

Ballarat Tramway Museum Inc.

(Association No: A0031819K)

Museum Extension Heritage Impact Statement - Revised October 2019

Victorian Heritage Register (VHR) No. H2252.
South Gardens Reserve, Lake Wendouree



Figure 1: A selection of historic Ballarat trams in front of the current depot in the South Garden Reserve, Wendouree.

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This revised Heritage Impact Statement (HIS) has been prepared by the Ballarat Tramway Museum Inc. (BTM) to address issues raised by Steven Avery, Executive Director, Heritage Victoria in a letter to BTM dated 17/7/2019 regarding the BTM's initial Heritage Impact Statement for the building of a dedicated BTM museum space.

This statement accompanies a heritage permit application to Heritage Victoria for in the South Gardens Reserve of the Ballarat Botanical Gardens. The proposed works include the construction of a building adjacent to the existing tram sheds, and the construction of a tram track to provide access to the new building. The purpose of building is to provide dedicated museum facilities to showcase the BTM's collection of heritage Victorian trams, artefacts and visual materials dating back to 1887.

The following information is included in this Statement:

- Further information re the impact of the proposed building on the cultural significance of the place
- A rationale for the increased size of the building compared to the original application in 2013
- A tree management plan which addresses concerns about the impact of the new tracks on the root zone of the trees to the east of the new building.

Background

a. History of the Ballarat Tramway Museum

Trams have been operating in Ballarat for over 130 years, with the trams used for public transport in the city from 1887 until 1971. When the city system was closed, a large group of enthusiasts got together to save the trams and 1.3km of track in the beautiful Lake Wendouree botanical gardens precinct, an area that attracts over 245,000 visitors per year. The BTM is a not-for-profit organisation and has now been operating in the Lake Wendouree Gardens precinct for nearly 50 years, contributing over \$700,000 to the local economy through the over 30,000 visitors a year to its tram rides and museum display area. The BTM is the only operating Tourist Tramway in Victoria - trams are run using authentic methods of operation such as conductors, paper tickets, uniforms, tram stops, and even original style paperwork.

The BTM is accredited with Transport Safety Victoria as a rail operator under the Rail Safety Act (2006), is a registered operator under the Victorian Tourist and Heritage (T&H) Act (2010) and is an accredited Museum under the Australian Museums and Galleries Association Victorian Branch Accreditation Program. The BTM is recognised on the City of Ballarat's 'Treasures Register' which provides the formal recognition and registration for Ballarat's heritage icons. The tram depot and the BTM collection are also recognised by Heritage Victoria under the listing for the Ballarat Botanical Gardens.

Over the last 40 years, BTM volunteers have built and extended the depot at the south end of the Ballarat Botanical Gardens Wendouree Parade. The depot houses the trams and museum display area with photographs, videos, tramway memorabilia, trammie stories, souvenirs and book shop. The depot is open for visitors from 12 noon on operating days (depending on volunteer staff availability). It is also open every afternoon from about 4 pm. A self-guided tour is possible or, when volunteers are available, a formal guided tour is offered. The volunteers have also maintained the track, overhead wiring and the fleet of heritage trams.

The BTM operating tram collection of 15 trams includes one original Ballarat horse tramcar from 1887, 11 former Ballarat electric tramcars – all over 100 years old, and 4 historic Melbourne W class trams, including *Cuthbert's 939*, an original Melbourne Restaurant Tram which has been restored by the BTM and is now operating as Ballarat's Function Tram. A further 11 historic trams are held in storage with plans to bring in 5 of these trams into Ballarat once the museum extension is complete. Whilst the original focus of the BTM was to preserve a collection of historic Ballarat trams, in the past five years Public Transport Victoria have asked BTM to store and preserve historic W class trams which ran in Melbourne as they are gradually closing down their storage sheds in Melbourne. Bendigo Tramways and the BTM are the only operating Tramway Museums in Victoria where the trams can still be operated. These additional trams include a Melbourne Art Tram from the original group of 1978 Art Trams painted by the renowned Australian artist, Clifton Pugh. Refer Appendix 1 – BTM tram collection.

