at 60 pounds.' Early photographs identify the store as 'Blood Bros Bakers & General Merchants', with painted advertising signage for goods such as soap, tea, chaff, grain, wood and briquettes. No early plans of the site or building, or views of the exterior have been located. The *Maroondah Heritage Identification Study* notes 'An office beside the store is believed to have been rented by the Victoria Police during the 1920s as a police station, the office's back room used as a makeshift lock-up'.



Figure 10 Earliest known photograph of the new Bedford Street store dating from c.1921. Source: Ringwood & District Historical Society.



Figure 11 c.1924 image of the store showing more of the north elevation (left) with William (Bill) Blood by the front door. Source: Ringwood & District Historical Society.



Figure 12 Both Roy Wilkins and William Blood later became local councillors.
Source: Ringwood & District Historical Society.



Figure 13 1920 view of O J Pratt's Butchers shop, which was constructed nearby at the corner of Maroondah Highway and Warrandyte Road in 1914 to a near identical design to 1 Bedford Road. Source: Ringwood & District Historical Society.

It is not known whether the property originally included a residence behind the shop, but a 1963 aerial photograph clearly shows a house with a hipped roof and chimneys attached to the east side of the shop fronting Bedford Street. The same image shows that the adjacent series of blocks to the east including at 1A Bedford Street were developed for residential use by this time, with a series of freestanding dwellings constructed.

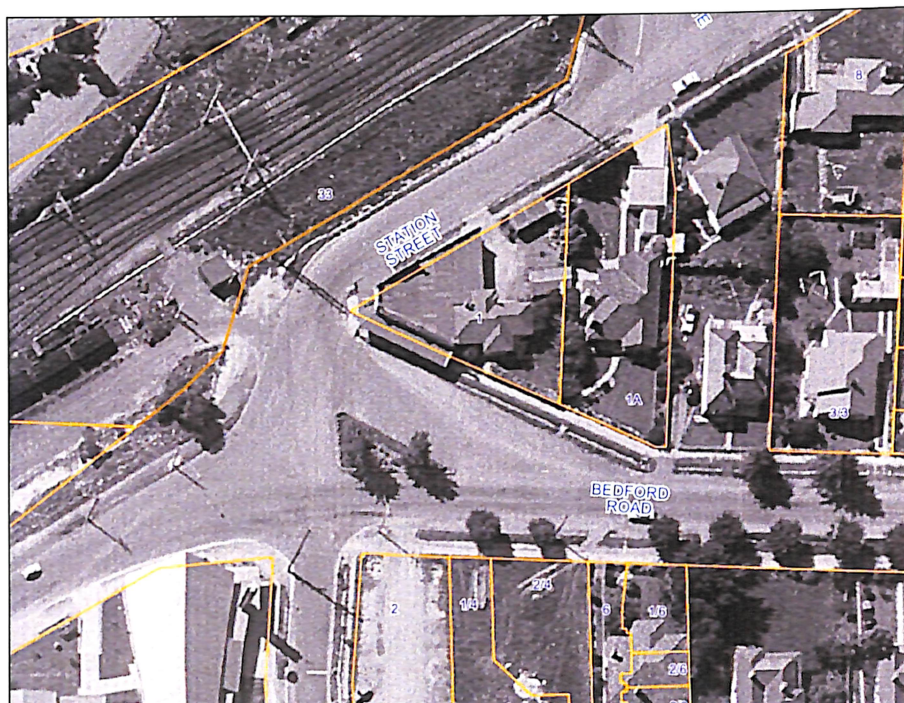


Figure 14 1963 aerial view prior to the creation of Warrandyte Road to east of 1A Bedford Street on land formerly occupied by two dwellings. The dwelling then extant at 1A Bedford Road is clearly visible.

Arthur Blood and William Blood retained joint ownership of the property through to the 1930s, with William John Blood becoming sole proprietor on 16 August 1934. It remained in the family after William's death on 1 January 1944, passing to his widow Isobel Blood and daughter Hazel May Ralson on 17 May 1944. *Sands & McDougall* directories do not provide street by street listings for Ringwood until the late 1940s, reflecting the predominantly rural character of the suburb before this time. Directories list N Sinclair as a grocer at the store in 1950, and he is also listed at 1A Bedford Street.

Aerial photos and *Sands McDougall* directories indicate that the dwellings between 1A Bedford Street and what is now 3 Bedford Street and 8 Station Street to the north were demolished in the late 1960s to allow for the extension of Warrandyte Road further south to Bedford Street.

William Blood's daughter Hazel became the sole proprietor of the 1 Bedford Street on 10 November 1967, before ownership of the store was finally transferred outside the family in 1973 after 60 years.⁸

⁸ Land Title Volume 3716, Folio 743066.

