

PORT PHILLIP PLANNING SCHEME

AMENDMENT C174port

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Port Phillip City Council, who is the planning authority for this Amendment.

Land affected by the Amendment

The land affected by the amendment is to 3, 5, 7, 15, 21-23, 25, 27, 29, and 31 Tiuna Grove, Elwood and all land included in Heritage Overlay 8 (HO8) (Elwood: Glenhuntly Rd, Ormond Rd) which is the area generally comprising Glenhuntly Rd as the east-west spine, extending north just beyond Shelley St between Marine Parade and the Elwood Canal, and south generally between Ormond Rd and Ormond Esplanade. The affected land is shown in Figure 1.

Figure 1. Land affected by Amendment C174port



A mapping reference table is attached at Attachment 1 to this Explanatory Report.

What the amendment does

The amendment extends Heritage Overlay 8 (HO8) - Elwood-Glenhuntly Rd, Ormond Rd on a permanent basis to include 3, 5, 7 and 15 Tiuna Grove, Elwood, and removes HO8 from 21-23, 25, 27, 29 and 31 Tiuna Grove, Elwood by:

- Amending Port Phillip Planning Scheme Map 8HO to apply HO8 to 3, 5, 7 and 15 Tiuna Grove, Elwood, and remove HO8 from 21-23, 25, 27, 29 and 31 Tiuna Grove, Elwood.
- Amending Clause 21.07 Incorporated Documents to revise the version number and date of the *Port Phillip Heritage Review*.
- Amending Clause 22.04 Heritage Policy to reflect the revised version number and date of the *Port Phillip Heritage Review*.
- Amending the Schedule to Clause 43.01 – Heritage Overlay to remove interim HO8.
- Amending the Schedule to Clause 72.04 Documents incorporated into this scheme to revise the version revised number and date of the *Port Phillip Heritage Review*, the *City of Port Phillip Heritage Policy Map* and the *City of Port Phillip Neighbourhood Character Map*.
- Amending the *City of Port Phillip Heritage Policy Map* to apply the following gradings on a permanent basis:
 - ‘Significant Heritage Place’ grading to 3, 5 and 15 Tiuna Grove, Elwood
 - ‘Contributory Heritage Place’ grading to 7 Tiuna Grove, Elwood
 - ‘Nil grading’ to 25, 27, 29 and 31 Tiuna Grove, Elwood.
- Amending the *City of Port Phillip Neighbourhood Character Map* to remove the ‘Contributory outside of the HO’ gradings for 3, 5, 7 and 15 Tiuna Grove, Elwood.
- Amending the *Port Phillip Heritage Review* to amend the HO8 Citation, update the version number and date.

Strategic assessment of the Amendment

Why is the Amendment required?

Amendment C174port will provide permanent heritage protection for the houses at 3, 5, 7 and 15 Tiuna Grove, Elwood, further to the interim heritage controls introduced on 4 July 2019. The amendment also proposes to remove contemporary development at the southwest end of Tiuna Grove (21-23, 25, 27, 29 and 31) which are of no appreciable heritage value to the precinct, from the heritage overlay.

The amendment implements the recommendations of *Tiuna Grove Heritage Assessment* (Barrett, 2019) which found the houses at 3, 5, 7 and 15 to be consistent with the aesthetic and historic values of the HO8 Elwood: Glenhuntly and Ormond Roads precinct and recommended their inclusion in the heritage overlay.

The amendment also updates the citation for HO8 Elwood: Glenhuntly and Ormond Roads precincts so that it is consistent with recognised standards of practice as outlined in the *Planning Practice Note 1: Applying the Heritage Overlay*.

How does the Amendment implement the objectives of planning in Victoria?

The amendment implements the following objectives of planning in Victoria, under Section 4 of the *Planning and Environment Act 1987*:

- 4(1)(d) - to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;

- 4(1)(f) - to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e);
- 4(1)(g) - to balance the present and future interests of all Victorians.

How does the Amendment address any environmental, social and economic effects?

The amendment will have a positive environmental impact by protecting a place of historic significance and allowing the reuse and recycling of existing building stock. The amendment will have a positive social effect through the preservation of a historically and culturally significant place for the benefit of current and future generations. The amendment is not expected to have any significant economic impact.

Does the Amendment address relevant bushfire risk?

The municipal area of Port Phillip does not have any designated bushfire prone areas.

Does the Amendment comply with the requirements of any Minister’s Direction applicable to the amendment?

The amendment is consistent with *Ministerial Direction No. 9 – Metropolitan Strategy* pursuant to Section 12 of the Planning and Environment Act 1987 - that requires planning authorities to have regard to the Metropolitan Strategy (*Plan Melbourne 2017-2050*).

Direction 4.4 of *Plan Melbourne 2017-2050* seeks to “respect our heritage as we build for the future”. The amendment is consistent with this policy direction as it proposes to make changes to ensure the Planning Scheme continues to guide appropriate development in the municipality, and that the built heritage of the municipality is maintained.

The amendment is also consistent with the Ministerial Direction on the *Form and Content of Planning Schemes* under Section 7(5) of the Act. As the amendment is extending existing HO8 a new statement of significance was not required to be incorporated into the planning scheme.

How does the Amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports the following aspects of the State Planning Policy Framework:

Clause 15.03-1S Heritage Conservation:

Objective: To ensure the conservation of places of heritage significance.

Strategies: Identify, assess and document places of natural or 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 which 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.

The amendment ensures that the policy directions for heritage conservation can be met through the identification, assessment and protection of heritage places within Port Phillip. The protection of heritage properties will encourage appropriate development and the conservation and restoration of the contributory elements of the heritage places.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

This amendment is consistent with the objectives and strategies outlined in the Local Planning Policy Framework of the Port Phillip Planning Scheme.

In accordance with Clause 21.05-1 of the Municipal Strategic Statement, the vision is to conserve and enhance the architectural and cultural heritage of Port Phillip with policy seeking to:

- Protect, conserve and enhance all identified significant and contributory places, including buildings, trees and streetscapes.
- Support the restoration and renovation of heritage buildings and discourage their demolition.
- Encourage high quality design that positively contributes to identified heritage values.
- Ensure that new development respects and enhances the scale, form and setbacks of nearby heritage buildings.
- Encourage urban consolidation only where it can be achieved without affecting heritage significance.

To achieve this vision, Clause 22.04 – Heritage Policy (Local Planning Policies) outlines the objectives that are relevant to the conservation and protection of heritage places, as follows:

- To retain and conserve all significant and contributory heritage places.
- To discourage the demolition of significant and contributory heritage places.
- To ensure all new development and redevelopment of significant and contributory places is respectfully and harmoniously integrated with the surrounding character.
- To promote design excellence (in terms of building siting, scale, massing, articulation and materials) which clearly and positively supports the heritage significance of all Heritage Overlay areas.
- To ensure that new development and any publicly visible additions and/or alterations in or to a heritage place maintains the significance of the heritage place and employs a contextual design approach.
- To encourage development, in particular use of materials, that responds to the historic character of laneways and to minimise elements that adversely impact on that character.
- To ensure that reconstruction and repair of significant heritage bluestone kerb and channelling, bluestone laneways and significant concrete kerb and channel is carried out in a way that reflects as closely as possible the original appearance.

Does the Amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victorian Planning Provisions by maintaining the approach of a schedule to the Heritage Overlay to place heritage controls over the properties identified to be of heritage significance.

Application of the Heritage Overlay in the Port Phillip Planning Scheme is consistent with *Practice Note 1 - Applying the Heritage Overlay*.

How does the Amendment address the views of any relevant agency?

The amendment does not affect any agency.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

The amendment will not have a significant impact on the transport system, as defined by section 3 of the *Transport Integration Act 2010*, as the amendment applies to a small number of properties in Elwood.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment will not result in any significance resource implications for the Responsible Authority.

Where you may inspect this Amendment

The amendment may be viewed online at the City of Port Phillip website: <http://www.portphillip.vic.gov.au/planning-scheme-amendments.htm>.

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection.

Note: The Victorian Government has introduced the COVID-19 Omnibus (Emergency Measures) Bill 2020 which includes temporary changes to the Planning and Environment Act 1987. The changes ensure that the planning process in Victoria can continue, despite the closure of many state and local government offices and public health measures that include physical distancing requirements.

The changes mean that planning documents previously required to be physically available to view at state and local government offices are now only required to be available for online inspection. This includes copies of planning scheme amendment documentation.

ATTACHMENT 1 - Mapping reference table

| Location | Land /Area Affected | Mapping Reference |
|-----------------|--------------------------------------|------------------------------------|
| Elwood | 21-23, 25, 27, 29 and 31 Tiuna Grove | Port Phillip C174port 001d-hoMap08 |
| Elwood | 3, 5, 7 and 15 Tiuna Grove | Port Phillip C174port 002hoMap08 |

Planning and Environment Act 1987

PORT PHILLIP PLANNING SCHEME

AMENDMENT C174port

INSTRUCTION SHEET

The planning authority for this amendment is the Port Phillip City Council.

The Port Phillip Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of two attached map sheet.

Overlay Maps

1. Amend Planning Scheme Map No 08HO in the manner shown on the two attached maps marked "Port Phillip Planning Scheme, Amendment C174".

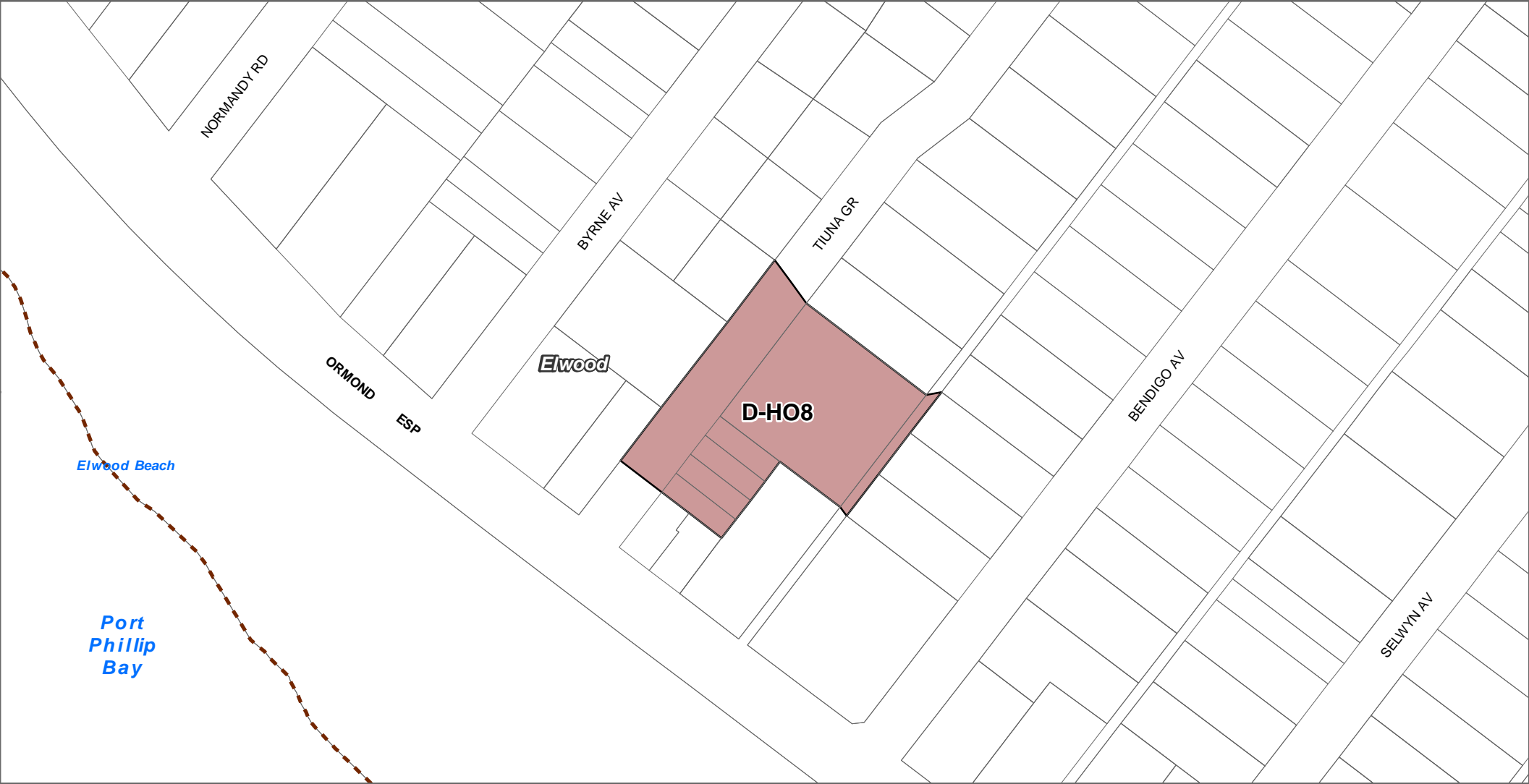
Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

1. In **Local Planning Policy Framework** – replace Clause 21.07 (Incorporated Documents) with a new Clause 21.07 in the form of the attached document.
2. In **Local Planning Policy Framework** – replace Clause 22.04 (Heritage Policy) with a new Clause 22.04 in the form of the attached document.
3. In **Overlays** – Clause 43.01 (Heritage Overlay), replace the Schedule with a new Schedule in the form of the attached document.
4. In **Incorporated Documents** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

End of document

PORT PHILLIP PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C174port




- LEGEND**
- D-HO - Area to be deleted from a Heritage Overlay
 - Local Government Area

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Planning Group
 Print Date: 27/06/2019
 Amendment Version: 1