The BTM also has an extensive historical collection of film and photos showing trams operating across Ballarat streets from 1887 to today. This collection has been professionally archived and a limited selection of items are displayed permanently in the museum. Other items are available for the public to access upon request but ideally more items would be permanently displayed for the public. Some potential display material is housed in sub-standard areas of the Lake Wendouree Depot – this material has not been prepared for display due to lack of space and resources. Nevertheless, visitors to the BTM are often pleasantly surprised at how much there is to see at the museum in terms of the history of the trams and tramways in Ballarat as well as the history of Ballarat contained in the archived material.

b. Museum Extension

Over the past 50 years the museum has evolved and grown to be one of Ballarat's top tourist attractions. As the collection of historic trams and catalogued artefacts grew the museum set up a small display area in the early 1990's to showcase some of the collection. Since the 1990's, our visitor numbers have increased significantly as has our visitor expectations and we are finding it very difficult to separate our operations and workshop activities while catering for visitor needs and expectations.

By building a separate museum display building we will be able to turn our existing depot building into a dedicated space to restore our historic fleet of trams to meets today's safety standards and creating a safer space for operations.

In 2010 we started consultation with the community for the construction of a dedicated display space that would cater for visitor, BTM and the community needs. From that feedback, a design was developed and submitted it to Heritage Victoria in 2013. Unfortunately, we were not able to obtain a grant to build this building at the time and the permit ran out. In 2015 we went back to the drawing board and from advice from the council we joined up with the RSL Ballarat in hope of attracting funding to build a joint Interpretive Centre. Through the consultation process for the Gardens Master Plan, the feedback from the community was that they did not want to see more Military items in the gardens' precinct however an extension for the tram museum would be appropriate, especially if it improved the view of the gardens' precinct from the south.

In 2018 the museum decided that an update was needed to the 2013 design to cater for a growing collection, partly due to a request from the Victorian Government to preserve a selection of historic W class trams, but also to meet visitor expectations of a modern museum in a central tourist area. The detailed rationale for this updated design is included in Section 4, The Proposed Works, in the Heritage Impact Statement below.



Figure 2: 'Cavalcade of Trams' on Wendouree Parade, 21/9/2019

Heritage Impact Statement – Ballarat Tramway Museum Extension

1. Location

South end of the Ballarat Botanical Gardens, Gillies St, Ballarat – within Victorian Heritage Register (VHR) No. H2252.



Figure 3: Map of the Ballarat Botanic Gardens showing current buildings.

2. Existing condition of the registered place

The existing condition of the land proposed for the Ballarat Tramway Museum (BTM) extension and carpark is open parkland to the south side of the current Tramway Depot and on the east side there is an avenue of Cedars which will be impacted by new tram line passing through the avenue and branch lines between the avenue and the new building. The BTM is concerned to ensure minimal impact on the Cedars and to this end will be using a pier and beam construction for the new track (the impact of the new tram lines and details of the proposed action taken to minimise this impact are described in Sections 6 and 7 of the Statement and in the attached Arboricultural report).

On the west side of the current Tramway Depot there is a non-formed car parking area regularly used by up to 25 cars belonging to museum visitors and volunteers, adjacent Trout Fishery visitors and volunteers and general visitors to the gardens.

3. Current use of the registered place

The current use of the South Gardens area of the Ballarat Botanical Gardens (Registered Place VHR H2252) in the area proposed for the museum extension and carpark is open parkland to the south and east and an unsealed, unmarked car parking area to the west between the BTM Depot and Gillies St – currently used in a haphazard manner.

To the immediate north of this space is the Ballarat Tramway Museum Depot, established in the gardens in 1972 and the Ballarat Fish Acclimatisation Hatcheries, located to the north of the BTM building. The Ballarat Botanical Gardens are located north of the Fish Acclimatisation Hatcheries and further open parkland is located in the northernmost area the gardens precinct.

4. The proposed works

The current BTM building has multiple functions which gives it limited ability to show case the Museum's collection of significant artefacts and historic tramcars such as: Ballarat Horse Tram No. 1 of 1887; Electric Supply Company of Victoria (ESCo) Tramcar No. 12 which in part commenced its life as a Sydney cable tram trailer, an original Melbourne Restaurant Tram – now run very successfully as a function tram; our collection of 11 original trams, most over 100 years old, that operated around the streets of Ballarat up until the closure of the Tramway in 1971; and 4 historic W class trams which operated in Melbourne.

A further 11 trams in our current collection are currently stored offsite due to a lack of display space in the current building. We plan to bring in a further 5 trams to display in Ballarat and allow space for a visiting tram from another museum. The 5 trams that are currently stored offsite are very significant to Victoria's transport history, they are:

- Tram 2 operated in Geelong until closure in 1956 and is the only surviving tram of this type, it has been rebuilt to its 1912 appearance.