New Ownership 1973-2020

The store changed hands relatively frequently over subsequent decades. A wine and spirit merchant, Keith Ernest Tibb, acquired it on 30 August 1973. It appears to have continued as a general store initially, with directories listing G & M F Webdale, licenced grocers as the occupants in 1974, becoming the owners on 23 July 1975.⁹ It was then sold on to Gregory John Smith & Lois May Smith on 4 June 1980. Ownership was transferred to Michael Epstein & Giza Epstein on 2 December 1987, with Giza the sole proprietor from 6 July 1989 until her death on 10 April 1994. Geoffrey John Hannan purchased the store on 31 July 2001.¹⁰

A series of major alterations occurred particularly during the 1980s, when the building became a MAC's Liquor outlet. The attached dwelling on the east side of the shop was demolished to accommodate a new single storey addition in the same location to accommodate a drive through bottle shop, with early and original fabric at the north and rear of the shop removed. A reproduction style timber framed verandah with a non-original curved profile was constructed. The originally face brick piers to the parapets were rendered over. The house at 1A Bedford Street was also demolished, and that site now comprises vacant land.



Figure 15 1981 view of the store undergoing major renovations, which included the demolition of the east side of the building's northern frontage. Source: Ringwood & District Historical Society.

⁹ Land Title Volume 9013, Folio 330.

¹⁰ Land Title Volume 9013, Folio 330.

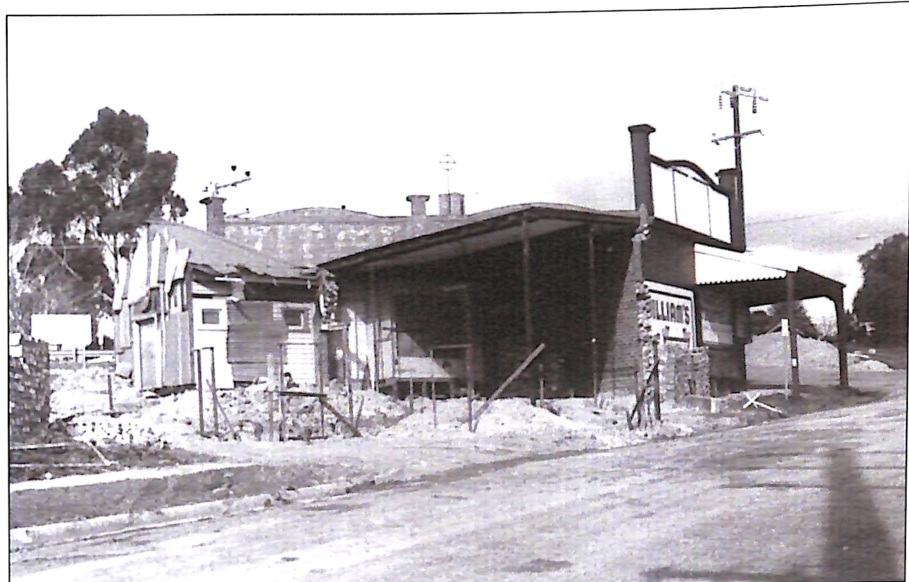


Figure 16 View from Station Street to the north showing the extent of demolition at this time, and also earlier built form then extant at the rear. Source: Ringwood & District Historical Society.



Figure 17 1987 image of the store from the south. Source: Ringwood & District Historical Society.



Figure 18 Corner view taken at the same time. Source: Ringwood & District Historical Society.

4.0 Description

1 Bedford Street comprises a triangular portion of land at the corner of Station Street to the north and Bedford Road to the south. The site slopes gently downhill in a south-easterly direction. It is bordered by vacant land known as 1A Bedford Road to the east.

Site Context

The Ringwood Railway Reserve is located adjacent to the north side Station Street to the north and west, with Ringwood Railway Station located on the rise directly to the west across Station Street. Bedford Road is a relatively broad, two-way, multi-lane arterial road south of 1 Bedford Street, merging with Station Street further west. Bedford Road is elevated relative to 1 Bedford Road, and includes an additional service lane at a lower elevation that runs directly along the southern property boundary, reflecting past road realignments. Station Street is narrow in proportion north of 1 Bedford Street, and the opposite street frontage contains station car parking.

The site sits in a highly varied and discontinuous urban context. The adjacent urban blocks to the east are mainly residential in character, containing largely freestanding single storey brick veneer dwellings. Exceptions to this are the Ringwood Uniting Church and First Church of Christ on the south side of Station Street to the west, and Our Lady of Perpetual Church and Ringwood Church of Christ to the east along Bedford Street.



Figure 19 Annotated aerial view of 1 Bedford Street (outlined in red), showing the adjacent context. The approximate extent of the original store as identified in the discussion below is shaded red.

The site now contains the remnant corner portion of the original 1914 Blood Brothers store, which has been enlarged by the construction of an addition to its north Station Street frontage, and also of a much larger extension to the east to accommodate a drive through bottle shop during the early 1980s.