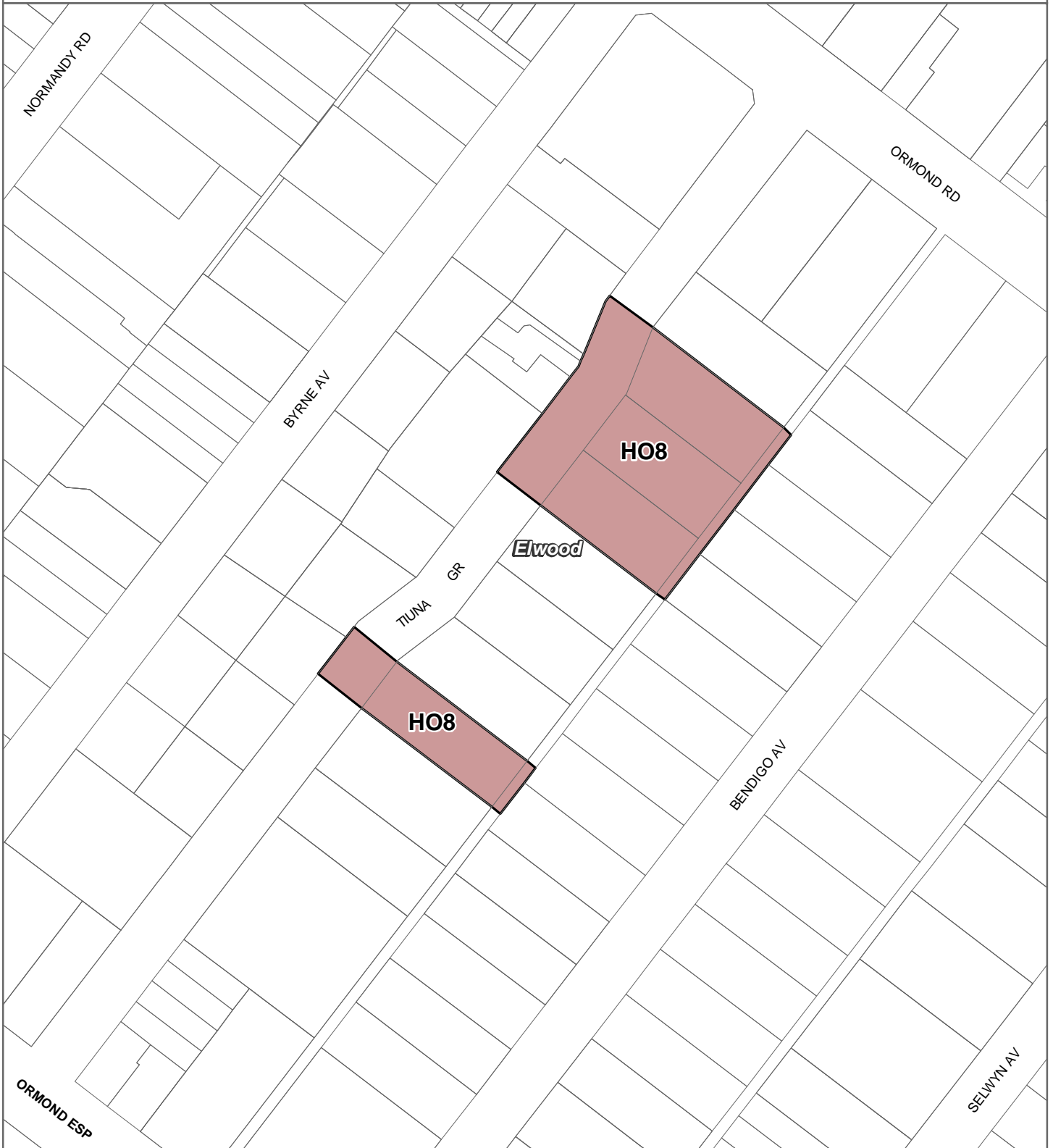
0 30 60
 Metres



Part of Planning Scheme Map 8HO



PORT PHILLIP PLANNING SCHEME - LOCAL PROVISION AMENDMENT C174port



LEGEND

- HO - Heritage Overlay
- Local Government Area



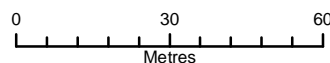
Part of Planning Scheme Map 8HO

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Planning Group
Print Date: 27/06/2019
Amendment Version: 1



Environment,
Land, Water
and Planning

21.07

INCORPORATED DOCUMENTS

30/04/2020
 6488port Proposed C174port

St Kilda Foreshore Urban Design Framework (2002)

Port Phillip Heritage Review - Volumes 1-6 (~~Version 30, January~~ Adoption Version, June 2020)
 (Includes the City of Port Phillip Heritage Policy Map and the City of Port Phillip Neighbourhood Character Policy Map).

Reference documents**General**

Community Plan (2007)

Council Plan 2009 - 2013

Health and Wellbeing Strategy (2007)

Environmental sustainability

Toward Zero Sustainable Environment Strategy (2007)

Sustainable Design Policy (2006)

Sustainable Transport Framework (2004)

Sustainable Transport Policy and Parking Rates (Ratio, 2007)

Land use

Port Phillip Housing Strategy (2007)

Port Phillip Activity Centres Implementation Plan (2007)

Port Phillip Activity Centres Strategy (2006)

Port Phillip Industry and Business Strategy (2003)

Open Space Strategy (2006, Revised 2009)

Open Space Strategy Implementation Plan Framework (2009)

Foreshore Management Plan (2004)

Built form

Port Phillip Housing Strategy (2007)

Port Phillip Design Manual (2000)

Neighbourhoods

South Melbourne Central Structure Plan (2007)

South Melbourne Central Urban Design Framework (2007)

Ormond Road Urban Design Guidelines (2007)

Beacon Cove Neighbourhood Character Guidelines 2010 (SJB Urban, 2010)

Carlisle Street Activity Centre Structure Plan (2009)

Carlisle Street Urban Design Framework (2009)

Design Guidelines 1-7 Waterfront Place, Port Melbourne (2014)

St Kilda Road North Precinct Plan (2013 – Updated 2015)

Bay Street Activity Centre Structure Plan – Parts 1 and 2 (2014)

St Kilda Road South Urban Design and Land Use Framework (2015)



22.04

HERITAGE POLICY

~~29/11/2018~~ ~~6454~~ Proposed C174port

This policy applies to all land within a Heritage Overlay.

22.04-1

Policy Basis

27/06/2011
C62

This policy:

- builds on the SPPF heritage objective in Clause 15.03 to local circumstances;
- builds on the MSS objectives in Clause 21.05-1 relating to local heritage conservation, and
- applies the findings of the Port Phillip Heritage Review, Volumes 1-6.

22.04-2

Objectives

27/06/2011
C62

- To retain and conserve all significant and contributory heritage places.
- To discourage the demolition of significant and contributory heritage places.
- To ensure all new development and redevelopment of significant and contributory places is respectfully and harmoniously integrated with the surrounding character.
- To promote design excellence (in terms of building siting, scale, massing, articulation and materials) which clearly and positively supports the heritage significance of all Heritage Overlay areas.
- To ensure that new development and any publicly visible additions and/or alterations in or to a heritage place maintains the significance of the heritage place and employs a contextual design approach.
- To encourage development, in particular use of materials, that responds to the historic character of laneways and to minimise elements that adversely impact on that character.
- To ensure that reconstruction and repair of significant heritage bluestone kerb and channelling, bluestone laneways and significant concrete kerb and channel is carried out in a way that reflects as closely as possible the original appearance.

22.04-3

Policy

08/12/2011
C72

General

It is policy to:

- Encourage the restoration and reconstruction of heritage places (including the accurate reconstruction of original streetscape elements such as verandahs) in all areas, and in particular, in intact or substantially consistent streetscapes in the South Melbourne, Albert Park, Middle Park and St Kilda West Heritage Overlay areas (HO440, HO441, HO442, HO443, HO444, HO445 or HO446).
- Encourage the removal of alterations and additions that detract from the heritage significance of a heritage place.
- Encourage new development to be respectful of the scale, form, siting and setbacks of nearby significant and contributory buildings.
- Disregard the impact of buildings that are obviously atypical to the character of the streetscape when determining the appropriate mass and scale for new buildings or extensions or upper storey additions.
- Encourage a contextual design approach for additions and/or alterations to a heritage place or for new development. A contextual approach is where the alteration, addition or new development incorporates an interpretive design approach, derived through comprehensive

research and analysis. New development should sit comfortably and harmoniously integrate with the site and within the streetscape and not diminish, detract from or compete with the significance of the heritage place or streetscape character. This approach can include

- Contemporary architecture and innovative design which is an important part of the contextual approach because it adds to the existing diversity and layering of styles through time. This layering is a defining feature in a number of areas and is therefore an important component of Port Phillip's heritage.
- Accurate reproduction architecture may be employed in limited instances where detailed evidence, such as photographic evidence, exists for that alteration, addition or new development. This approach may be more appropriate in the South Melbourne, Albert Park, Middle Park and St Kilda West Heritage Overlay areas (HO440, HO441, HO442, HO443, HO444, HO445 or HO446), but may have limited application elsewhere.

Additions and/or Alterations to Heritage Places

It is policy that:

- Additions and alterations:
 - Do not change the original principal facade(s) or roof.
 - Are distinguishable from the original parts of the heritage place to be conserved, if a contemporary architectural approach is used.
 - Are based on research that can identify the elements, detailing and finishes originally employed.
 - Do not obscure or alter an element that contributes to the significance of the heritage place.
 - Maintain an existing vista or viewlines to the principal facade(s) of a heritage place.
- An upper storey addition is sited and massed behind the principal facade so that it preferably is not visible, particularly in intact or consistent streetscapes (see Performance Measure 1).

Performance Measure 1

Upper storey additions may meet the above policy for siting and massing if the following measures, as appropriate, are achieved:

- They are sited within an "envelope" created by projecting a sight line from 1.6 metres above ground level (this being the eye level of an adult person of average height) to the front parapet or gutter on the main façade and taken from a point where the footpath meets the property line directly opposite the site, where the property has a frontage to a narrow street (5 metres or less) or laneway (illustration 1), or
 - They are sited within an "envelope" created by projecting a line of 10 degrees from the height of the base of the front parapet or gutter line on the main façade and extending to the rear of the heritage place (illustration 2 or 3), or
 - In exceptional cases where the heritage place is located in a diverse streetscape and the design of the proposed addition is considered to be an appropriate contextual response, they are sited within an "envelope" created by projecting a line of up to 18 degrees from the height of the base of the front parapet or gutter line on the main façade of the heritage place.
-

Illustration 1

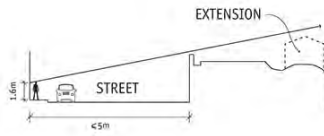


Illustration 2

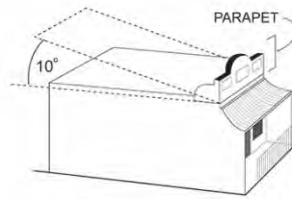
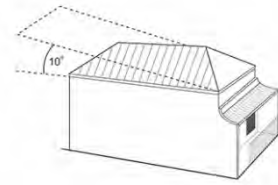


Illustration 3



- If visible from the front (principal) street, the roof of any addition is related to that of the heritage place in terms of form, pitch and materials.
- Where the property is located on a corner site, the upper storey addition is sited and massed so it is visually recessive from the front of the building, so that the scale of the heritage place is the dominant element in the front (principal) streetscape.
- In cases where the original heritage place has been altered, the previous alterations and additions are retained and conserved where they help to interpret the history of its development and they contribute to the significance of the heritage place.
- New openings in the principal facade(s) visible from the street are avoided, or if openings are visible, they are proportionally related to those of the heritage place.
- Walls, windows, roofs and fences are complementary to the heritage place in terms of materials, finishes, textures and paint colours and are appropriate to its architectural style.
- New development achieves environmentally sustainable outcomes, including upgrading existing fabric to reduce operational environmental impact of existing buildings, which is balanced with protecting the heritage significance of the site.

New Development in Heritage Overlay Areas

It is policy that:

- New development maintains and enhances an existing vista to the principal facade(s) of the heritage place, where a new development is adjacent to a heritage place (see Performance Measure 2).

Performance Measure 2

Buildings and works may meet the above policy for maintaining and enhancing an existing vista to the principal facade(s) of a heritage place if the following measures, as appropriate, are achieved:

- New development, with a significant or contributory heritage place on one adjacent site, has an equivalent frontage setback to the heritage place or a setback configuration that maintains a reasonable vista to the heritage place.
 - New development, with a significant or contributory heritage place on both adjacent sites with differing setbacks, has a setback no greater than the largest setback and no less than the smaller setback.
-
- New development generally reflects the prevailing streetscape scale and does not dominate the streetscape or public realm (see Performance Measure 3).

Performance Measure 3

Buildings and works may meet the above policy for building scale if the following measures, as appropriate, are achieved:

- If located in a street which has a consistent building scale and adjacent to a significant or contributory heritage place, the height of the building is no higher than the roof ridgeline of the highest adjacent heritage place when viewed from the street, but may include a higher component to the rear; or
 - If located in a street with a diverse building scale, and adjacent to a significant or contributory heritage place, the height of the new building is of a scale and mass that respects both the adjacent heritage place and the prevailing scale of the area.
-
- Front and side setbacks reflect those of the adjacent buildings and the streetscape, where this is an important element in the streetscape.
 - Roofs respond to any predominant roof form characteristic of the streetscape.
 - Door and window openings are complementary to the prevailing streetscape characteristics. Large expanses of glass or horizontal windows are generally avoided in principal front facades except where this is considered an appropriate design response.
 - If it is a major development site containing a significant or contributory heritage place that is to be retained, the new development respects the scale and setting of the heritage place whilst responding to the prevailing building scale of the heritage overlay area.
 - Visible wall elevations of the new building are articulated in a manner that is complementary to the streetscape through the use of different materials, massing and the inclusion of windows and doors where appropriate.
 - Materials, textures and finishes complement those evident in the streetscape.
 - Colour schemes complement the appearance and character of the streetscape.
 - Front fences are appropriate to the architectural style of the building.
 - For a contextual approach, front fencing interprets the prevailing character of fencing in the immediate environs and in particular responds to prevailing fence height, degree of transparency, form and materials.

Demolition

Where a permit is required for demolition of a significant or contributory building, it is policy to:

- Refuse the demolition of a significant building unless and only to the extent that:
 - the building is structurally unsound;
 - the replacement building and/or works displays design excellence which clearly and positively supports the ongoing heritage significance of the area.
- Refuse the demolition of a contributory building unless and only to the extent that:
 - the building is structurally unsound, and either
 - the replacement building and/or works displays design excellence which clearly and positively supports to the ongoing heritage significance of the area, or
 - in exceptional circumstances the streetscape is not considered intact or consistent in heritage terms.
- Require all applications for demolition of significant or contributory buildings to be accompanied by an application for new development.
- Allow the demolition of part of a heritage place if it will not affect the significance of the place and the proposed addition is sympathetic to the scale and form of the place.