- Tram 22 is the only tram that was ever built just to operate in Ballarat and is an open summer car.
- Tram 28 is still in the original configuration when it operated in Geelong up until 1956.
- Tram 504 was one of the first ever Art trams and was designed by Clifton Pugh who came up with the idea of converting Melbourne trams to display artwork
- Tram 1029 is a W7 sliding door tram that we are currently restoring to operate this will assist us in catering for functions and large groups. The tram will also provide us with a wheelchair accessible tram.

The museum extension will also provide other museums around Australia the opportunity to display and operate their trams around the Botanical gardens for example Melbourne Tramcar Preservation Association VR41 which has been fully restored to an operable condition.



Figure 4: View from the north-east

The BTM is proposing to build a new Tramway Museum south of the current Ballarat Tramway Depot and Museum in the Lake Wendouree Gardens. The building has been designed to have three internal tracks which will cater for 7 trams with space between the tracks to allow for the easy movement of visitors in and around the trams as well as space to install displays of the historic material associated with the operations of trams in Ballarat and Melbourne. The building includes an exhibition space that will be used for special BTM exhibitions and also be available to other community groups, kitchen/café facilities and publicly accessible toilets. The building itself will be suitable for large functions and will be available to other organisations by arrangement with the BTM. A 14-space bus and car park fronting Gillies Street will support the increased visitor numbers and provide disability access to the museum.

The building has been designed to reference historical tram depot designs without replicating a particular tram depot design. Three large glass opening doors for tram access and the museum entry area on the east side will provide an attractive view from Wendouree parade and the south side has been designed with articulated features and windows which break the view from the south ends of the gardens (as requested by the Council and community in the consultation process). Refer to Appendix 2: Building Plans

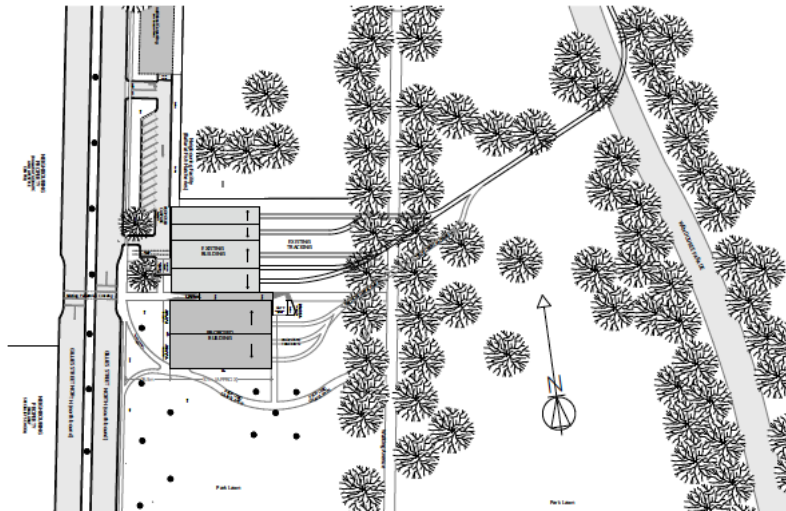


Figure 5: Aerial view of the proposed building and carpark

The BTM currently has a professionally designed landscape plan for the front of the current building and this plan will be extended to the new building and the outdoor area, with consultation with the City of Ballarat as to suitable plantings which will complement the surrounding garden areas.

Rationale for the size of the building

Proposed building dimensions:

- Height: following discussions with Heritage Victoria the height of the building has been reduced by a metre, the roof pitch has been dropped to 10 degrees rather than 15 degrees— these changes create a lower profile in the gardens for the building.
- Length: the current length is shorter than the plans approved by Heritage Victoria in 2013 as a decision was taken to site the building further back in the gardens – more aligned to the length of the current depot building. This has also reduced the visual impact of the building from residents in Carlton St, around 250 metres to the south.
- Width: the building has been increased from 17 to 27 metres resin width partly to compensate for the reduced length of 10 metres but more importantly to be able to publicly display additional historic trams that have been added to the BTM collection since 2013 and remove the need to keep the current sheds operation as both a display area and an operational, restoration and storage area. The three tracks will cater for a total of 7 trams (3x2x2) to be on display at any one time. Some trams will be on permanent display and others will be rotated with other trams from the BTM collection. 13 trams will be stored in the current depot area, and the building will be used to setup a dedicated space to restore our historic trams and also run our operations out but will not be accessible to the general public for safety concerns.