Original 1914 Store

The surviving original portion of the store (shaded red in *Figure 19*) is a single storey tuck pointed brick building, now painted. It features a reproduction, timber framed verandah that extends around both street frontages and the corner return. The design and detailing of this verandah is derived from the original as seen in early photographs, though it has been varied by the replacement of the originally flat profile roof form with a bull nose profile. The roof is largely concealed from the street by high parapets with a curved profile articulated into four bays by capped rendered brick piers. These parapets do not otherwise feature any decorative elements, and originally hosted painted signage and advertising. There is evidence of structural cracking to the parapets to both street frontages, with the Station Street parapet appearing to be leaning at its east end.

The building includes two shop fronts. The primary shopfront is focussed on an entry located in the corner return, which forms the focal point of the building's external composition. It includes a large glazed window in the adjacent bay to each side of the corner return along both Bedford Road and Railway Streets, with original decorative glazed green dado tiling including the lettering 'Blood Bros' on either side of the doorway. The main entry doors and some of the windows have been covered over externally with sheeting. The second shopfront is located on the eastern portion of the Bedford Road façade, and comprises a single large window bay with top lights and a side window to the entry ingo, and an original panelled timber entry door with a four panel top light. There is no dado tiling. The glazing has also been covered with sheeting in this location.

The citation in the *Maroondah Heritage Identification Study* (1998) includes a detailed description of the shop at this time, including of these concealed elements and also a brief comment on the intactness of the interior.

A rendered brick Edwardian acute-angled corner shop. The parapet is very high, to afford advertising panels. Between are piers, rising to well above the roof-line as pillars with plate-tops and a deep ogee mould. Parapets have shallow arched centres. There is a deep cornice-mould over a very deep bull-nosed verandah on three sides (only two bays on the south), supported by plain timber posts with fretwork brackets. The timber shopfront's joinery appears to survive on all three sides (at left now covered reversibly, with advertising). The double-doors and decorative fanlight are recent. A drive-in bottleshop was added, relatively unobtrusively, in the 1970s. There is a bluestone threshold, with an area of bluestone pitchers. The spandrels to dado-mould height are beautiful bottle-green ceramic tiles, laid in an ashlar pattern. At the corner are tiles embossed with Blood Bros. in cream Edwardian letters, with matching ceramic wall vents. A length of bluestone kerb and channel survives on the southern side, providing context. The building is parallel to the former road alignment, now altered. It faces the railway station, as well as the Uniting Church. In the south-east corner is another splayed entrance, formerly of another shop, with a timber early Victorian door, fanlight (now painted over) and remnant door furniture including keyhole plate, knob, etc (damaged and possibly unrepairable). The southern wall centre and right bays are tuckpointed Flemish bond brickwork (now painted over), with pressed metal vents (now damaged). There is a close-boarded valence-end with spearheads. No interior elements survive, except the stained Regency beaded ceiling lining.



Figure 20 View of the western corner return showing the main entry to the shop, with the encircling reproduction verandahs along its Station Street elevation (left) and Bedford Street (right).



Figure 21 The shop front to the main entry includes green glazed tile dados. Doorways and windows have been boarded up.

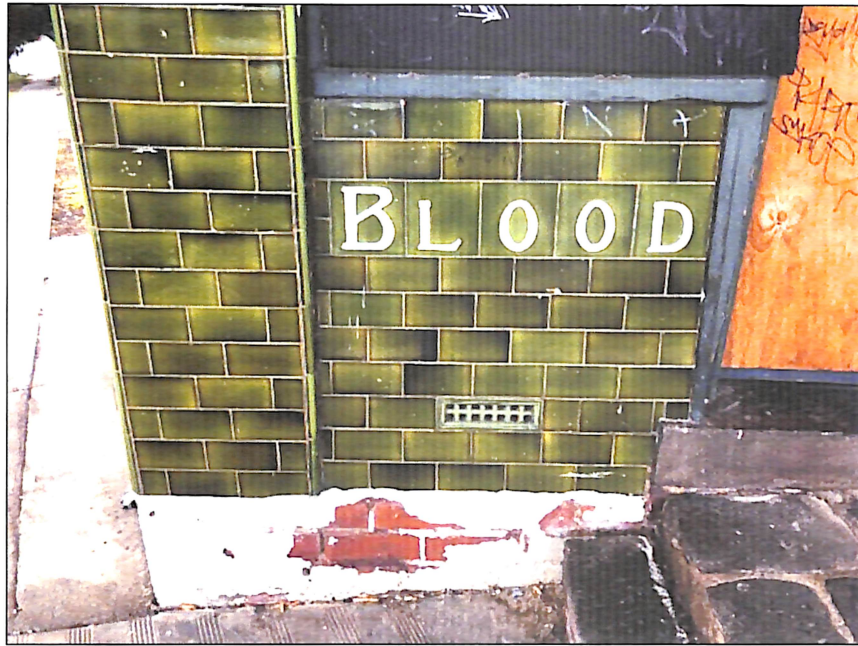


Figure 22 Detail view of signage lettering to the glazing dados by the main entry.