Car Parking

It is policy to:

- Discourage new vehicle crossovers in the front of a property with a narrow street frontage or in streets with few or no crossovers.
- Encourage new on-site car spaces to be located at the rear of the property or in a side setback area.
- Encourage carports, garages and outbuildings, if visible from the main street frontage, to have wall openings, roof forms and materials that complement the main building and the streetscape.

Laneways, Kerbs and Channels

It is policy that:

- Reconstruction of existing bluestone kerb and channelling occurs only when it is at the end of its useful life.
- Where an upper floor is proposed, it is incorporated into the roof space or stepped back from the laneway to reduce its bulk.
- There is zero setback from the laneway frontage (e.g. buildings / fences are built on the boundary line abutting the laneway).
- External materials are limited to those utilitarian materials common in the early periods of development, typically red face brickwork for walls.

Street Furniture

It is policy that:

- Street furniture, including seats, litter bins, bicycle rails and drinking fountains, are designed and sited to ensure that they are not obtrusive in the streetscape, do not adversely affect the heritage significance of an area, and do not obstruct the views to a heritage place.

22.04-4

27/06/2011
C62

Application Requirements

It is policy to require all applications for development to be accompanied by:

A written report that explains:

- The design approach adopted and the reason why.
- How the proposed building and/or works will clearly and positively support the ongoing significance of the heritage place and promote design excellence.
- In the case of any proposed demolition:
- Why the building is considered to be structurally unsound with supporting information to Council's satisfaction.
- How the replacement building and/or works clearly and positively support the significance of the heritage place.
- In the case of any proposed addition/alteration, how the proposal is respectful to the scale, massing and form of the significant or contributory heritage place.
- In the case of new development, how the proposal will complement existing heritage characteristics and be respectful of and respond to the prevailing scale, form, siting and setbacks of existing significant or contributory heritage places in the vicinity.
- Whether the addition and /or alteration or new development has met the performance measure 1, 2 or 3, where relevant, and in the cases where these performance measures have not been met, how the proposal achieves the relevant policy.

Plans showing the following:

- Fully scaled and dimensioned elevations and floor plans.
- Where facade restoration forms part of the proposal, plans must be prepared at a 1:20 scale.
- Where demolition forms part of the proposal, demolition plans and elevations showing the extent of all buildings, fences, etc to be demolished.
- A three dimensional building envelope that shows the potential new building volume if all the opportunities and constraints have been considered.
- Fully scaled and dimensioned site plan showing existing and proposed circumstances including outbuildings, fences, significant vegetation, car parking, new cross overs, on-site parking space locations and any other noteworthy features.
- A photo montage of the streetscape.
- A streetscape elevation which shows the existing streetscape and how the proposal sits within the streetscape.
- Information which shows the form of the proposal from oblique views from neighbouring streetscapes where any part of the proposal will be visible.
- A landscape plan.

22.04-5

27/06/2011
C62

Definitions

Heritage place is a place that has identified heritage value and could include a site, area, building, group of buildings, structure, archaeological site, tree, garden, geological formation, fossil site, habitat or other place of natural or cultural significance and its associated land.

Significant heritage places include buildings and surrounds that are individually important places of either State, regional or local heritage significance and are places that together within an identified area, are part of the significance of a Heritage Overlay. These places are included in a Heritage Overlay either as an area or as an individually listed heritage place and are coloured “red” on the City of Port Phillip Heritage Policy Map in the Port Phillip Heritage Review, Volume 1-6.

Contributory heritage places include buildings and surrounds that are representative heritage places of local significance which contribute to the significance of the Heritage Overlay area. They may have been considerably altered but have the potential to be conserved. They are included in a Heritage Overlay and are coloured “green” on the City of Port Phillip Heritage Policy Map, in the Port Phillip Heritage Review, Volume 1-6.

Non-contributory properties are buildings that are neither significant nor contributory. They are included in a Heritage Overlay and have no colour on the City of Port Phillip Heritage Policy Map in the Port Phillip Heritage Review, Volume 1-6. However any new development on these sites may impact on the significance of the Heritage Overlay, and should therefore consider the heritage characteristics of any adjoining heritage place and the streetscape as covered in this policy.

22.04-6

Incorporated Document

30/04/2020 --/--
G488portProposed C174port

Port Phillip Heritage Review – Volumes 1 – 6 (~~Version 30, January~~ Adoption Version, June 2020) (includes the City of Port Phillip Heritage Policy Map and the City of Port Phillip Neighbourhood Character Policy Map).



22.04-7

Reference Documents

48/10/2018 --/--
G422Proposed C174port

Port Phillip Design Manual, 2000 including:

- Fishermans Bend Guidelines (Updated 2010)
- Garden City Guidelines (Updated 2010)



PORT PHILLIP PLANNING SCHEME

- Dunstan Estate Guidelines (2007)

- Heritage Kerbs, Channels and Laneways Guideline (2006)

Review of Heritage Overlay 3, Heritage Alliance (2009) & Built Heritage (2010).

Review of Heritage Overlay 1 Port Melbourne – Outcomes and Recommendations (Lovell Chen, July 2011)

Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review – Summary Report (Lovell Chen, December 2012)

Fishermans Bend Heritage Study (Biosis Pty Ltd, 2013)

Fishermans Bend additional heritage place assessments (Biosis Pty Ltd, 2015)

Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review – Summary Report (Lovell Chen, December 2012)

Heritage Appraisal: 16-20A & 44 Wellington Street, St Kilda (Lovell Chen, May 2015)

Heritage Review – Wellington Street, St Kilda (Lovell Chen (Revised) March 2017)

[Tiuna Grove Heritage Assessment \(Barrett, 2019\)](#)



~~31/04/2019~~
~~G157port~~ Proposed C174port

SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY

1.0 Application requirements

18/10/2018
C122

None specified.

2.0 Heritage places

~~30/04/2020~~
~~G188port~~ Proposed C174port

The requirements of this overlay apply to both the heritage place and its associated land.



| PS map ref | Heritage place | External paint controls apply? | Internal alteration controls apply? | Tree controls apply? | Outbuildings or fences not exempt under Clause 43.01-4 | Included on the Victorian Heritage Register under the Heritage Act 2017? | Prohibited uses permitted? | Aboriginal heritage place? |
|------------|---|--------------------------------|-------------------------------------|--|--|--|----------------------------|----------------------------|
| HO1 | <i>Port Melbourne</i> Area generally bound by Clark Street to the north, Ingles and Boundary Streets to the east, Pickles Street to the south and Graham Street to the west | Yes | No | Yes – but limited to the Port Melbourne Light Rail Reserve, area zoned PPRZ. | No | No | No | No |
| HO2 | <i>The Garden City Housing Estates</i> Port Melbourne | Yes | No | No | No | No | No | No |
| HO4 | <i>City Rd Industrial Area</i> South Melbourne | Yes | No | No | No | No | No | No |
| HO5 | <i>St Kilda Hill</i> Area generally bound by Fitzroy St to the North, Barkly St to the east, Carlisle St to the south and Port Phillip Bay to the west | Yes | No | No | No | No | No | No |
| HO6 | <i>St Kilda East</i> Area generally bound by Wellington Rd and Dandenong Rd to the north, varying degrees of Alma Rd to the south, St Kilda Rd to the east and Orrong Rd to the west | Yes | No | No | No | No | No | No |

PORT PHILLIP PLANNING SCHEME

| PS map ref | Heritage place | External paint controls apply? | Internal alteration controls apply? | Tree controls apply? | Outbuildings or fences not exempt under Clause 43.01-4 | Included on the Victorian Heritage Register under the Heritage Act 2017? | Prohibited uses permitted? | Aboriginal heritage place? |
|--|---|--------------------------------|-------------------------------------|----------------------|--|--|----------------------------|----------------------------|
| HO7 | <i>St Kilda, Elwood, Balaclava, Ripponlea</i> Area generally bound by Carlisle St to the north, Glenhuntly Rd to the south, Hotham St to the east and Mitford St and Broadway to the west | Yes | No | No | No | No | No | No |
| HO7 Interim Control Expiry date: 01/04/2021 | <i>St Kilda, Elwood, Balaclava, Ripponlea Precinct Extension</i> 41-57 Dickens Street, 1-3 Ruskin Street, 1 Addison Street, 49-51 and 59-61 Mitford Street, Elwood | Yes | No | No | No | No | No | No |
| HO8 | <i>Elwood-GlenhuntlyGlen Huntly Rd, Ormond Rd</i> Area generally comprising Glenhuntly Glen Huntly Rd as the east-west spine, extending north just beyond Shelley St between Marine Parade and the Elwood Canal, and south generally between Ormond Rd and Ormond Esplanade | Yes | No | No | No | No | No | No |
| HO8 Interim Control Expiry date: 30/06/2020 | Elwood-Glenhuntly Rd, Ormond Rd 3, 5, 7 and 15 Tiuna Grove, Elwood | Yes | No | No | No | No | No | No |
| HO318 | <i>Brighton Rd (Elwood)</i> Brighton Rd, Burns St, Glenhuntly Rd, Heaton St | Yes | No | No | No | No | No | No |
| HO316 | Carlisle St (East Carlisle St, Hawsleigh Ave | Yes | No | No | No | No | No | No |
| HO30 | <i>Emerald Hill Estate</i> | - | - | - | - | Yes Ref No H1136 | Yes | No |

20/12/2018 --/---
 6459port Proposed C174port

SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

1.0

Incorporated documents

30/04/2020 --/---
 6488port Proposed C174port

| Name of document | Introduced by: |
|---|------------------------------|
| 10, 11, 12 / 339 Williamstown Road, Port Melbourne, Transitional Arrangements, January 2017 | C136 |
| 114-124 Albert Road, South Melbourne | NPS1 |
| 12 Acland Street, St Kilda | NPS1 |
| 12B Chapel Street, St Kilda, September 2013 | C96 |
| 1-29 Albert Road, South Melbourne | NPS1 |
| 132-134 Bank Street and 223-227 Moray Street, South Melbourne | NPS1 |
| 14-16 The Esplanade, St Kilda | NPS1 |
| 167 Fitzroy Street, St Kilda | NPS1 |
| 29 Fitzroy Street, St Kilda | NPS1 |
| 315-317 Beaconsfield Parade and 109-111 Park Street, St Kilda | NPS1 |
| 360-370 St Kilda Road, Melbourne, Revised November 2001 | C33 |
| 400 - 430 City Road, Southbank, December 2010 | C85 |
| 400-410 City Road, 2-48 Cecil Street and 127-135 Whiteman Street, South Melbourne | NPS1 |
| 414-416 and 418 St Kilda Road, Melbourne | NPS1 |
| 582-584 St Kilda Road, Melbourne | NPS1 |
| 89 Fitzroy Street, St Kilda | NPS1 |
| Acland Courtyard Development Plan | NPS1 |
| Acland Street Upgrade Project Incorporated Document, December 2015 | C124 |
| Albert Park Master Plan | NPS1 |
| Beacon Cove Development, Port Melbourne (revised) 2013 (including Beacon Cove Concept Plan No.1, Beacon Cove Precinct Plan No. 1, Beacon Cove Residential Component Guidelines No.1 and Plan named Beacon Cove Port Melbourne showing areas subject to an environmental audit) | C104 |
| Becton, Port Melbourne Development Concept Plan and Building Envelope Plan | NPS1 |
| City of Port Phillip Heritage Policy Map (Version 30, January Adoption Version, June 2020) (Part of Port Phillip Heritage Review) | C188port C174port |
| City of Port Phillip Neighbourhood Character Map (Version 30, January Adoption Version, June 2020) (Part of Port Phillip Heritage Review) | C188port C174port |
| Hospital Emergency Medical Services - Helicopter Flight Path Protection Areas Incorporated Document, June 2017 | GC49 |
| Incorporated Plan - Sea Wall and Promenade - September 2008 | C70 |
| Luna Park | NPS1 |
| M1 Redevelopment Project, October 2006 | C58 |
| Major Promotion Signs – Permit Provisions December 2008 | C100 |

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| Name of document | Introduced by: |
|---|------------------------------|
| Melbourne CityLink Project – Advertising Sign Locations, November 2003 | VC20 |
| Melbourne Convention Centre Development, Southbank and North Wharf redevelopment, Docklands, April 2006, Amended May 2016 | GC44 |
| Melbourne Metro Rail Project Incorporated Document, May 2018 | GC82 |
| Melbourne Metro Rail Project – Infrastructure Protection Areas Incorporated Document, May 2016 | GC67 |
| Melbourne Sports & Aquatic Centre, Albert Park | NPS1 |
| Montague Community Park and associated Streetscape Works, August 2017 | C135 |
| Part 61 Bertie Street, Port Melbourne, November 2001 | C33 |
| Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works) July 1999 | C13 |
| Port Phillip Heritage Review - Volumes 1-6 (Version 30, January Adoption Version, June 2020) | C188port C174port |
| Prince Apartments Stage 2 Development Plans – 29 Fitzroy Street, St Kilda (December 2013) | C94 |
| Shrine of Remembrance Vista Controls, April 2014 | C140 |
| St Kilda Foreshore Urban Design Framework, 2002 | C36 |
| St Kilda Seabaths | NPS1 |
| St Kilda Station Redevelopment plans prepared by Billard Leece Partnership dated July 1999 | C9 |
| State Sports Facilities Project Albert Park, September 2009 (amended May 2012) | C120 |
| Stokehouse – 30 Jacka Boulevard, St Kilda, July 2014 | C110 |
| Tramway Infrastructure Upgrades Incorporated Document, May 2017 | GC68 |
| Victorian Cricket and Community Centre, St Kilda Cricket Ground, May 2016 | C119 |
| Victorian Pride Centre Incorporated Document, September 2018 | C149port |
| West Beach Pavilion Precinct Incorporated Plan, 2004 | C36 |



Port Phillip Heritage Review

Volume I – ~~Version 30~~ Adoption Version

~~January~~ June 2020



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Prepared for the City of Port Phillip by Andrew Ward, Architectural Historian

1. Introduction

1.1 Port Phillip Heritage Review¹

The initial Review of the cultural heritage of the City of Port Phillip was commissioned in October, 1996. The consultant team was lead by Andrew Ward, architectural historian and supported by Francine Gilfedder, horticulturalist and garden historian. Data base management and map generation was undertaken by Ian Perry of Big Picture Software Pty. Ltd. and research assistance was provided by Jenny Dalrymple of Andrew Ward's office. The project was directed by Jim Holdsworth, manager, Urban Design and Strategic Planning at the City of Port Phillip and he was assisted during the early stages of the Study by Peter Boyle, architect, as project officer.