Refer to Appendix 2: Building plans



Figure 6: View from the West

Visitor experience

Since 2013 we have had significant increase in visitors coming to our museum and the original depot that we currently use for maintaining and operating our trams wasn't designed to also be used as a museum display space or to have large numbers of visitors. This is making it very difficult to provide our visitors with a full experience that meets today's museum standards and visitor expectations. The safety of our visitors is always a prime consideration of the access we can provide to our collection in the current multi-use depot arrangement.



Figure 7: Ground floorplan

We cater for large bus groups of visitors including school groups that are up to 100 students at one time and the proposed building will make it easier to provide a great experience for these large groups as well as for individual visitors.

The new facility will provide a dedicated space for our museum activities that will meet today's museum standards including:

- a safe, warm and well-lit environment
- entrance area
- space to move easily around the trams
- space to display historic information, photos and tram artefacts in the aisles between the trams without blocking views of the trams
- an exhibition and meeting space for the use of BTM and community groups e.g. the Ballarat Historic Society
- a small café and shop for visitors – there is only one café on the west side of the Lake, 1 km north of BTM. Visitors often remark that a café at the southern end of the gardens near or in BTM would be welcomed
- meal room for the operational staff and depot guides, public toilets including a disabled toilet and archival room to protect our collection and BTM offices (stage 2 mezzanine floor)

Refer to Appendix 2: Building plans and Appendix 3: Internal plans

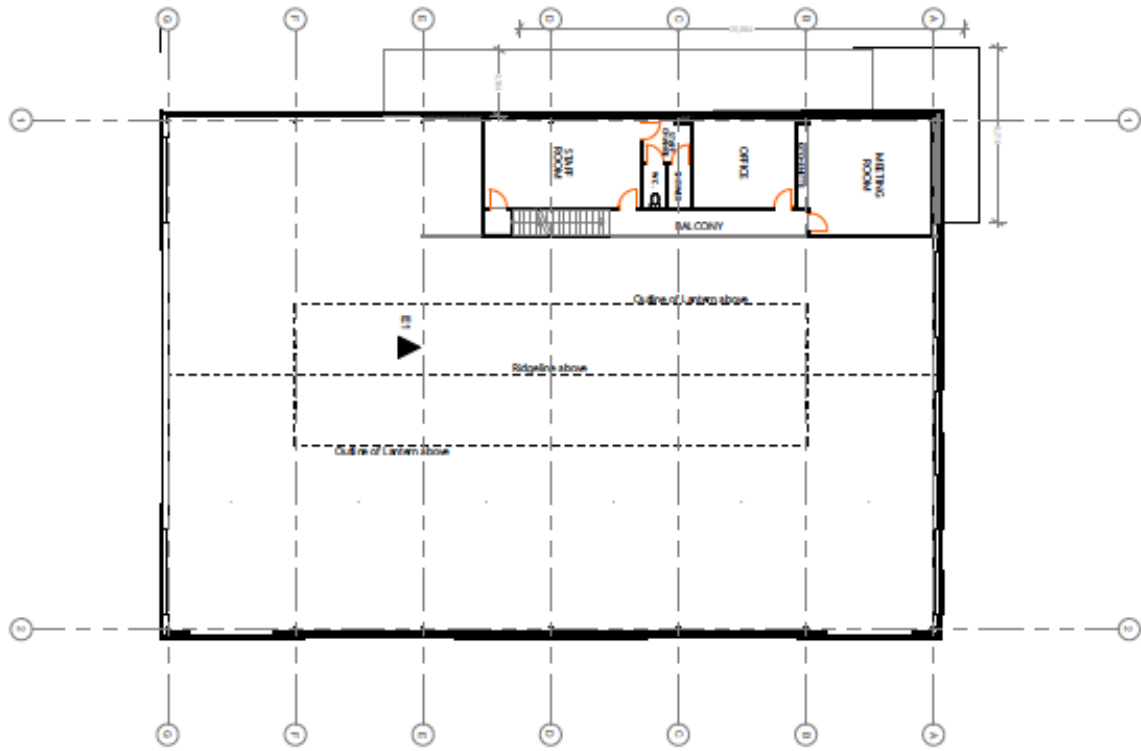


Figure 8: Mezzanine floorplan





Figures 9 and 10: Conceptual internal views

Rationale for the size and sealing of the carpark

The area on the west side of the current building is currently regularly used in a haphazard way for car parking by different groups as described earlier. It is a strong preference of both the Council and the BTM that this area is sealed to enable disability access through the rear of the new building and to prevent the deterioration of the carpark surface during Ballarat's winter/spring weather conditions. The Council requires a minimum of 14 car parking places to be developed.