Figure 23 The south elevation to the original portion of the shop facing Bedford Road, showing the extent of the reconstructed verandah.



Figure 24 The shopfront and glazed dado on the west side of this Bedford Road façade, which is otherwise of pointed red brick now painted over.

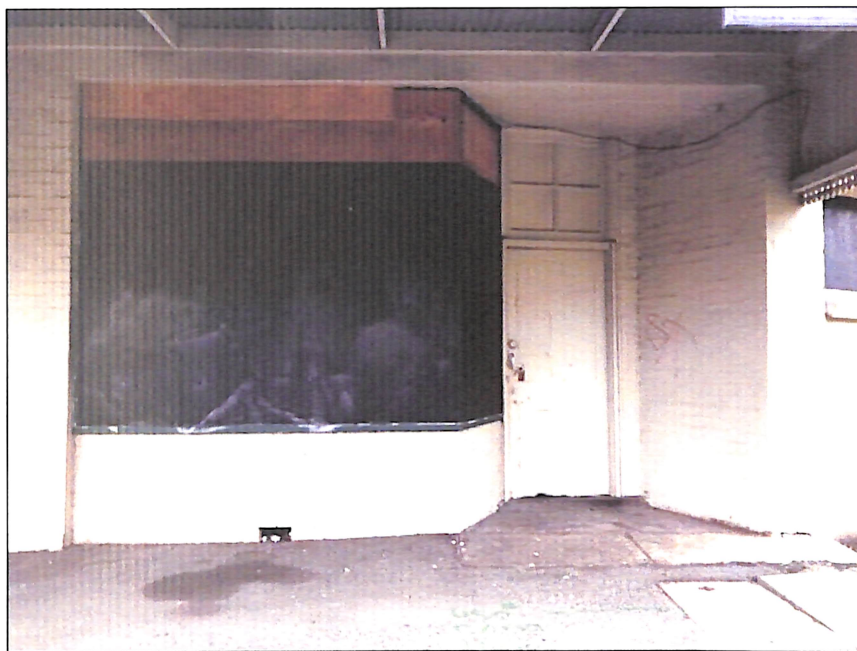


Figure 25 The second shopfront on the east side of the Bedford Street elevation. The entry retains original door and window joinery, though the door light has been sealed.



Figure 26 Side view of the east end of the reconstructed verandah along Bedford Street, showing the non-original bullnose profile and decorative timber trimming.



Figure 27 The shopfront to the northern (Station Street) elevation, showing the glazed dado tiling and simple window form.

1980s Additions

A single storey painted brick addition was made in the early 1980s to the north elevation, replacing the demolished north-east portion of the shop in the same location. It does not reproduce the parapet or verandah, and features only a pair of broad, shallow windows set high on the elevation.

The larger extension on the east side of the site has a larger area than the original portion of the shop and dates from the early c.1980s. It is of single-storey, painted brick construction, with frontage to both streets linked by a covered central vehicle throughway enclosed by garage doors. It includes parapet signage along Bedford Street, with a flat concealed roof form.



Figure 28 View of the eastern addition to the original portion of the shop (far left) from Bedford Road. This contains a drive-through bottle shop, with vehicular access through Station Street.



Figure 29 The north elevation of the shop to Station Street, showing the remaining original portion of the shop with the high parapet at right, with the extent of the eastern c.1980s brick addition indicated by the yellow arrow.

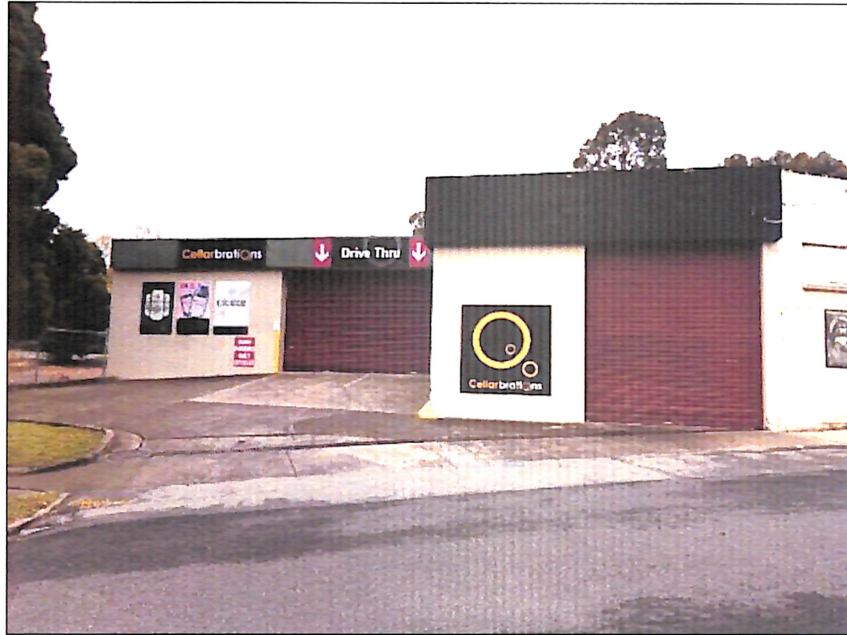


Figure 30 The north elevation to the modern bottle shop additions facing Station Street, with the vehicle drive through visible at left.