The project was undertaken simultaneously with the City of Port Phillip Urban Character Study and a joint project steering committee was established to give support to the consultant teams. The membership of the committee was as follows:

- Councillor Dick Gross (chair),
- Councillor Pat Browne,
- Councillor Liz Johnstone
- Jim Holdsworth, manager Urban Design and Strategic Planning,
- David Spokes, general manager, Community Planning,
- Steve Dunn, manager Business and Industry,
- Geoff Austin, Department of Infrastructure,
- Dale Wardlaw, Department of Infrastructure,
- Kim Dovey, University of Melbourne,
- Lyn Harrison, community representative,
- Adair Bunnnett, community representative,
- Andrew Heslop, community representative, and
- David Brand, community representative.

The support of the members of this committee throughout the course of the Study is acknowledged with thanks, their knowledge of the Municipality, their expertise and commitment to the task being highly valued.

¹ The Port Phillip Heritage Review (Version 2) was gazetted as a part of Amendment C5 to the Port Phillip Planning Scheme in December 2000.

The City of Port Phillip, having been formed by the amalgamation of the Cities of Port Melbourne, South Melbourne and St. Kilda, had inherited several urban conservation studies. They had been prepared at different times, commencing in 1975 and using different criteria for the evaluation of the significance of places. Furthermore, the municipal boundaries represented discontinuities in the identified urban conservation areas, placing the integrity of the new City's conservation strategy at risk. The studies were as follows:

- Yuncken Freeman Ashton Wilson: South Melbourne Conservation Study (1975),
- Jacobs Lewis Vines: Port Melbourne Conservation Study (1979),
- Allom Lovell Sanderson Pty. Ltd.: South Melbourne Conservation Study (1987),
- Nigel Lewis and Associates: St. Kilda Conservation Study Area 1 (1982),
- David Bick: St. Kilda Conservation Study Area 2 (1985),
- Robert Peck von Hartel Trethowan with Henshall Hansen Associates: City of St. Kilda Twentieth Century Architectural Study (1992), and
- Allom Lovell and Associates: Port Melbourne Conservation Study Review (1995).

1.2 Updating the Port Phillip Heritage Review

Since the gazettal of the original Port Phillip Heritage Review in 2000, additional assessments of places and areas of heritage significance have been completed. The following heritage studies were commissioned:

- Graeme Butler and Associates: *Swallow Street (2004)*
- Heritage Alliance: *East St Kilda Heritage Study (2004)*
- Heritage Alliance: *Elwood Heritage Review (2005)*
- Heritage Alliance: *Nightingale Street Heritage Study (2008)*
- Heritage Alliance & Built Heritage: *Review of Heritage Overlay 3 (2009 / 2010)*
- Lovell Chen: *Review of Heritage Overlay 1 (2011)*.
- Lovell Chen: *Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review (2012)*
- Peter Andrew Barrett: *Tiuna Grove, Elwood (2019)*
- RBA Architects and Conservation Consultants: *Fishermans Bend Heritage Review: Montague Commercial Precinct (2019)*
- David Helms Heritage Planning: *Port Phillip Heritage Review Update (2019)*

The resultant findings have been included in the Port Phillip Heritage Review through the Planning Scheme Amendment process.²

The assessment framework used in each of the above heritage assessments is based upon the framework developed by Andrew Ward as outlined in the following chapters.

² The Port Phillip Heritage Review is an incorporated document in the Port Phillip Planning Scheme. Planning Scheme Amendments C24, C29, C32, C46, C52, C54, C70, C72, C74, C89 and C103 enabled new information on heritage places and heritage areas within the municipality to be included in the Port Phillip Heritage Review.

2. Brief

The project brief was designed to address the inconsistencies inherent in the previous studies when viewed together. The objectives were stated in the brief as follows:

- *“to provide a consistent approach to building grading and the recording of building significance across the municipality, for all architectural/historical periods including the twentieth century;*
- *to identify and fill gaps in building records, e.g., to ensure that significant 20th century buildings across the municipality are identified;*
- *to ensure that building gradings are updated, e.g., some buildings have been demolished;*
- *to identify historically significant streetscapes, other public spaces, parks or elements within them worthy of protection;*
- *to provide the strategic basis for any future statutory heritage controls in the Planning Scheme using the new Heritage Place Control.”*

The project tasks were to:

- Review the building gradings and assessments from the earlier studies.
- Assess 20th century buildings across the whole of the municipality to complement the work previously undertaken in the former City of St. Kilda.
- Investigate and complete building identification forms and citations for the commercial and industrial areas of Port Melbourne that were not included in the 1995 review.
- Review the Port Melbourne recommendations for area controls based on the new Model Heritage Place control.
- Prepare plans identifying the location of all graded buildings and existing and proposed urban conservation area boundaries.
- List those buildings recommended for inclusion in the Register of the National Estate and the Victorian Historic Buildings Register.
- Identify and assess the public spaces and parks within the City of Port Phillip and their contents including significant trees, monuments and sculptures.

3. Study Method

3.1 Thematic Environmental History

A working paper was prepared (no.1) summarising the findings of the environmental histories prepared by earlier consultants so as to establish an historical context for the forthcoming field work. It was, however, agreed at an early stage, that the Review should be founded in a new thematic history of the whole of the Municipality using the trial framework of themes contained in the report entitled “Principal Australian Historic Themes: A Guide for heritage agencies” (draft), being a document prepared under the Australian Heritage Commission’s National Heritage Co-ordination Strategy. This work was carried out and constitutes section 4 of the Report. The work previously undertaken by the consultants in the reports noted above was used as a source of information in the thematic history which also drew on available published histories of the former Cities of Port Melbourne, South Melbourne and St. Kilda. This work was undertaken by Andrew Ward.

3.2 Field Survey

The Thematic Environmental History provided a basis for the identification and evaluation of the significance of places in the field. The criteria for the assessment of cultural heritage significance adopted by the Australian Heritage Commission in April, 1990 were used in conjunction with the history and the field inspections to provide preliminary assessments of significance for all properties in the Municipality. A working paper (no.4) was prepared to explain how these criteria would be applied and used in the generation of computerised maps. These maps recorded information according to a system of ranking which can be explained in the following terms:

Levels of importance were simplified along traditional lines, assigning the letter A to places considered to be of national importance, B to those of regional importance and C to those of local importance. These levels of importance had implications for the introduction or confirmation of existing statutory control provisions in the Planning Scheme. Where a place was considered to have lesser importance than level C, it was ranked D, meaning that it was likely to be substantially intact but merely representative of an era. Places of lesser cultural value were ranked E, usually implying that the place had been defaced, but not irretrievably, or that it was aesthetically undistinguished. Finally, a place was ranked F if it was considered to have been important in the past but as a result of intervention now so compromised that it was likely to be of interest only. Places having for planning purposes no cultural value were ranked N.

It is important to note when interpreting the maps produced in this way that they represent a “picture” of the Municipality that is in many instances based upon imperfect data. A quick visual inspection of the exterior of a building, after all, cannot be said to constitute a thorough appraisal. By the same token, however, if a data sheet has been prepared for a place, then the recommendations arising from the review of this data sheet have been incorporated in the maps and may therefore be counted as a firm basis for future planning decisions. The maps are therefore of greatest value for their capacity to graphically present an overview of the Municipality, not only in terms of its evolution but also in terms of the cultural value of neighbourhoods. They have been used to assist the consultant to identify potential heritage overlay areas.

The maps themselves used a digital base supplied to Council by the State Government. One of the layers of this base consists of a series of polygons representing the boundaries of properties. The mapping software allows data fields to be attached to each property with the result that the map becomes a front end to a data base table. Data generated during this Review, however, was included on the map by adding a separate data base table, linked to the map table by a unique identifying

number. In this way, one can work on the data in the heritage table independently of the map. In its final form, the Review consists of data sheets for individual places linked to the map by the appropriate identifying numbers. The mapping software was Mapinfo, having the capability of linking with Microsoft Access⁹⁷ for the storage of linked data.

3.3 Heritage Overlay Areas

These areas were identified using the maps in conjunction with the work of the previous consultants. Further inspection was then undertaken in the field to verify this Consultant's findings. There are important changes between the work of the earlier consultants and this Review that can be accounted for in the following ways:

- in some instances, places have been altered since the earlier surveys. In extreme circumstances, contributory buildings have been demolished. This was, not surprisingly, most evident in the areas that had not been protected by planning scheme control.
- given the new planning scheme provisions and more particularly the urban character provisions, it was determined that heritage controls should only apply to those areas where the fabric of the place was considered to be so important that it should not be demolished. In other words, the areas of lesser cultural value could not unreasonably be managed by the urban character provisions of the Scheme. It is for this reason that the proposed heritage overlay areas have been drawn with precision and form highly irregular patterns. Their focus, after all, is on the conservation of fabric as well as character. It is argued in this Review that discrete areas, bounded more or less neatly by streets and natural boundaries are best managed by the urban character controls with heritage overlay controls applying only to those areas within the urban character areas where demolition control is required. It is partly as a consequence, therefore, of the new planning provisions, that the approach to the identification of the heritage overlay areas has changed.
- finally, and as a consequence of the computerised mapping process, changes were made on the basis of data that had been prepared consistently over the whole of the Municipality, irrespective of past municipal boundaries. Consistency carries with it the fact that comparative evaluations were made for places in this Review over a much larger area than had previously been subject to consideration. In other words, some areas, which when assessed in terms of the former municipal boundaries, were arguably the most important of their respective types, were of much lesser importance when assessed comparatively over the wider municipality of Port Phillip.

Once identified, the areas were documented in terms of their present circumstances and the elements which give them distinction. Their history was then summarised and their position in the thematic framework identified prior to preparing statements of significance with consequent recommendations.

3.4 Data Sheets

Data sheets have been prepared for several additional places previously undocumented. They include the heritage overlay areas themselves, individually significant places situated outside of the areas and a number of additional places. A standard format has been used that is similar to the heritage overlay area data sheets. Big Picture Software Pty. Ltd. was engaged during the course of the Study period to prepare a data base incorporating the data sheets for the individual places undertaken as a part of this Study as well as the work of all previous consultants. The findings of the past consultants have been reviewed as a part of this Study using the same criteria, thereby introducing consistency to the assessments. This data base forms an additional four volumes of this report.

3.5 Schedule to the Heritage Overlay Table

This schedule was prepared using the assessments arising from the field survey and checking them wherever possible against the assessments of the earlier consultants. It includes the identified heritage overlay areas and all places of individual significance outside of those areas. Within the areas, only those places considered to be of regional or state importance have been listed. It follows that there are many places of individual significance at the local level within the identified heritage overlay areas that have not been separately listed.

Generally speaking, paint colour scheme controls have been proposed only in the retail streets of the heritage overlay areas. These controls are not proposed in the residential areas except where a place is individually listed. Interior controls for individually listed places have only been proposed where elements of the interior of a place are known to contribute to its significance in an important way. This may be on account of their architectural or aesthetic value or simply because a building of a certain type is expected to have rooms of a certain type, the absence of defacement of which would impact on its significance. By way of example, a post office would be expected to have a public space; a railway station, waiting rooms, and so on. Planning decisions impacting on the significance of the building should respect the integrity of these spaces, irrespective of their aesthetic values.

4. Recommendations

It is recommended that the findings of the Port Phillip Heritage Review Version 3, February 2005 be adopted by Council for application in the following ways:

4.1 Port Phillip Heritage Review

List the Heritage Review document as an Incorporated Document in Clause 81 of the Port Phillip Planning Scheme. This will have the effect of incorporating the Statements of Significance for the 8 heritage areas and the citations for individually significant heritage buildings into the Planning Scheme.

4.2 Heritage Place

(including heritage overlay areas and individually significant heritage buildings, structures, gardens and trees)

Inclusion of the recommendations of the Heritage Review in the schedule and maps to Clause 43.01 of the Port Phillip Planning Scheme. This would include the nominated heritage areas and the list of individual heritage places that have been identified and substantiated.

Organisation of all preliminary heritage gradings into the following categories:

- all places given a preliminary grading of A, B, C or D within a Heritage Overlay or A, B or C outside a Heritage Overlay should be collectively termed “Significant Heritage Places” and
- all places given a preliminary grading of E or F inside a Heritage Overlay or D, E or F outside a Heritage Overlay should be collectively termed “Contributory Heritage Places”,

for the purpose of developing policy and administering the recommendations of the Heritage Review.

A map identifying significant, contributory and non-contributory buildings in Heritage Overlays is provided as a Heritage Policy map to assist the Council in interpreting how to apply Clause 22.04 ‘Port Phillip Heritage Policy’ of the Port Phillip Planning Scheme. A Neighbourhood Character Policy Map is provided which identifies contributory buildings outside the Heritage Overlays.

Where a permit is required for demolition of a significant or contributory building, it should be policy to:

- Require all applications of significant or contributory buildings to be accompanied by an application for new development.
- Allow the demolition of part of a heritage place if it will not affect the significance of the place and the proposed addition is sympathetic to the scale and form of the place.
- Not support the demolition of a significant building unless and only to the extent that;
 - The building is structurally unsound or cannot be feasibly reused.
 - The replacement building and / or works displays design excellence which clearly and positively supports the ongoing heritage significance of the area.
- Not support the demolition of a contributory building unless and only to the extent that:
 - The buildings is structurally unsound or cannot be feasibly reused, and either
 - The replacement building and / or works displays design excellence which clearly and positively supports to the ongoing heritage significance of the area, or

- In exceptional circumstances the streetscape is not considered intact or consistent in heritage terms.
-

4.3 Conservation Principles and Guidelines

Integration of conservation principles and guidelines into the Port Phillip Heritage Policy, at Clause 22.04 of the Port Phillip Planning Scheme and the Port Phillip Design Manual, Version 3 August 2000, which will be a referenced document in the Port Phillip Planning Scheme.