Two trees in the carparking area will be removed -the Council is not concerned with this tree removal as the trees do not have any heritage or arboreal value and the development of the carpark would provide an opportunity for these trees to be removed and additional trees which would complement the two other trees in the area and other trees in the southern gardens to be planted in their place as part of the car park development.

5. The cultural heritage significance of the place or object, including setting

The Ballarat Botanical Gardens site is divided into three distinct sections: the central botanic gardens and two areas of open parkland known as the north and south gardens with a pair of remnant bluestone gateposts marking the original entrances at either end of Wendouree Parade. The strong linear design of the central garden features four main north-south axes: Wendouree Parade, the Giant Redwood Avenue (*Sequoiadendron giganteum*) planted 1863-1874, the avenue of Horse Chestnuts (*Aesculus hippocastanum*) accommodating the Prime Ministers' Avenue (1940 -present) and a path along the western boundary.

Developments catering for increasing tourism adjacent to the lake shore included the Lake Lodge (1891) for refreshments, adjacent cannons, Almeida Pavilion (1907) housing amusement machines and shelters such as the Picnic shelter (c1910) and replacement bandstand (1921). 'Fairyland' a wooded grove with bridges, ponds and walks on the western shore of Lake Wendouree, became a popular feature and a zoological section (1915-1959), replacing an earlier menagerie, was established in the northern gardens with the Adam Lindsay Gordon Cottage relocated nearby in 1934. Large and small bequests continued to enhance the gardens in the twentieth century such as the sundial (1912), avenue of Prime Ministers' busts (1940-), and the Robert Clark Conservatory and Horticultural Centre (1995). The Ballarat Botanical Gardens retain an exceptional collection of conifer and exotic deciduous trees and a tradition of bedding and floral displays, a fernery and potted plants.

Other additions to the northern gardens included a Pavilion (1904), Sound Shell (1962), a Wetland (2001), and the relocated Gatekeeper's Cottage (2018). The boundary between the southern gardens and the main botanical gardens is marked by the old display glass house (1972), the Ballarat Fish Acclimatisation Society's trout hatchery (1873) and the Ballarat Tramway Museum (1971). The extensive Australian Ex-Prisoner of War Memorial to honour 35,000 soldiers was constructed in 2004 adjacent to Carlton Street.



Figure 11: Ballarat Tram 27 moving through the Botanical Gardens

The original horse tramway, planned in 1884, was opened in 1887 to connect the Ballarat Railway Station to the Gardens to provide transport for visitors. On one day in January 1888 the trams carried over 10,000 people to the Gardens. This was the first route of what later became an extensive public transport network in Ballarat. The original tram depot, with its horse paddocks, was built on a five-acre site on Wendouree Parade, 300 metres west of the northern gardens. The tramway was electrified in 1905. When the Ballarat Tramway stopped operations in 1971 the original depot was shut and the Ballarat City Council allocated land in the South Gardens for a new depot to be built and maintained by the newly formed Ballarat Tramway Museum. The current tram depot was built in 1972 and extended in 1976/77 in order to operate the heritage tram line that runs between the two bluestone pillars in Wendouree Parade at the north and south ends of the VHR “Ballarat Botanical Gardens” place.

The 2nd last paragraph of the “Statement of Significance for the Botanical Gardens states:

“The Ballarat Botanical Gardens are of social significance as one of Victoria’s best known and most visited regional botanic gardens, enhanced by events such as the Begonia Festival (since 1953). The location adjacent to Lake Wendouree provides a strong recreational link with the surrounding foreshore areas and, since the 1870s, has been a popular place for leisure activities for locals and visitors.”

The location of the BTM in the south gardens is one of the key recreational attractions in the Gardens for both locals and visitors. In the City of Ballarat’s Botanical Gardens and Lake Wendouree Master-plan, the Museum plays an integral role in increasing the number of tourists who visit the Botanical Gardens. The proposed new museum building will not only offer a greatly improved visitor experience but also enhance the views from the south end of the gardens and from the Wendouree Parade side. It will also complement the modern buildings in the north end of the gardens, e.g., the Robert Clark Conservatory and Horticultural Centre.