Figure 31 View of the modern additions on the east side of the original shop taken from Warrandyte Road looking across the vacant adjacent land at 1A Bedford Street.

5.0 Significance

The citation for 1 Bedford Street in the *Maroondah Heritage Identification Study* includes the following statement of significance.

Bryan's Ringwood Cellars built in c1914 is a particularly intact corner shop, generally in its original use. It is historically regionally significant to Melbourne as a surviving representative embodiment of Edwardian retail practice, particularly in the retail liquor industry, and the way of life in Edwardian Ringwood. It is architecturally significant as a rare and relatively intact rural Edwardian corner shop. The tile sign is representative of ceramic craftsmanship and of this use of ceramic tiles. It is socially significant as known and valued as a landmark used by the community for orientation and part of the sense of identity of the place.

Commentary

It is agreed that the former Blood Brothers store is of some historical significance at a local level as representative of the Edwardian period of development within the municipality and for its associations with the Blood family. The historic association with the Blood family stores is of some interest, though this is not a business enterprise that appears to have operated in the post-war period, or had an enduring presence in Ringwood. Historical evidence indicates the store only functioned as a liquor outlet in more recent times (ie. From the 1980s onwards), rather than in the Edwardian period as suggested in the above statement. If there was ever a police station located behind the shop, this is not demonstrated by the remaining fabric.

The statement of significance does not make any comparative analysis of the shop relative to other similar retail/commercial buildings in the City of Maroondah from the same period. Due to its predominantly rural character until well into the twentieth century, this is a municipality with a smaller proportion of heritage building stock relative to many other areas of Melbourne that were closely settled and developed much earlier. Most of the sites included in the Heritage Overlay within Maroondah are either residences or trees. It is understood that much of the historic shopping strip of Ringwood was demolished in the post-war period, particularly with the construction of the Eastland Shopping Centre. While this makes buildings dating from before WW2 relatively more unusual in Ringwood than other areas, it does not necessarily imply that all remaining older buildings are of a high degree of significance on the basis of their age in an absolute sense.

The store is considered to be of more limited architectural significance. The building is of a relatively simple and functional design. The only notable exterior decoration is the glazed tiled dados which extend around the shop frontages on either side of the corner return, and include the original lettering 'Blood Bros' on either side of the front door. There is no decorative brickwork, rendered detailing, unusual window joinery or glazing, roof forms or chimneys. The parapets to the shop are notably lacking in any form of decoration, with the roof of a simple hipped, corrugated iron character. The original verandah detailing was minimalist, with decorative trimmings limited to simple brackets and timber fringes to the sides. Painted signage featured prominently in early photographs of the building on the parapets or side walls, and none of this remains. While the interior of the shop was not inspected as part of this assessment, the *Maroondah Heritage Identification Study* citation includes commentary on the interior fabric and does not identify the interiors as significant.

The shop is not known to be the work of a notable architect. It was of a generic design that was used multiple times, as demonstrated by the historic photograph of O J Pratt's Butchers (now demolished), a building of near identical character constructed the same year nearby at the corner of Maroondah Highway and Warrandyte Road.

Another relevant consideration is the shop's partial intactness to its original form. The eastern portion of the original frontage to Station Street has been demolished. The original verandah has been reconstructed with a different roof profile. By the 1960s, the shop is known to have included an attached dwelling on its east side, which if not built as part of the 1914 works, was most likely constructed early in the history of the building. This has also been demolished, with the remaining built form no longer demonstrative of a shop house typology.

A key consideration is the degree of significance, and in this case, both the historic and architectural significance of the former Blood Bros store is considered to be at the lower end of the spectrum in the context of what might be considered significant in other municipalities.

It is noted that the contribution the shop makes to its adjacent environment is reduced by its isolated location, the shop being visually separated from other retail/commercial heritage buildings or a residential setting. It does not form part of a historic retail strip. Its visibility and presentation to Bedford Road is diminished by its sunken elevation relative to that street, which reduces the visibility of its overall form and shopfronts. The elevated west side Bedford Road includes a car park on the south-east corner of Bedford Road and Greenwood Avenue, with the visibility of the buildings on the adjacent blocks along Bedford Street reduced by their setbacks from the street boundary. The opposite north side of Station Street fronts onto the railway reserve, and does not include built form that directly addresses the street. The shop does not contribute to the setting of other nearby heritage buildings. It is described as an example of a rural shop in the statement of significance, but has lost its rural setting.