4.4 Heritage Register Nominations

Nominate all 'A' graded heritage places (that have not previously been nominated) for inclusion by Heritage Victoria on the Victorian Heritage Register.

6.12 Elwood:Glen_hHuntly and Ormond Roads - HO8

Existing Designations:

| | |
|----------------------------|-----|
| Heritage Council Register: | nil |
| National Estate Register: | nil |
| National Trust Register: | nil |

6.12.1 Description

This Area has Glen_hHuntly Road as its east-west spine. It extends to the north just beyond Shelley Street between Marine Parade and the Elwood Canal and to the south-east generally between Ormond Road and Ormond Esplanade as far as Vautier Street. The foreshore reserve at Point Ormond is also included. The Area occupies the southern end of Elwood.

The Point Ormond reserve includes the sites of Victoria’s first quarantine station and the former Point Ormond tram terminus, still defined by the palm trees planted on its north side. The Robinson Gardens adjoin the Point Ormond reserve. The plantings suggest that this reserve was laid out during the 1920’s, the Phoenix canariensis and Tamarisk trees being mature.

To the north of Glen_hHuntly Road, the Area is occupied predominantly by inter-war houses and apartments with a number of post war buildings and a small number of Federation period houses near Glen_Huntly Road. Amongst the most architecturally distinguished inter-war apartments are “The Desboro” at 61 Shelley Street, facing “Shelley Court” at no.59, across Addison Street. Comparable buildings in Shelley Street include “St. Catien” at no.28 and “Valona” at no.14 on the Goldsmith Street corner. There is a recognisable development pattern wherein the most ostentatious complexes are located on the corner blocks. “The Wandsworth” at the corner of Glen_hHuntly Road and Addison Street and the flats at the Barkly Street corner are no exception. Street trees are of special note in this area, mature Planes forming canopies over many of the streets with the exception of a part of Shelley Street which has mature *Metrosideros excelsa* trees.

South of Glen_Huntly Road a small number of Italianate houses including “Tiuna” (1884) and “Elwood House” (1850’s) bear testimony to the development of isolated marine villas here last century. There are several Federation period villas recalling the Area’s closer subdivision following the opening of the electric tramway in 1906 and many inter-war houses and apartments. Considerable post-war redevelopment has also taken place, the number of newer buildings helping to define the boundaries of the Area. The Ormond Esplanade is made up principally of inter-war apartment blocks with new complexes under construction at the time of the survey.

There are two small shopping centres associated with the Area; the first at the Glen_hHuntly Road/Broadway intersection and the second in Ormond Road between Beach Avenue and Pine Avenue. The former is centrally situated within the Area whilst the second is located approximately one street block further east. The Glen_Huntly Road centre is noteworthy on account of the manner in which the roads intersect and the resultant prominence given to the buildings overlooking the space thus created. The key buildings are “The Alderley” (1920) with its twin oriel towers, the Post Office, the former State Savings Bank (1922) and the St. Columbas Church (1929) group. Collectively, they set the character of the place as an inter-war centre of civic distinction: in spite of the loss of both the Point Ormond and Brighton Beach tramways which crossed at this intersection until 1959. There are, however, some former M&MTB metal tramway poles to recall the existence of the Point Ormond line.

The smaller centre on Ormond Road has been only partially included in the Area, the reason being that although the majority of south side buildings survive, they are mostly of low aesthetic value and have invariably been compromised by the replacement of their original shop fronts. On the north

side, however, the former “Broadway” theatre is an interesting inter-war public building associated with some shops of architectural value.

6.12.2 History

Land to the south of Glen [H](#)untly Road was initially subdivided during the 1850’s and later again in the 1880’s. “Elwood House” located at what is now nos. 30 and 30A Vautier Street was completed in 1855, and is the oldest in the Area. Its construction reflects on the nature of contemporary development in St. Kilda and the expectation that such building would also occur in Elwood. “Elwood House”, however, remained exceptional and was converted into a single house in the 1870’s, into flats in 1917/18, and back to two terrace houses in 1978. The villa “Tiuna”, a private residence situated at 8 Tiuna Grove, was built in 1884. It recalls a subsequent phase in the growth of the Area as a fashionable address for “marine villas” and illustrates the nature of land use in this part of Elwood during the nineteenth century. Substantial houses, mostly set in large grounds and orientated towards the sea were characteristic. Nevertheless, not many were built and the intensive development of the first half of this century saw them invariably demolished. Henry V. Duigan, the barrister, built “Tiuna” and lived there until the 1890’s, his widow Marian remaining there in the twentieth century.

The land bounded by Ormond Road, Glen [H](#)untly Road and St. Kilda Street was subdivided into 173 “villa sites” known not surprisingly as the “Sea Side Estate” and auctioned off as early as 15.11.1884. At that time there was a general store at the Ormond Road/ Docker Street (then South Elwood Street) intersection. It was the only indication that this section of Ormond Road might at a future date be suitable for commercial development. Yan Yean water was available. To the north was the Elwood swamp. By 1905 the entire area had been drained and the Elwood Canal formed²²⁰. Land sales continued from the 1900’s to the late 1920’s, as Elwood became a popular bayside residential precinct. Broadway was the principle road in the Elwood swamp subdivision, hence its width. An electric tramway operated by the Victorian Railways Department ran down the Broadway and Ormond Road to Brighton Beach from 1906. Its construction led to the earliest phase in the suburban development of the Area along with the formation of shopping centres along its route during the inter-war period. On 4.6.1915 the Melbourne and Metropolitan Tramways Board introduced its Point Ormond tramway service along Glen [H](#)untly Road, commencing at the Elsternwick railway station and terminating in the foreshore reserve at Point Ormond. Here, a restaurant offering patrons fine views of the Bay met the needs of tramway patrons and motorists at least until the cessation of tramway services in on 22.10.1960²²¹

The intersection of the Broadway with Glen [H](#)untly and Ormond Roads became known as Elwood Junction from the time of the opening of the Point Ormond tramway. It remains at the heart of Elwood and provided the shopping and community facilities for the recently subdivided lands. “The Alderley”, built in 1920-21 at the corner of Glen [H](#)untly and Ormond Roads has been a local landmark and meeting place since that time. The design by Nahum Barnet for a Mr. Bailey, is rather conservative for its time, but stands today as a distinctive building at the intersection, having its shopfronts almost totally intact. When it was under construction, the “Elwood Motor Garage” operated by Mrs. McShanag was already in operation²²². By 1930 it had closed. The State Savings Bank building, erected in 1922 at no. 6 Ormond Road, was one of the finest examples of the Bank’s work of the period and is a key element in the Elwood Junction shopping centre precinct. Banks built during the First World War and into the 1920’s are usually in a heavy banded Classicism style and this building epitomises the work of one of its two leading exponents, architects Sydney Smith, Ogg and Serpell²²³. The Elwood Post Office, built around 1925, is another of the key corner buildings of

²²⁰ Longmire, A., *St. Kilda: The Show Must Go On: The History of St. Kilda*, (vol. 3; Melbourne: Hudson, 1989), p. x.

²²¹ ¹³⁴ It was in existence when the tramway closed.

²²² 1920 Sands and McDougall Directory.

²²³ Bick, Op. Cit., p. 221.

the Elwood Junction precinct, and is representative of the Commonwealth Government's work of the period.

By 1930, the number of businesses in the vicinity of Elwood Junction had grown to 19 and included a dentist, cigarette manufacturer, and the "Maison de Luxe Dance Palais"²²⁴.

Another of the landmarks of the Elwood Junction centre, and indeed of Elwood is St. Columba's Catholic Church, built in 1929. Its tower can be seen from many parts of the suburb. A number of Roman Catholic churches of similar scale and varied detailing were erected around this time and this building is one of the finest examples²²⁵. A school was already on the site and it was enlarged when the hall was added in 1937. Augustus Fritsch (1866-1933) was the architect and Reverend M.F. McKenna was the first incumbent. St. Bede's Church of England, situated on the corner of Ormond Road and Byrne Avenue is the oldest church in Elwood, having being built in 1916²²⁶. It was intended to serve as the church hall for a larger church at the Tiuna Grove corner. The architects were North and Williams, and the builder was James Brown.

By, 1910, there were no shops on Ormond Road between Beach Avenue and Pine Avenue. A chemist shop was opened at no. 90 (south side) in 1913 and a shop and residence followed at no. 121 in 1915. The original occupants were grocers and the building was designed by the architect W.H. Smith. By 1920 the number of shops completed or under construction had grown to 9, including a dentist and a knitter. Later that year two shops at nos. 157 and 159, designed by the engineer John Marshall, were erected in mass concrete. By 1930 the number of shops on the north side had increased to 29 and included an ironmonger, a motor garage, police station, library and the "Broadway Theatre" (1919, façade: 1933).

Whilst the early buildings of Elwood were houses, intense growth during the 1920's and 1930's saw a dramatic increase in the number of blocks of flats being built. "Windemere" (1936) at 49 Broadway, "Shelley Court", "The Desboro" and "Rochelle" in Shelley Street were all representative of this important period. It marked the final phase in the development of the Area and has since been overlaid with post war reconstruction especially concentrated near the shore line where pressures for change have most recently been the greatest.

6.12.3 References

1. Bick, D., St. Kilda Conservation Study (Area two): Individual Elements and Conservation Areas, (vol. 1; [unpublished], 1984).
2. Longmire, A., St. Kilda: The Show Must Go On: The History of St. Kilda, (vol. 3; Melbourne: Hudson, 1989).
3. Sands and McDougall Directories.

6.12.4 Thematic Context

- Building settlements, towns and cities:
- Planning urban settlement
- Making suburbs
- Supplying urban services (transport)

²²⁴ 1930 Sands and McDougall Directory.

²²⁵ Bick, D., *Op. Cit.*, p. 181.

²²⁶ The schoolroom at the rear was built in early 1918, and by the end of 1921 the vestries, guild room, and porch were completed. See Bick, p. 223.

6.12.5 Statement of Significance

~~The Elwood—Glenhuntly and Ormond Roads Area has historical value (Criterion A) for its capacity to demonstrate the attraction of the Port Phillip Bay coastline as a location for marine villas during the mid-late Victorian period. In this respect it compares with nearby St. Kilda, Brighton and Sandringham which sustained similar coastal development from an early date. It is important also as an Area founded on the first of the Victorian Railways' two "electric street railways" promoted by the premier and minister of Railways Thomas (later Sir Thomas) Bent. The Area has aesthetic value for the diversity of its villas and inter-war apartments often evoking romantic images of the period. Its tree-lined streets are also a distinctive characteristic. The juxtaposition of fine commercial and public buildings and spaces at the former Elwood Junction centre has landmark value. The Ormond Road centre assists to underscore the Area's distinctive inter-war character, the former "Broadway theatre" recalling the importance of the suburban picture theatre prior to the advent of television in 1956.~~

What is Significant?

The south portion of Elwood that has Glen Huntly Road as its east-west spine. It extends to the north to just beyond Shelley Street, between Marine Parade and the Elwood Canal; and to the southeast between Ormond Road and Ormond Esplanade, as far south as to parts of Vautier Street. The area also includes the Point Ormond Reserve and Port Phillip Bay foreshore, south of the Elwood Canal; and the Robinson Gardens recreational reserve.

Some residential development occurred in this area from the 1850s, such as Elwood House (c1855), and later Tiuna (1884) and Thalassa (1889), and a small number of villas. The establishment of an electric tramway by the Victorian Railways in 1906, which extended through Elwood between St Kilda Railway Station and Brighton Beach, stimulated residential development of this area from the early twentieth century. The opening of another electric tramway in 1915, which extended between Elsternwick Railway Station to Point Ormond, operated by the Melbourne & Metropolitan Tramways Board, further improved public transport links to Elwood, and consequently residential development continued to occur in the Inter-war years.

This early twentieth century development (1900-1918) and Inter-war development (1919-1939) is mostly defined by detached brick villas and bungalows, and flats. Many of these are intact and evocative of Elwood in the early to mid-twentieth century being a desirable beachside suburb, a quality that continues today.

Underscoring the residential character of this area is the Elwood Shopping Centre at the junction of Broadway, Ormond and Glen Huntly Roads, and another shopping centre further southeast on Ormond Road. They contain commercial and public buildings, including churches, contemporaneous with the residential development that occurred between 1900 and 1939, and established themselves as focal points of community life of this area.

The following features contribute to the significance of the HO8 Elwood: Glen Huntly and Ormond Roads area:

- The Port Phillip Bay foreshore, Point Ormond Reserve and Robinson Reserve;
- Housing from the first phase of residential development from the mid-late nineteenth century;
- Housing and flats from the development of the area in the early twentieth century (1900-1918) and the Inter-war period (1919-1939);
- Commercial, and public buildings, including churches, that were built in tandem with the residential development of the area from the early twentieth century;
- Public realm infrastructure and landscaping that contributes to the fine urban character of this area, such as street trees, bluestone channel and kerbing, and parks and reserves.

How is it Significant?

The HO8 Elwood: Glen Huntly and Ormond Roads area is of local historical (Criterion A), aesthetic (Criterion E), and social (Criterion G) significance to the City of Port Phillip.

Why is it Significant?

The area is of historical significance for the mid-late nineteenth century mansions and villas of this part of Elwood, whose residents were attracted to the area by its location adjacent to the foreshore of Port Phillip Bay. The housing and flats of the precinct of the early twentieth century and Inter-war years demonstrate the second, and most substantial, phase of residential development that was triggered by improved public transport links by the opening of two electric tramways through Elwood in 1906 and 1915 (Criterion A).

The commercial and public buildings, including churches, of the two shopping centres that are contemporaneous with the housing and flats of the early twentieth century and Inter-war years, are of historic significance. They established focal points for this community from the early twentieth century, and are evocative of aspects of life in this suburb as a place to shop, conduct business, worship and to socialise (Criterion A).