The existing tram depot building (a functional metal deck/steel structure) has little if any cultural significance as a building other than to house the culturally significant collection of tramcars (objects) that operated in Ballarat, providing public transport in the streets of Ballarat from 1887 to 1971. However, the collection of tramcars and small artefacts is culturally significant to Ballarat and is regarded by the City of Ballarat as a Ballarat Treasure.

The 2007 Significance Assessment of the Museum, prepared by Stella Barber for the Museum states:

*“What is vital contextually is that the BTM operates as a living museum and is one of a very few that operates in a street environment and is run by volunteers. The BTM is globally significant in that it operates an authentic museum, has a catalogued collection of small items, has formulated and ratified a conservation policy, is an accredited museum, is a museum that meets high standards and tells the story of Ballarat and the other SEC provincial tramways. The Ballarat Tramway Museum is clearly one of the leaders in Australasia in terms of what it has achieved given its resources. Significantly, at the time of writing, the BTM will be the first tramway museum to commission a significance assessment of its full collection in Australasia. It is not possible to assess this particular fact on world standing however, if others have commissioned such a report, they would be few in number.”*¹

¹ It is noted that a number of other Australian Tramway Museums have since undertaken a significance assessment.

The current collection houses trams from the late 1880s, some fully restored and operating on a section of line in the Ballarat Botanical Gardens, others are in the process of restoration and being brought back to life by the commitment and hard work of our volunteers.

The Ballarat trams in the BTM fleet have historic significance in that for many years they provided the backbone of the tram services in Ballarat. Some of the vehicles also operated in Melbourne and Geelong before coming to Ballarat. Technically they show the development of the tramcar from the horse era through to the mid 1930's electric tramcars and modifications undertaken in Ballarat for service in that city. Their social significance is drawn from both the vehicles actually providing public transport to Ballarat and the era when electricity was provided by either a Government authority or a private company. The fleet is representative of the tramcars that operated in Ballarat, their provenance is known in detail and they are interpreted through actual operations in their original street environment using the State Electricity Commission (SEC) methods of operation. More recent acquisitions, at the request of Public Transport Victoria, include six Melbourne W class trams including an original Melbourne Restaurant Tram which has been restored by the BTM and is now operating very successfully as Ballarat's Function Tram and a Melbourne Art Tram from the original group of 1978 Art Trams, painted by the renowned Australian artist, Clifton Pugh.

The Museum's historic collection which will be housed in the new building includes materials related to the tram operations by the SEC in Ballarat and two other provincial cities (Geelong and Bendigo). The history of the Museum itself is collected as well; as it has been operating the tramway since 1975 and is now the longest-lived single operator of the tramcars in Ballarat. The collection includes photographs, tramway crew associated objects, tickets, archives, uniforms, tramcar drawings, papers, books, magazines and miscellaneous objects.



Figure 12: Conceptual view of interior

6. What physical and/or visual impact will result from the proposed works? i.e. what will be the effect on the cultural heritage significance of the place.

The proposed building is planned so that the significance of the tramcars and their associated small cultural items will be enhanced and interpreted to the visitors in a more appropriate format without being detrimental to the existing heritage significant features of the Botanical Gardens. The project drawings have been prepared by MKM Constructions Ballarat with extensive consultation period with the City of Ballarat, Lake Wendouree Master plan and the community.

The project drawings have been attached separately to this report and the following points should be noted in relation to the design of the building:

- The building extension is significantly different in style to that of the existing building, which is a large non-descript metal clad shed, fit for purpose rather than being a building that adds value to the Gardens precinct.
- It provides a viewing facility through the large glass tram access doors on the east side for the visitors to the Gardens to see the culturally significant heritage trams at times when the Museum is not opened
- The internal layout will enable visitors to the building to move easily around the trams and view the interpretative displays.
- The entrance, café and shop area will provide the visitor services expected of this standard of museum.
- The office and lunch meeting spaces will support BTM staff operations.
- The archival room, on the mezzanine level, will enable better storage and access for BTMs extensive collection of historic photos, documents and artefacts.
- The current southerly aspect of the depot “shed” is that of a blank corrugated wall while the proposal provides a building with a more active form visible from Carlton St and traffic moving north along Gillies St.
- Being on the south side of the existing building, the new building has little impact on any other culturally significant items within the Gardens precinct as it is largely hidden from view from the central Gardens area by the Fish Hatcheries, the existing buildings and trees in the Botanic Gardens.
- The Lake Wendouree master plan highlighted issues around length of the original design submitted in 2013. Further consultation resulted in this new design which makes the building shorter and wider. This means the building sits further back into the west of the south gardens area.