To the west of the shop across Pitt and Station Streets is Ringwood Station, which is a registered place [H1587]. Heritage Victoria's statement of significance is reproduced in part as follows.

How is it significant?

Ringwood Railway Station is of architectural and historical significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

Criterion A Importance to the course, or pattern, of Victoria's cultural history

Criterion E Importance in exhibiting particular aesthetic characteristics

Why is it significant?

Ringwood Railway Station is significant at the State level for the following reasons:

Ringwood Railway Station is historically significant due to the role the station, and the line, played in the development of Melbourne's eastern suburbs. Coinciding with the 1880s land boom, the construction of these stations aided the substantial development of eastern suburban Melbourne. [Criterion A]

Ringwood Railway Station is architecturally significant as an illustrative assemblage of nineteenth century and early twentieth century railway buildings. The upside building at Ringwood Railway Station is of architectural significance as a rare surviving example of the early modular style of station buildings. It is one of the most intact examples externally of its type surviving in

metropolitan Melbourne. The downside building is a comparatively rare example of the Tudor style station. The signal box is a comparatively rare and intact example of a signal box of this size. [Criterion E]

6.0 Heritage Controls

1 Bedford Road is subject to an individual Heritage Overlay in the *Maroondah Planning Scheme*, HO5. It is identified as 'Ringwood Cellars, Former Blood Brothers Premier Store' in the Schedule to the Heritage Overlay at *Clause 43.01*. It is subject to external paint controls, but no internal controls or tree controls.

The Ringwood Railway Station is subject to a Heritage Overlay HO39, which corresponds to its extent of registration. (Heritage Victoria is the relevant permit authority).

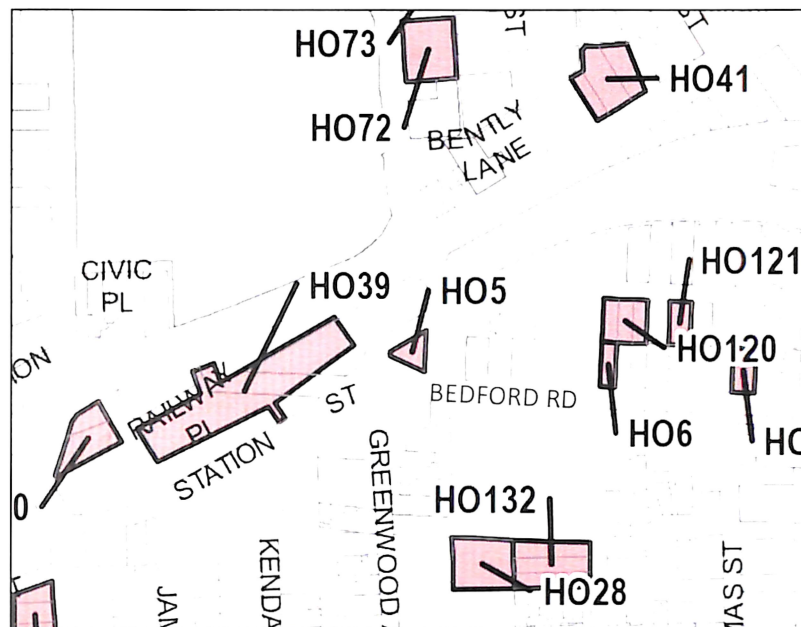


Figure 32 Heritage Overlay Map extract from the *Maroondah Planning Scheme* showing the location of the subject site with its individual Heritage Overlay (HO5) at centre.

7.0 Policy Considerations

As the subject site is included in the Heritage Overlay, it is subject to the provisions of *Clause 43.01*, the Heritage Overlay. The purposes of the Heritage Overlay are as follows:

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To conserve and enhance heritage places of natural or cultural significance.

To conserve and enhance those elements which contribute to the significance of heritage places.

To ensure that development does not adversely affect the significance of heritage places.

To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Before deciding on an application, in addition to the decision guidelines in *Clause 65*, the responsible authority must consider, as appropriate:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay.*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*

The proposal may be assessed against Council's heritage conservation policy as set out under *Clause 15.03-1S*, which includes the following general objectives, strategies and policy guidelines.

Objective

To ensure the conservation of places of heritage significance.

Strategies

Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.

Provide for the protection of natural heritage sites and man-made resources.

Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.

Encourage appropriate development that respects places with identified heritage values.

Retain those elements that contribute to the importance of the heritage place.

Encourage the conservation and restoration of contributory elements of a heritage place.

Ensure an appropriate setting and context for heritage places is maintained or enhanced.

Support adaptive reuse of heritage buildings where their use has become redundant.

Consider whether it is appropriate to require the restoration or reconstruction of a heritage building in a Heritage Overlay that has been unlawfully or unintentionally demolished in order to retain or interpret the cultural heritage significance of the building, streetscape or area.