Aesthetically, the area is significant as retaining fine and relatively intact collections of housing and flats of the early twentieth century and Inter-war years. These are of styles that are representative of residential design of these years, with Edwardian-era villas and early bungalow designs with Arts & Crafts influences. Inter-war housing and flats demonstrate a broader range of architectural styles, which, in addition to Arts & Crafts, include influences from the West Coast of the United States such as the Californian Bungalow and Spanish Mission-styles; Moderne (Art Deco), and some buildings displaying tenets of emerging European Modernism. This array of architectural styles, within a setting that references garden suburb ideals, has created an area with a rich built form environment within the City of Port Phillip (Criterion E).

The commercial and public buildings of the shopping centres that were built in the early twentieth century and Inter-war years, underscore the surrounding residential character and use of this area. They contribute to the rich built form of this precinct, and are of aesthetic value as a relatively fine and intact collection of commercial and public buildings built prior to World War II. In terms of one shopping centre, it forms a focal point for this broader area and its community at a junction of three major thoroughfares (Criterion E).

The Port Phillip Foreshore, Point Ormond Reserve and Robinson Gardens are of social significance to Port Phillip, as public space and recreational areas that are known, used and valued by the community from the 1850s (Criterion G).

The two shopping centres, as focal points for this local community as a place to shop, conduct business, worship and socialise, are of social significance. They too are places known, used and valued by the local community (Criterion G).

6.12.6 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.12.7 Assessment

Andrew Ward, July, 1998.

Peter Andrew Barrett, July 2019.

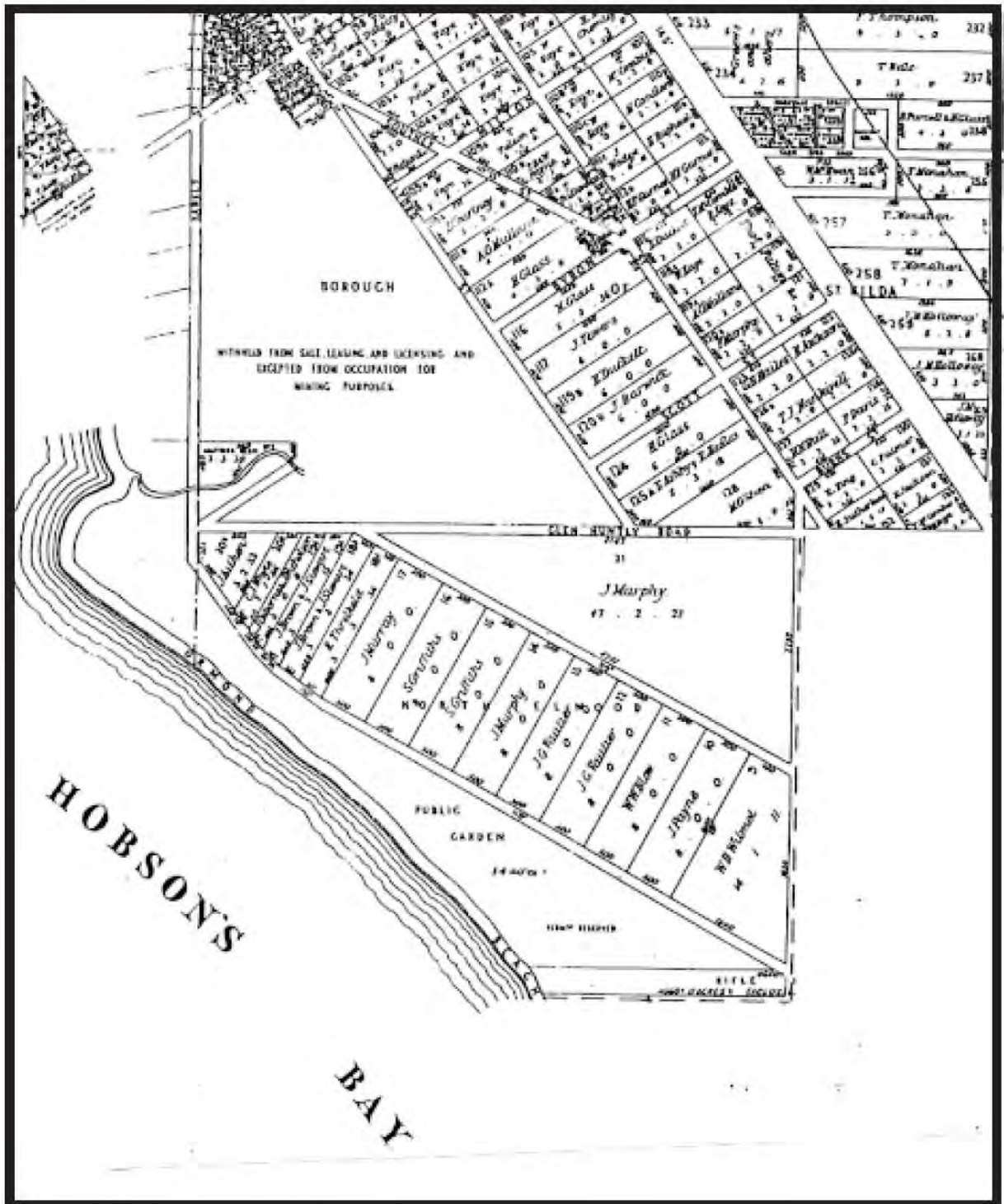


Figure 6.12-1 – Parish Plan showing pattern of early land subdivision in Elwood (nd). The subdivision between Ormond Road and the Ormond Esplanade was for a period identified as “North Elwood”.

Source: SLV

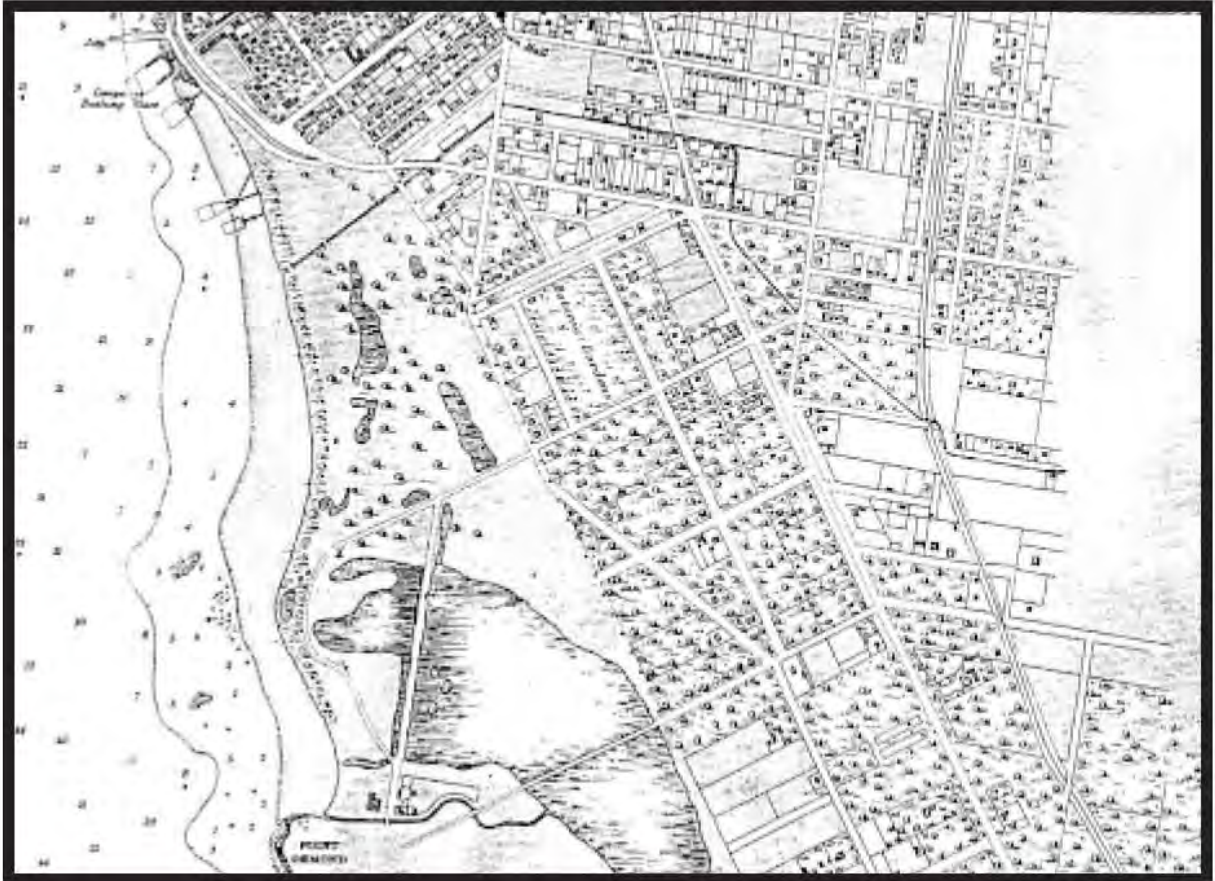


Figure 6.12-2 – Extract from Commander Cox’s 1866 Survey of Hobsons Bay and the Yarra River, showing the swamp in the vicinity of Glen Huntly Road.

Source: SLV.

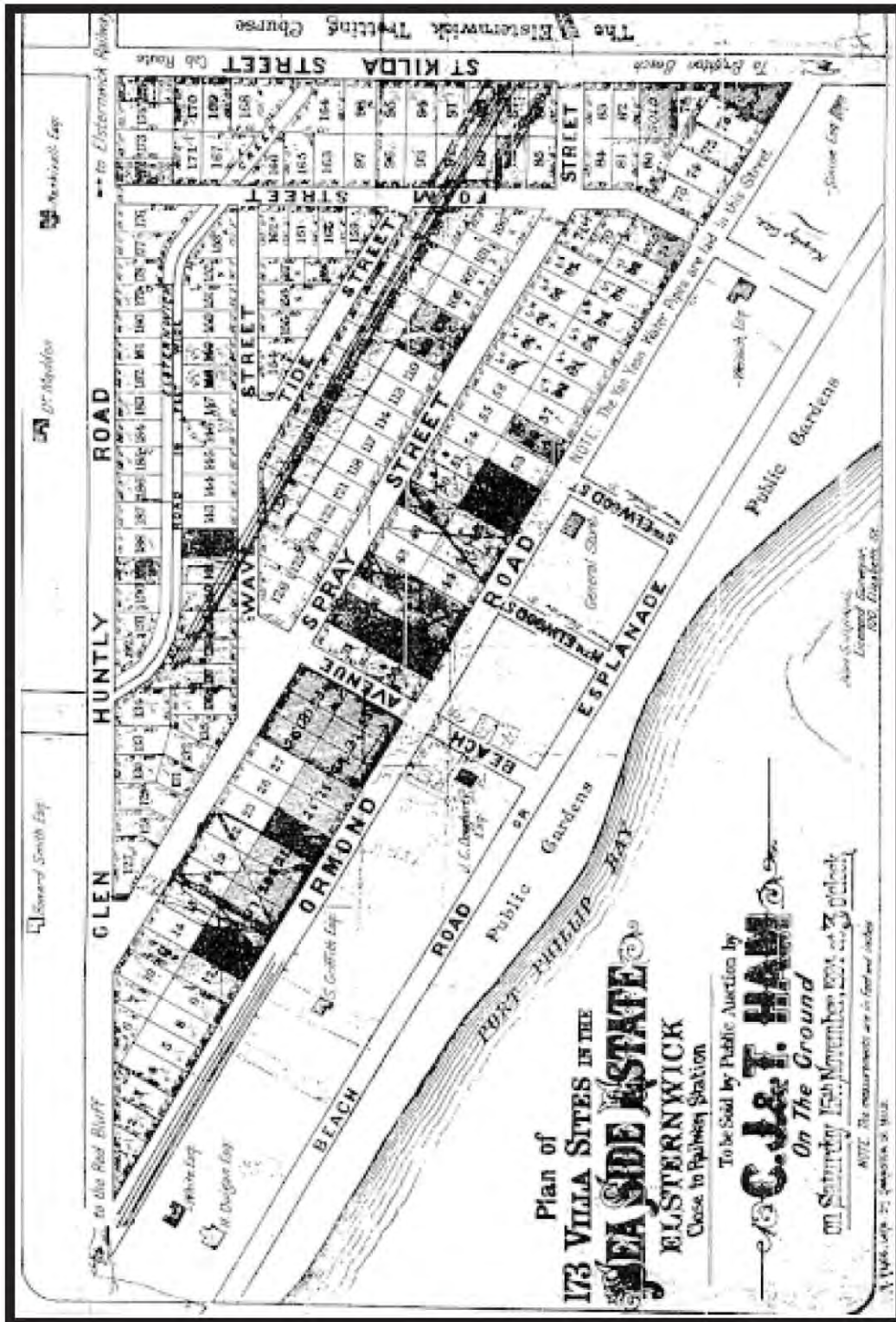


Figure 6.12-3 – Plan of the “Sea Side Estate”, Elsternwick, of 1884.