There are no changes to the exterior of the current building planned except for a fresh coat of paint to complement the colour of the new building. Some changes will be made over the longer term to the interior arrangements of the current building to improve working conditions for volunteers.

Refer to Appendix 2: Building plans and Appendix 3: Internal views.

7. If there are detrimental impacts, provide reasons why the proposal should be permitted.

The potential detrimental impacts of this proposal relate to the removal of three trees on the south side of the existing building, removal of two trees in the carpark area and possible damage to the roots of five Cedar trees on the east side, due to the extension of tram track required to provide access to the new building.

The trees to be removed on the south side and in the carpark are not considered by the City of Ballarat to be of a significant nature and they do not object to their removal. They may replant some trees on the south side. Two other trees to be retained on the carpark site will be protected during construction of the carpark. An avenue of trees along the Gillies St side of the south gardens was planted by the council in recent years with a view to mitigating the view of the new extension whilst driving along Gillies St once the two trees on the south side were removed. This avenue of trees will not be affected by the new building. Refer to Appendix 3: Tree management plan 1.

A second arborist report, which includes a Geoscan of the affected tree roots, was commissioned to examine the potential damage to the roots of the five Cedar trees to the east of the new building possibly caused by the new track passing through the trees. The concerns were that roots could be cut and the root system would be affected by compaction caused by the weight of the trams. The report found that the proposed track construction method will ensure minimal or no damage to the root system of the trees. As the tracks will be suspended (above ground level) compaction within the tree zone will not occur. Refer to Appendices 3 and 4: Tree management plans 1 and 2.

The Museum does not believe that there are any other detrimental impacts to the immediate area or that of the Gardens in general. The area is currently open space and the location of the building is located on edge of the south gardens boundary and backs onto Gillies St, it does not impact on more heavily treed area bordering Wendouree Parade or the lake foreshore area. Many consultations re the Botanical Gardens Wendouree Lake, dating back to the original Gardens master plan in 1995, have allocated the space south of the existing tram depot for a future BTM extension. Over the past decade we have been working with the council and the community to design a building that would suit our needs, as well as serve the Ballarat community and Ballarat visitors.

8. Has the design been influenced by, or had to address any Local Planning Scheme Provisions?

The design has taken into account the local planning scheme provisions. Over the past 12 months we have been working with the Council to come up with a design that meets the recommendations of the Lake Wendouree Master Plan committee and subsequent community consultations.

The Heritage Overlay purpose of “conserve and enhance heritage places of natural or cultural significance” has been addressed by providing an improved facility for the conservation of the Museum’s collection - a facility that enables the museum to showcase or interpret some of the specific objects of the collection and to rotate them through changing the displays, activities not able to be implemented in the existing depot.

9. What measures are proposed to mitigate the detrimental impacts?

As noted above, the removal of the three trees on the is not considered to be detrimental by the City of Ballarat and has already been addressed by planting an avenue of trees along Gillies St several years ago in anticipation of the tree removal due to the depot building being extended to the south.

The provision of further pathways to the facility will provide other landscaping opportunities to the City to undertake in the future.

10. Conclusion

The proposed extension to the Ballarat Tramway Museum’s building in the south gardens area of the registered place provides an area that enables enhancement of the display and interpretation of the culturally significant collection of tramcars and associated objects as well as improving the quality of the built infrastructure in the south gardens area.

Appendices

1. BTM tram collection
2. Building plans
3. Building internal views
4. Tree management plan 1 - Uber Arbor
5. Tree management plan 2 – Uber Arbor

Appendix 1

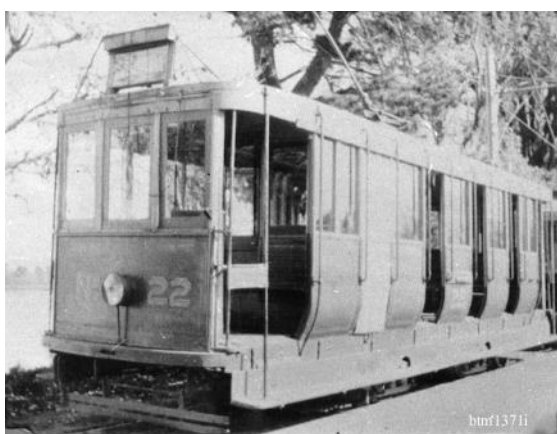
BTM Tram Collection

1. Proposed Museum Display Trams



TRAM 1 Built in 1887 by Duncan and Fraser for the Ballarat Tramway Company Ltd. as a double-decker horse tramcar. One of eight cars which ran as trailers behind electric trams at times of heavy patronage, after takeover and conversion of the horse lines by the Electric Supply Company of Victoria Ltd. in 1905. Withdrawn in the late 1920's when the body shell became a residential outbuilding locally, until retrieved in 1985. Fully reconstructed to its original form and placed on a modified Melbourne saloon cable car truck.