Policy guidelines

Consider as relevant:

- *The findings and recommendations of the Victorian Heritage Council.*
- *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013.*

The proposal may also be assessed against Council's heritage policy as set out under *Clause 21.04*, which includes the following further objectives and strategies.

21.04-2 Objectives, strategies and implementation

Objective 1

- *To identify and plan for the future protection, enhancement and appropriate use of heritage places in Maroondah.*

Strategy

- *Identify the cultural heritage value and thematic history of pre-European and post contact settlement in the Maroondah region.*

Objective 2

- *To appropriately manage heritage resources, in order to preserve their historic integrity.*

Strategies

- *Promote sympathetic design and sustainable development on the subject land or abutting natural and cultural heritage places.*
- *Educate owners of natural or cultural heritage sites and other interested parties of the responsibilities and privileges associated with the process of heritage preservation.*

Objective 3

- *To promote heritage values throughout the municipality.*

Strategies

- *Increase general public awareness of heritage resources within Maroondah by identifying and promoting their cultural value and historical role.*
- *Develop a program for the appropriate management of heritage resources, to ensure their preservation and to maintain historic integrity.*

The site is subject to two Design Development Overlays (DDOs), DDO 2 and DDO3. Neither of these address heritage issues.

8.0 Development Proposal

It is proposed to demolish all existing built form on the site including the remaining original portions of the shop and all later additions.

1 Bedford Street will then be amalgamated with several adjacent portions of land to form a larger development site. The additional land comprises the vacant site to the east at 1A Bedford Street and an elongated portion of land along the south-west boundary incorporating an area currently occupied by a service road and associated embankment. The adjacent portion of Station Street to the north will also be incorporated into the site, so that it abuts the railway reserve to the north.

A six-level car park with two additional basement levels (8 levels in total) will then be constructed on the site, which will incorporate a double-storey retail tenancy. The proposed building will incorporate approximately 400 car parks. In terms of overall footprint, it will occupy almost all of the subject site. The entry point will be located at the west end of the Bedford Road frontage. The scheme will include a top level of open air rooftop parking.

The retail tenancy will occupy two storeys and be located on the eastern and southern side of the amalgamated site. At ground level, it will address both Warrandyte Road and the corner with Bedford Road, being set back behind outdoor areas along the Warrandyte Road frontage. The first floor will have a smaller footprint above the southern corner of the site, incorporating a rooftop overdoor area on its eastern side. This will form a partial podium to the south and east sides of the development, with the six-storey car park otherwise forming a single volume with a partly curved footprint. This will be clad with a visually permeable flex brick screen wall. A curved semi-circular vehicle ramp between the lower levels will be located on the west side of the building, which will be externally expressed as a curved, partially open element to the west elevation.

9.0 Discussion

Council policy generally advocates the retention and conservation of individually significant buildings subject to the Heritage Overlay. With respect to the former Blood Brothers Store at 1 Bedford Street, the proposed demolition should be considered in the context of the building's modest character, partial intactness, compromised setting and broader planning considerations.

Proposed Demolition

The former Blood Bros store at 1 Bedford Road Ringwood is of some limited historical significance as a relatively rare surviving example of an Edwardian corner store in the city of Maroondah, and for its associations with the Blood family. The store is also of modest architectural significance as an example of an Edwardian shop typology, and for the decorative tiling dados to the shop frontages, though the degree of architectural significance is limited by the building's otherwise simple overall character and the extent to which it has been altered. The shop has experienced partial demolition since initial construction, with the existing verandah comprising a reconstructed element. It remains legible as an Edwardian era corner store, albeit one that has largely lost its original context and elements of its original fabric. The building's loss of setting has a substantial impact upon its presentation to the public realm. While it was once a corner shop addressing busy streets, it now sits as a relatively isolated element, with no meaningful heritage or streetscape context. This adversely affects its public presentation, and markedly reduces its legibility as an historic corner shop.

It is recognised that many outer suburban areas have a much smaller proportion of heritage building stock than older inner-city suburbs. The fewer older buildings that remain may be considered to be of greater interest because of their comparative rarity, but would not necessarily meet the same thresholds

for significance, including architectural significance as comparable inner-city buildings when compared in an absolute sense.

The structural assessment of the existing shop undertaken by Creo Consultants concluded the original portion of the building was in good overall structural condition. It noted that its retention on the site as part of the new development would pose some design issues given its floor height does not correspond to the proposed levels of the new building, which have been determined with careful consideration for the sloping gradient of the site and the elevation of its street interfaces.

Furthermore, incorporation of the existing shop frontages into the new development would involve sacrificing a significance degree of amenity and require that the adjacent service road and part of Station Street be retained, substantially reducing the effective size of the available development site and the potential car parking provision. The western side of the site is the optimal location for the traffic entry point. The scheme will incorporate the land of 1 Bedford Street into a larger amalgamated site that uses the land in much more efficient and intensive manner than at present, in a way that could not be achieved if it were not a single, large vacant development site.