Source: SLV

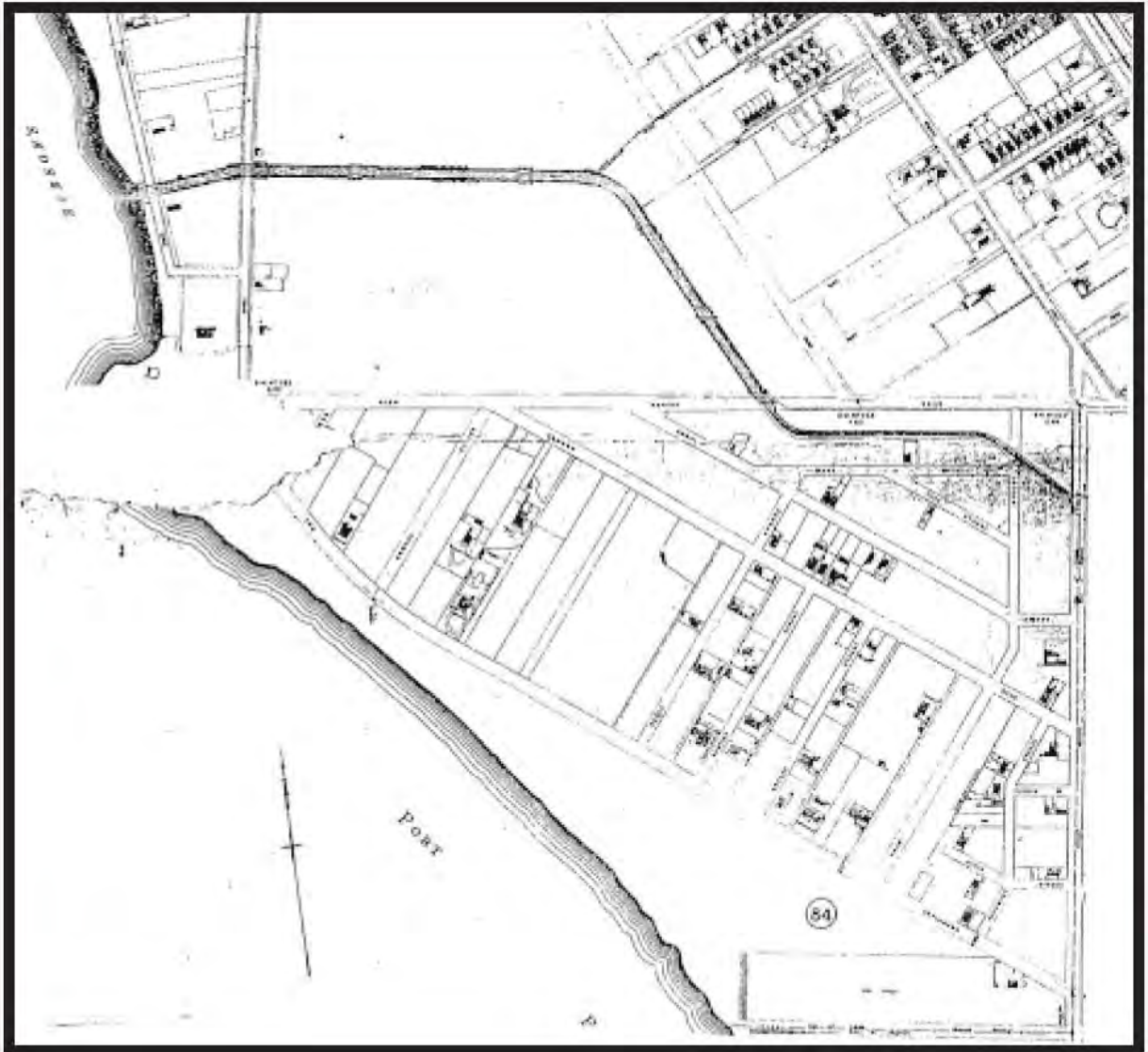


Figure 6.12-4 – Plan of the Area prior to the boom prompted by the draining of the swamp and the opening of the electric tramway in 1906.

Source: MMBW litho.



Figure 6.12-5 – Two views at the Elwood Junction shopping centre in 1960 showing the Point Ormond Tram in Glen Huntly Road at “The Alderley” (above) and at the “Maison de Luxe Dance Palais” (below). Also notice the abandoned tracks of the former Brighton Beach tramway, closed in 1959, in the foreground of the lower view.

Source: A.Ward



Figure 6.12-6 – The shops at Elsternwick Junction, a name recalling the junction of the former Point Ormond and Brighton Beach electric tramways that passed through this intersection until 1959.



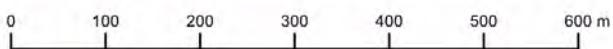
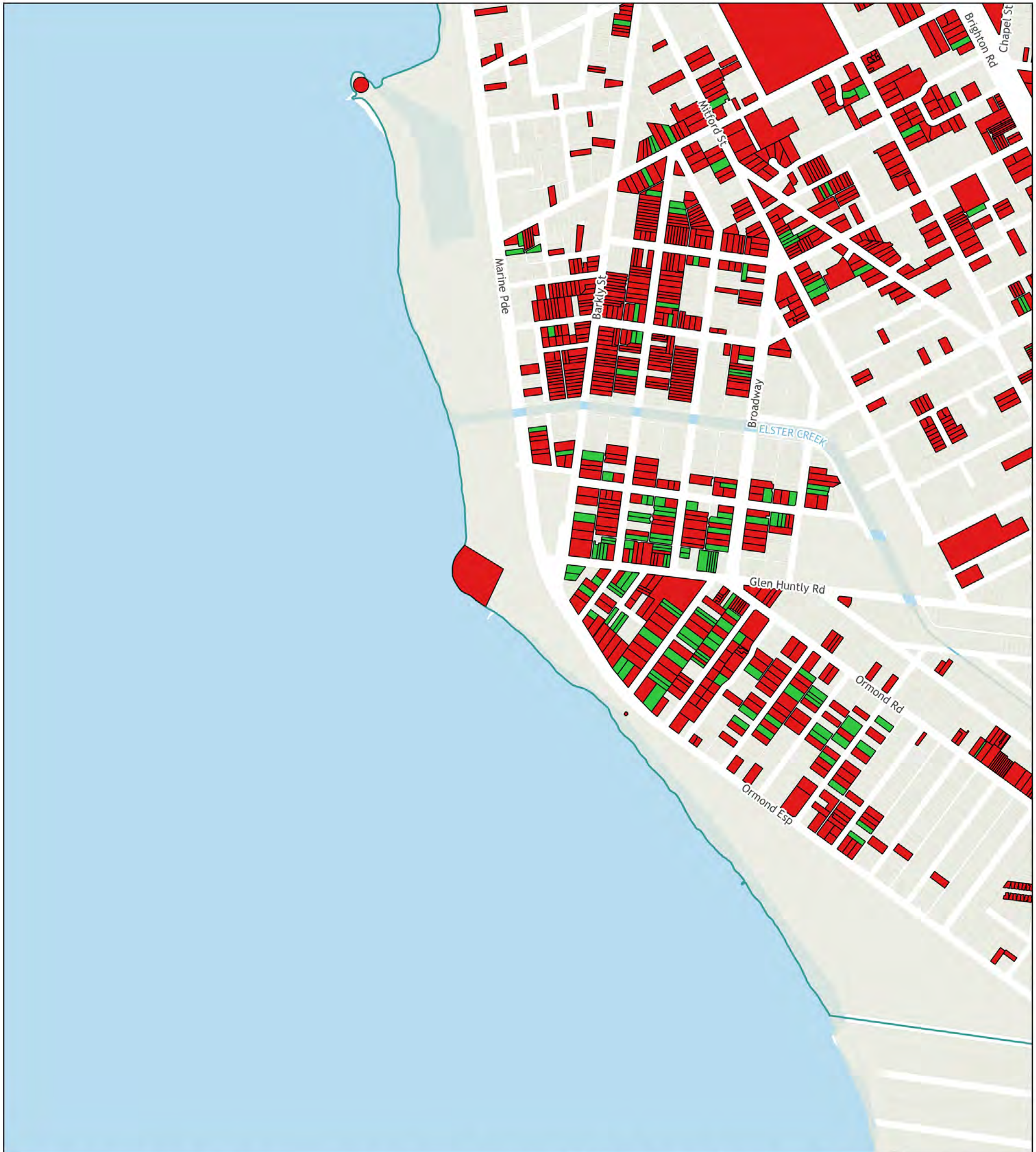
Figure 6.12-7 – Shelley Street, looking west from the Elwood Canal, showing the plane trees and flat blocks characteristic of the area.



Figure 6.12-8 – The Ormond Road shops and façade of the former “Broadway” theatre at left.

City of Port Phillip Heritage Policy Map

June 2020



Map 8 of 9

Amendment C174port - Gazetted Version

- Significant Heritage Place - inside HO
- Contributory Heritage Place - inside HO

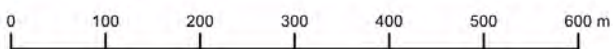
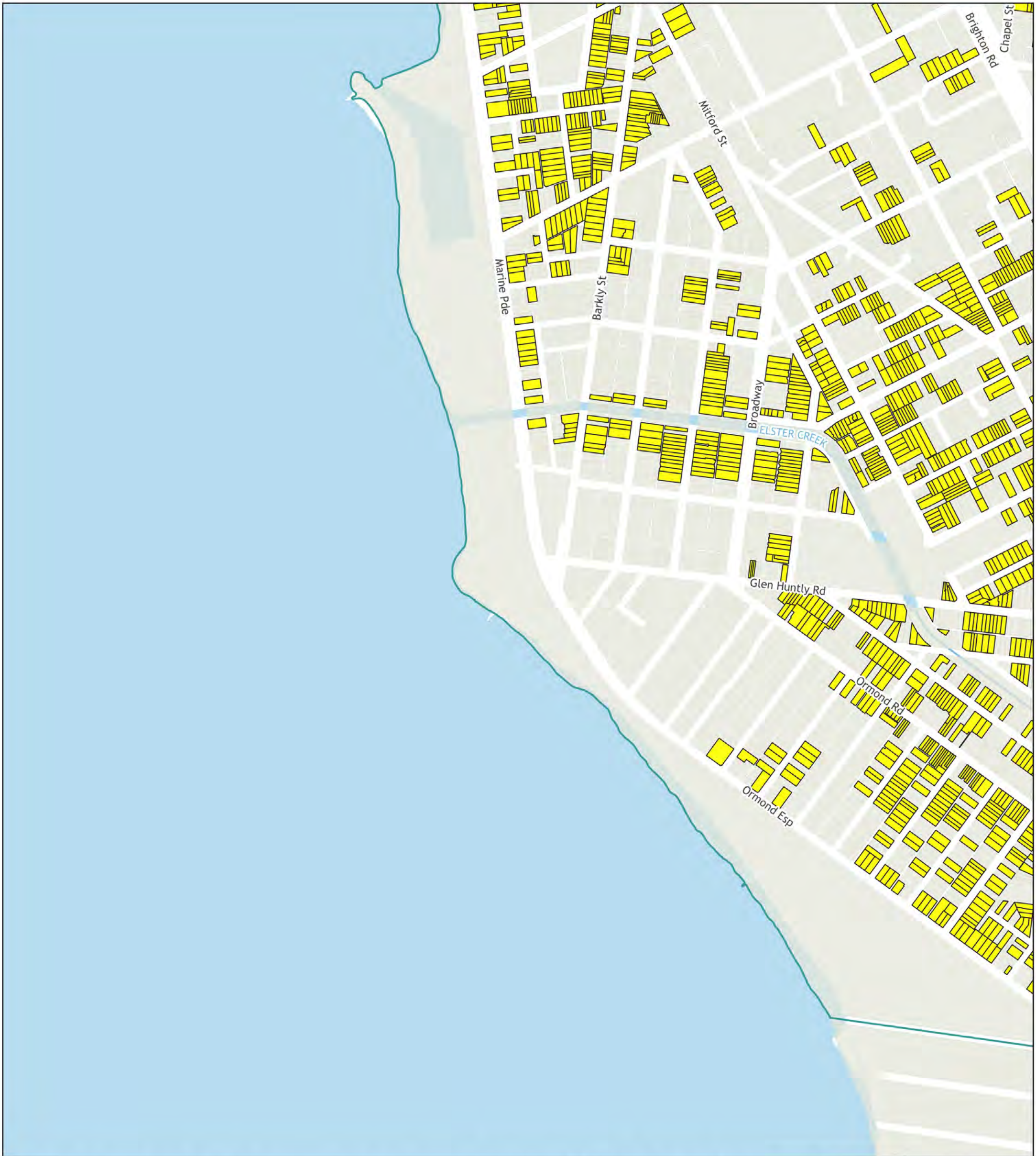


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City of Port Phillip Neighbourhood Character Map

June 2020



Map 8 of 9

Amendment C174port - Gazetted Version

 Contributory Heritage Place - outside HO

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Printed: 17/06/2020

HERITAGE ASSESSMENT

PROPOSAL TO EXTEND
THE BOUNDARIES OF THE
HO8 ELWOOD: GLENHUNTLY & ORMOND ROADS
HERITAGE OVERLAY

PETER ANDREW BARRETT

JULY 2019

EXECUTIVE SUMMARY

I am advised by the City of Port Phillip that it is considering extending an existing heritage overlay, the HO8 Elwood: Glenhuntly and Ormond Roads, to include additional houses in Tiuna Grove, Elwood. These houses are No's 3, 5 and 7 Tiuna Grove.

I have inspected Tiuna Grove from the public realm, and reviewed the citation for the HO8 Elwood: Glenhuntly and Ormond Roads heritage overlay from the 'Port Phillip Heritage Review' (Version 27, October 2018). In that citation is a statement of significance for this heritage precinct, which is reproduced on page 8 of this report.

This heritage assessment has concluded that the proposal to extend the HO8 Elwood: Glenhuntly and Ormond Roads heritage overlay to include additional housing on the southeast side of Tiuna Grove, currently outside the heritage overlay boundaries, is appropriate.

I recommend that the heritage overlay is extended to include No's 3 and 5 Tiuna Grove as significant places to the HO8 Elwood: Glenhuntly and Ormond Roads precinct; and No 7, which has undergone some change, but still reads as an original house of the street, be included as a contributory place within the boundaries of the HO8 Elwood: Glenhuntly and Ormond Roads precinct.

One other house, No 15 Tiuna Grove, a bungalow, I have also recommended is included within the HO8 Elwood: Glenhuntly and Ormond Roads precinct as a significant place.

In realigning the boundary of the HO8 Elwood: Glenhuntly and Ormond Roads precinct, I suggest that Council look at removing the contemporary development at the southwest end of Tiuna Grove from this heritage overlay. These sites are No's 21-23, 25, 27, 29 and 31 Tiuna Grove. These contemporary developments are of no appreciable heritage value to the precinct.

I have also recommended that the statement of significance for the HO8 Elwood: Glenhuntly and Ormond Roads heritage overlay is amended, so as to be consistent with current heritage practice for the preparation of a statement of significance, and to be clearer as to what, why and how this precinct is of significance. I have prepared a draft statement of significance for this heritage overlay, which is at the end of this report.

METHODOLOGY

This heritage assessment is prepared with regard to the *Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter, 2013*, which is the standard of heritage practice in Australia.

In reviewing this proposal to extend the boundaries of this heritage overlay, I have referred to the Department of Environment, Land, Water and Planning, Planning Practice Note No 1, 'Applying the Heritage Overlay', August 2018.

In the course of preparing this heritage assessment, I inspected Tiuna Grove from the public realm, as well as the broader heritage overlay. Two inspections were undertaken on Thursday 13 June 2019, and a further inspection undertaken on Thursday 4 July 2019.