TRAM 12 Built in 1892 by Benjamin Carne as saloon cable car trailer number 18 for the New South Wales Government Tramways, North Sydney line. One of 12 similar trailers purchased by the Electric Supply Company of Victoria Ltd in 1905. Rebuilt as an electric single-truck California combination car by Duncan and Fraser Ltd. Converted to one-man operation in 1913. Withdrawn by 1935 and became a home extension. This car is currently under reconstruction to operating condition as one of the original Ballarat electric tramcars. The body is largely complete as at 2019. The tram is significant in that it was converted from a cable tram trailer to an electric tram.



TRAM 22 Built in 1913 and delivered to Electric Supply Co. of Victoria and was built new to supplement fleet upon conversion of the Sebastopol line, and known as a Sebastopol tram. It was sold in 1935 to a private individual as a workshop and acquired by the museum in 2009. This tram currently requires restoration. It is significant in that it is one of three electric trams that did not commence its life on another tramway system, that is only ran in Ballarat.



TRAM 33 Built in 1917 by Duncan and Fraser for the Footscray Tramways Trust, but delivered to the Melbourne and Metropolitan Tramways Board who had taken over the Trust. The car was classed "M" 189 by the Board. Purchased by the State Electricity Commission (SEC) in 1935. In 1971 this car was acquired by the Hamilton Pastoral Museum and held by them until procured by the Society in 1977. This type of tram was the mainstay of the Ballarat tramway system and is synonymous with our Museum's operations.

TRAM 40 Built in 1913 by Duncan and Fraser for the Prahran and Malvern tramways Trust. Entered service on 7 June 1913 as their number 35. Retained this number when classed "C" by the Melbourne and Metropolitan Tramways Board. Sold to the State Electricity Commission of Victoria (SEC) and renumbered 40 in 1951. This tram was the last Ballarat tram operated by the SEC to officially carry passengers in Ballarat on 19 September 1971. Though built over 100 years ago, they were seen by Ballarat residents as "modern" when this type started to run in Ballarat during 1945.



TRAM 504 – though a standard Melbourne W2 tram body, it is significant in that it was painted by Clifton Pugh, an Archibald Prize winning artist who suggested the Transporting Art Project to the Lord Mayor of Melbourne in 1978 and supported by the Premier of the day Rupert Hamer. The tram ran until 1986 when it was withdrawn following an accident which damaged one of the panels. It was transferred to the Museum's ownership by the State during 2019, following consultation with and the approval of the Pugh family. Conservation planning for restoration of the artwork and making the tram operable again is underway.

2. Other trams from the BTM collection to be rotated through the display area



TRAM 41 – This tram is owned by the Melbourne Tramcar Preservation Association at Haddon (near Ballarat) who undertake a full reconstruction of the tram including its electrical and mechanical equipment. The tram was built by the Victorian Railways Newport Workshops for the St Kilda – Brighton Electric Street Railway in 1923. It is significant in that it was the first electric tramcar to be returned from a derelict “scrapped” condition to its operating condition by a Victorian Tramway Museum.

TRAM 2 – One of seven trams built by the Adelaide based firm of Duncan and Fraser to open Geelong’s system in 1912. The body was sold in 1956 after the SEC operated system closed. The body was subsequently acquired by a private individual and has been completely rebuilt by him. It is currently in Bendigo having its mechanical and electrical equipment fitted. It will represent the Geelong tramway system as the only tramcar that spent its working life in that city.



TRAM 28 – Built for Prahran and Malvern Tramways Trust by the Sydney based Meadowbank Manufacturing Co. in 1915. Sold to Geelong in 1928 and operated until 1956 when the body was sold. The body was converted to operate in Geelong in a one-man mode of operation. It has been expertly restored by the same individual as that for Geelong No. 2. Further work is outstanding. The tram demonstrates a type of tram that started its life in Melbourne and finished its working life in Geelong.