Demolition of the existing shop on the site would effectively extinguish the individual Heritage Overlay on 1 Bedford Road, and eliminate the requirement for any new development to be assessed against Council's heritage policies. The development proposal is not considered to have any negative impacts on the significance of Ringwood Railway Station [H1587] due to the degree of separation between the two sites. It is not unusual for historic railway stations to be located within a setting of higher built form.

Broader Planning Considerations

The proposal should also be assessed in the context of broader urban planning considerations. Council has identified a shortage of car parking in this area, which is required to service the needs to the Ringwood Activity Centre, Ringwood Bus Exchange and Ringwood Railway Station, the latter of which is a departure point for commuters travelling to the inner city for work. The existing parking issues in the area were described in more detail in *Commuter Car Park Upgrades – Ringwood*, a submission prepared by Council in September 2019 for the Department of Infrastructure, Transport, Cities & Regional Development (pp.7-8).

B1 State the transport problem the Project is addressing.

With population growth and increasing vehicle numbers, demand for parking space in Maroondah has never been greater. Parking demand already exceeds parking availability at peak times in and around activity centres such as Ringwood. As the density of urban development continues to increase at a rapid pace particularly in the Ringwood and Croydon activity centres parking supply is under extreme pressure with demand for railway and bus interchange parking at Ringwood Station far outstripping supply.

The result of this lack of supply is that commuters:

- Are unable to find carparking, and are forced to drive often long distances at considerable expense to work, adding significant and unnecessary stress to the local and regional road networks during peak hours*

- *Are required to spend considerable time driving around the activity centre, contributing to peak hour congestion, in order to find a parking space to leave their car and walk to the transport interchange*
- *Are forced to park unacceptably long distances from the transport interchange*
- *Are forced to park in locations that are often remote from the transport interchange and unsafe or not suitable for access in conditions of poor light or after business hours*
- *Have a poor supply of disabled parking at the transport interchange*
- *Park illegally and incur significant costs*
- *Park in areas in competition with the Ringwood shopping and business precinct to the economic detriment of the centre, community and business owners*
- *Being forced to drive to work or circle the centre to find an available parking space contribute to increased traffic noise and air pollution.*

The Ringwood activity centre has been designated by the Victorian Government as one of ten designated Metropolitan Activity Centres across wider Melbourne, in which greater urban density and economic activity is encouraged. In an established suburb such this, there is only a very limited range of large potential development sites in close proximity to Ringwood Railway Station and the Ringwood Activity Centre. The wider development site comprising 1 Bedford Street and adjacent portions of land is unusual, insofar as it offering opportunities to amalgamate adjacent portions of underutilised land in an island site with multiple street frontages in close to Ringwood Railway Station. A multi-storey car park of the scale envisaged represents a more efficient way to provide parking in terms of land area when compared to traditional open air, street level car parking.

Interpretation

Were the existing shop to be demolished under the current development proposal, it is recommended that an interpretation strategy be developed to record and interpret the history of the Blood Brothers store on the site, the specific details of which could be determined as a permit condition. Some suggested possible interpretation strategies are provided below.

The historical significance of the shop may be interpreted in the following ways.

- *Mounted photo survey storyboards/signage located in publicly accessible locations on the site outlining the history of the original Blood Brothers Store.*
- *The Historic Overview of 1 Bedford Road prepared by Bryce Raworth Conservation (June 2020).*

With respect to the architectural significance of the shop, the green glazed dado tiling incorporating signage flanking the corner entry is the key element of architectural interest in what is otherwise a conventional and unremarkable building for the period. This tiling may potentially be retained and visually referenced in the new development in the following ways.

- *Preservation and re-location of the existing glazed tiles with their associated 'Blood Brothers' lettering on the site in prominent publicly visible location, possibly as part of a mounted or sculptural installation.*
- *Use of green glazed tiling at the entry point/s of the building at dado level.*
- *Use of the existing font to the wayfinding graphics within the new development.*

- *Use of brick elements in the new development such as flex brick that references the character of the original face brick store*

In so far as the intent of the Heritage Overlay HO5 is to retain a community appreciation of the historical and architectural significance of the place through the retention of the original store, any loss of significance associated with the demolition of the building may be seen as being partially offset by interpretative strategies such as those above, which will provide an ongoing understanding of the significance of the place.

Conclusion

The proposed demolition of the former Blood Brothers Store at 1 Bedford Street, Ringwood and the construction of a multi-storey car park on the enlarged site will result in the loss of some significance to the Heritage Overlay. The degree of loss is moderated by the partial intactness of the store, its modest character and the loss of its original setting, as well the proposal to implement a heritage interpretation strategy for the site. When considered in the context of the broader range of urban planning considerations and broader net community benefit, the proposed development is supported with respect to heritage impacts.