In preparing this heritage assessment I reviewed the citation for the HO8 Elwood: Glenhuntly and Ormond Roads heritage overlay from the 'Port Phillip Heritage Review' (Version 27, October 2018). I have also reviewed Clause 43.01 Heritage Overlay, and other clauses of the *Port Phillip Planning Scheme* that pertain to heritage.

Building application plans for three of the houses, No's 3, 5 and 7 Tiuna Grove, that are proposed for inclusion within the HO8 Elwood: Glenhuntly and Ormond Roads heritage overlay, have been reviewed. These plans, which are held by the City of Port Phillip, provide the dates of construction, and guidance in determining the level of intactness of these dwellings.

DESCRIPTION

Tiuna Grove

Tiuna Grove extends between Ormond Road and Ormond Esplanade in a northeast-southwest direction. The street is reasonably wide, and at mid-block the street alignment projects further southeast. Bluestone channel and kerbing extends along each side of the carriageway. Shallow nature strips extend between the kerb and asphalt-surfaced footpaths, these footpaths extend along the street adjacent to property boundaries. Asphalt and concrete-surfaced crossovers provide vehicular access to properties. Mature street trees, mostly plane trees, create a canopy of vegetation over many parts of the street (Refer to Figure 1).

Tiuna Grove was developed from the late-nineteenth century. The late nineteenth century housing is two, substantial, two-storey mansions on the northwest side of the street. The street experienced a significant phase of development in the early-twentieth century, which was in the form of houses (mainly bungalows), and flats (Refer to Figures 2 & 3). In 1915, only three houses were listed in Tiuna Grove, and by 1920 there were 13 houses listed (*Sands & McDougall Melbourne Directories*).

This phase of development defines much of the northwest side of the street, but fine examples of bungalow housing from the early twentieth century are also found at the northeast end of the southeast side of the street (No's 3, 5 and 15). Another bungalow (No 7), of early-twentieth century origin on the southeast side of Tiuna Grove, has been altered, but still contributes to the groups of bungalows found in this street (Refer to Figures 4, 5, 6 & 7).

Construction details of the subject houses are: No 3, built in 1917-18, designed by Richardson & Wood architects; No 5, built 1916, builder A M Younger, who also built Ardoch in Dandenong Road; and No 7, built 1916, builder W E Coleman. The exact date of No 15 is not known, but visually it would appear to be contemporaneous with development that occurred in the 1910s or 20s.

There is a significant amount of mid-late twentieth century flat development, and contemporary development in the street. This includes a late inter-war block of flats, Calgary, (No 13). Another flat complex of the 1960s (No 1), retains an earlier bungalow at its rear (Refer to Figure 8). The blocks of flats of 1960s and 70s origin are Modernist in their expression, and of little or no appreciable heritage value. Contemporary development, of units/apartments, form bookends at the northeast and southwest ends of Tiuna Grove, and these also have no appreciable heritage value.

HO8 Elwood: Glenhuntly and Ormond Roads heritage overlay

The HO8 Elwood: Glenhuntly and Ormond Roads precinct covers a large portion of the south part of Elwood. Tiuna Grove is named after the late-nineteenth century house 'Tiuna' (No 8 Tiuna Grove), which is part of the first phase of development of this heritage overlay. However, it was land sales in the early twentieth century that saw Elwood evolve into a popular bayside residential precinct. The houses at No's 3, 5, 7, and one other No 15, are part of this phase of residential development.



Figure 1: Tiuna Grove, mid-block looking northeast.



Figure 2: Early twentieth century flats on the northwest side of Tiuna Grove currently within the HO8 Elwood: Glenhuntly and Ormond Roads heritage overlay.



Figure 3: Early twentieth century house on the northwest side of Tiuna Grove, currently within the HO8 Elwood: Glenhuntly and Ormond Roads heritage overlay.



Figure 4: Bungalow at 3 Tiuna Grove proposed for an interim heritage overlay.



Figure 5: Bungalow at 5 Tiuna Grove proposed for an interim heritage overlay.



Figure 6: Bungalow at 15 Tiuna Grove recommended for an interim heritage overlay.



Figure 7: Bungalow at 7 Tiuna Grove proposed for an interim heritage overlay.



Figure 8: An early house in the street is extant behind a block of 1960s flats at 1 Tiuna Grove (indicated with arrow).

In applying the heritage overlay to include additional sites and housing, it is important to understand what are the elements that are intrinsic to a precinct's heritage values. In order to establish this, the statement of significance for the HO8 Elwood: Glenhuntly and Ormond Roads precinct will provide guidance.

The statement of significance for the HO8 Elwood: Glenhuntly and Ormond Roads precinct identifies this heritage overlay to have historic and aesthetic values. These values are derived from:

The Elwood – Glenhuntly and Ormond Roads Area has historical value (Criterion A) for its capacity to demonstrate the attraction of the Port Phillip Bay coastline as a location for marine villas during the mid-late Victorian period. In this respect it compares with nearby St. Kilda, Brighton and Sandringham which sustained similar coastal development from an early date. It is important also as an Area founded on the first of the Victorian Railways' two "electric street railways" promoted by the premier and minister of Railways Thomas (later Sir Thomas) Bent. The Area has aesthetic value for the diversity of its villas and inter-war apartments often evoking romantic images of the period. Its tree lined streets are also a distinctive characteristic. The juxtaposition of fine commercial and public buildings and spaces at the former Elwood Junction centre has landmark value. The Ormond Road centre assists to underscore the Area's distinctive inter-war character, the former "Broadway theatre" recalling the importance of the suburban picture theatre prior to the advent of television in 1956.

The housing subject to the proposed interim heritage controls, and another at No 15, are part of the historic development of the area in the early twentieth century, which was stimulated by the Victorian Railways electric tramway established in 1906 (closed 1959), and another electric tramway established by the Melbourne and Metropolitan Tramways Board in 1915. Aesthetically, the houses are early and fine examples of mid 1910s bungalows, and 1920s bungalow styles.

ANALYSIS

The HO8 Elwood: Glenhuntly and Ormond Roads heritage overlay extends along the northwest side of Tiuna Grove for its entirety. This side of the street is mostly defined by flats and detached housing from the early twentieth century, of styles representative of that era. Two Victorian mansions on this side of Tiuna Grove, including the mansion 'Tiuna', from which the street derives its name, are also on this northwest side of the street, and form the first phase of residential development.

The southeast side of Tiuna Grove is more eclectic in terms of its built form, with much of this defined by mid-late twentieth century development. A good portion of this built form on the southeast side of the street is Post-war Modernist blocks of flats of little or no appreciable heritage value. The existing boundaries of the HO8 Elwood: Glenhuntly and Ormond Roads heritage overlay extend over a portion of the southeast side of Tiuna Grove where contemporary development is now built at the Ormond Esplanade (southwest) end. This is on sites at No's 21-23, 25, 27, 29 and 31 Tiuna Grove. However, where there is a cluster of early twentieth century bungalows in Tiuna Grove, these are not included within the boundaries of the heritage overlay.

This cluster of early twentieth century housing is No's 3, 5, 7 and 15. Another house of early twentieth century origin, No 1, is still extant behind a block of 1960s flats that have been built in its front setback. I am of the view that the houses at No's 3, 5 and 15 are fine and relatively intact examples of twentieth century bungalows and are of significant value to the HO8 Elwood: Glenhuntly and Ormond Roads precinct. Change that has occurred to these houses is relatively minor and reversible, and has not impacted upon their significance.

Another house, No 7, has been altered since 2013, when a Google Streetview image was prepared. A box-like addition, of a contemporary expression has now been built to the front of an earlier attic addition visible in the 2013 image. The house, nevertheless, still is interpreted as being from the early twentieth century phase of development, and can be considered to have contributory value to Tiuna Grove and the HO8 Elwood: Glenhuntly and Ormond Roads precinct.

Although the house at No 1 is extant, its façade may have been altered or obliterated when the block of flats to its front was built. In any case, if it is intact, it is unlikely the flats will be removed and the house will return to having a presence in this street. On this basis, the house is of non-contributory value to the HO8 Elwood: Glenhuntly and Ormond Roads precinct.

CONCLUSION & RECOMMENDATIONS

There are a number of houses on the southeast side of Tiuna Grove, which have heritage values consistent with the aesthetic and historic values of the HO8 Elwood: Glenhuntly and Ormond Roads precinct. These houses, No's 3, 5, 7 and 15, are currently outside the boundaries of the HO8 Elwood: Glenhuntly and Ormond Roads precinct.

I recommend that City of Port Phillip proceed with the proposed interim heritage controls, which aim to have the boundaries of the HO8 Elwood: Glenhuntly and Ormond Roads precinct realigned to include housing at No's 3, 5 and 7. I also recommend that the bungalow at No 15 is also included within the heritage overlay.

I recommend that these houses are given the following gradings in the HO8 Elwood: Glenhuntly and Ormond Roads precinct:

- No 3: Significant
- No 5: Significant
- No 7: Contributory
- No 15: Significant

In realigning the boundary of the HO8 Elwood: Glenhuntly and Ormond Roads precinct, I suggest Council look at removing the contemporary development at the southwest end of Tiuna Grove from this heritage overlay. These are sites at No's 21-23, 25, 27, 29 and 31 Tiuna Grove. These contemporary developments are of no appreciable heritage value to the precinct.

It is also recommended that the citation for the HO8 Elwood: Glenhuntly and Ormond Roads is amended to be consistent with recognised standards of practice in writing statements of significance, as outlined in Planning Practice Note 1: Applying the Heritage Overlay, August 2018. It should outline, in a concise way, what, how and why the precinct is significant. In discussing why, the precinct is significant, it should note all relevant criteria in brackets.

On the following pages is a draft of a statement of significance for the HO8 Elwood: Glenhuntly and Ormond Roads precinct, which outlines in more detail the elements of the precinct that are of significance and should be retained and conserved.

DRAFT STATEMENT OF SIGNIFICANCE

HO8 Elwood: Glenhuntly and Ormond Roads

What is Significant?

The south portion of Elwood that has Glenhuntly Road as its east-west spine. It extends to the north to just beyond Shelley Street, between Marine Parade and the Elwood Canal; and to the southeast between Ormond Road and Ormond Esplanade, as far south as to parts of Vautier Street. The area also includes the Point Ormond Reserve and Port Phillip Bay foreshore, south of the Elwood Canal; and the Robinson Gardens recreational reserve.

Some residential development occurred in this area from the 1850s, such as Elwood House (c1855), and later Tiuna (1884) and Thalassa (1889), and a small number of villas. The establishment of an electric tramway by the Victorian Railways in 1906, which extended through Elwood between St Kilda Railway Station and Brighton Beach, stimulated residential development of this area from the early twentieth century. The opening of another electric tramway in 1915, which extended between Elsternwick Railway Station to Point Ormond, operated by the Melbourne & Metropolitan Tramways Board, further improved public transport links to Elwood, and consequently residential development continued to occur in the Inter-war years.

This early twentieth century development (1900-1918) and Inter-war development (1919-1939) is mostly defined by detached brick villas and bungalows, and flats. Underscoring the residential character of this area is the Elwood Shopping Centre at the junction of Broadway, Ormond and Glenhuntly Roads, and another shopping centre further southeast on Ormond Road. They contain commercial and public buildings, including churches, contemporaneous with the residential development that occurred between 1900 and 1939, and established themselves as focal points of community life of this area.

The following features contribute to the significance of the HO8 Elwood: Glenhuntly and Ormond Roads area:

- The Port Phillip Bay foreshore, Point Ormond Reserve and Robinson Reserve;
- Housing from the first phase of residential development from the mid-late nineteenth century;
- Housing and flats from the development of the area in the early twentieth century (1900-1918) and the Inter-war period (1919-1939);
- Commercial, and public buildings, including churches, that were built in tandem with the residential development of the area from the early twentieth century;
- Public realm infrastructure and landscaping that contributes to the fine urban character of this area, such as street trees, bluestone channel and kerbing, and parks and reserves.

How is it Significant?

The HO8 Elwood: Glenhuntly and Ormond Roads area is of local historical (Criterion A), aesthetic (Criterion E), and social (Criterion G) significance to the City of Port Phillip.

Why is it Significant?

The area is of historical significance for the mid-late nineteenth century mansions and villas of this part of Elwood, whose residents were attracted to the area by its location adjacent to the foreshore of Port Phillip Bay. The housing and flats of the precinct of the early twentieth century and Inter-war years demonstrate the second, and most substantial, phase of residential development that was triggered by improved public transport links by the opening of two electric tramways through Elwood in 1906 and 1915 (Criterion A).

The commercial and public buildings, including churches, of the two shopping centres that are contemporaneous with the housing and flats of the early twentieth century and Inter-war years, are of historic significance. They established focal points for this community from the early twentieth century, and are evocative of aspects of life in this suburb as a place to shop, conduct business, worship and to socialise (Criterion A).

Aesthetically, the area is significant as retaining fine and relatively intact collections of housing and flats of the early twentieth century and Inter-war years. These are of styles that are representative of residential design of these years, with Edwardian-era villas and early bungalow designs with Arts & Crafts influences. Inter-war housing and flats demonstrate a broader range of architectural styles, which, in addition to Arts & Crafts, include influences from the West Coast of the United States such as the Californian Bungalow and Spanish Mission-styles; Moderne (Art Deco), and some buildings displaying tenets of emerging European Modernism. This array of architectural styles, within a setting that references garden suburb ideals, has created an area with a rich built form environment within the City of Port Phillip (Criterion E).

The commercial and public buildings of the shopping centres that were built in the early twentieth century and Inter-war years, underscore the surrounding residential character and use of this area. They contribute to the rich built form of this precinct, and are of aesthetic value as a relatively fine and intact collection of commercial and public buildings built prior to World War II. In terms of one shopping centre, it forms a focal point for this broader area and its community at a junction of three major thoroughfares (Criterion E).

The Port Phillip Foreshore, Point Ormond Reserve and Robinson Gardens are of social significance to Port Phillip, as public space and recreational areas that are known, used and valued by the community from the 1850s (Criterion G).

The two shopping centres, as focal points for this local community as a place to shop, conduct business, worship and socialise, are of social significance. They too are places known, used and valued by the local community (Criterion G).



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