

Review of Heritage Overlay 1 Port Melbourne

Outcomes and Recommendations

Prepared for
City of Port Phillip

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A Current HO1 citation (Andrew Ward, Port Phillip Heritage Review, 2009)

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E Revised HO1 citation and sub-precinct citations

1.0 Introduction

The Review of Heritage Overlay 1 (Port Melbourne) was undertaken in 2011 by Lovell Chen Architects and Heritage Consultants for the City of Port Phillip.

This summary report outlines the rationale and methodology utilised in the review. The report presents the conclusions and recommendations of the review, including recommendation for amendments to the boundaries of HO1 and for the establishment of sub-precincts within HO1. Draft citations and statements of significance for the identified sub-precincts have been prepared and attached for inclusion in the Port Phillip Heritage Review through a future planning scheme amendment.

1.1 Project background

Heritage Overlay 1 (also referred to throughout this report as HO1) covers a broad area of Port Melbourne, including the Bay Street commercial area, surrounding residential neighbourhoods and some limited industrial development concentrated near the foreshore. The current statement of significance for the precinct, as contained in the *Port Phillip Heritage Review* (an incorporated document to the Port Phillip Planning Scheme), reflects the broadness and diversity of built form found within the area and is as follows:

The Port Melbourne Area encompasses the long established residential and commercial streets of Port Melbourne commencing at Pickles Street in the south and finishing at Clark Street in the north. It has historical importance (Criterion A) as a nineteenth century working class area associated with the growth of the Port of Melbourne and especially the bayside shipping activities of the port and with the industrial development of the shore line last century and the Yarra River flats this century. This importance is demonstrated not only by the housing stock and surviving industrial establishments but also by the diversity of commercial and public buildings within the Area. The Area is especially valuable for its capacity to demonstrate the life style of this close knit community during the nineteenth century. Being surrounded by industrial land, the Bay and the Lagoon reserves, the Area retains its discrete geographical form and has value for its capacity to demonstrate past urban planning practices characteristic of the pre-automobile age. These include the Bay street strip shopping centre, the railway gardens and other reserves, the status given to public buildings and public transport services and the mix of residential and non-residential uses wherein street corner sites are invariably occupied by hotels and shops establishing a distinctive streetscape pattern.

The current review is intended to ensure the continued relevance and comprehensiveness of the Heritage Overlay (HO) controls in Port Melbourne, through both the assessment of five specific areas not currently included in HO1 and the identification of smaller, more consistent sub-precincts within the existing HO1 precinct.

The key tasks identified in the Project Brief were as follows:

- Part 1 Review and assess selected areas for possible inclusion in HO1 (Areas 1-5 identified on maps provided by Council)
- Part 2 Review and make recommendations in relation to the existing boundaries of HO1
- Part 3 Review the current grading / planning control of a list of identified properties within HO1 (list provided by Council)

- Part 4a Break down the current broad HO1 area into smaller more consistent/relevant areas and define the boundaries of these areas as appropriate (A preliminary break-down prepared by Council was provided as a starting point)
- Part 4b Drafting of new statements of significance for smaller areas

With the exception of Part 3, which is to be the subject of a separate report to Council, the conclusions and recommendations from the review work for these tasks are detailed in this report.

In considering the application of the Heritage Overlay control to additional areas, given the purposes of the control, there is a need to draw a distinction between places and areas of heritage significance which are characterised by a relatively high level of intactness and cohesion, and those where there is a character which may be derived in part from heritage but where the building stock itself is not intact. This issue is discussed further later in the report (refer to Section 3.1 below).

2.0 Project methodology

2.1 Introduction

The methodology adopted for the review of the HO1 area is set out below, and generally follows a standard accepted approach to heritage studies (as modified by the requirements and limitations set down in the Project Brief). The methodology has included a review of previous relevant heritage studies; limited historical research; fieldwork involving a physical survey and investigation of the review area; an assessment of the significance of particular areas and streetscapes; and the preparation of supporting documentation (citations).

The methodology is informed by the principles set out in the *Burra Charter*, 1999, adopted by Australia ICOMOS (International Council on Monuments and Sites), which are recognised Australia-wide in the identification, assessment and conservation of heritage places. Cultural heritage significance is defined in the Burra Charter as being 'embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects'. Places may have a range of values for different individuals or groups, including aesthetic, historic, scientific, social or spiritual value.

The methodology is also informed by the VPP Practice Note, *Applying the Heritage Overlay* (February 1999).

2.2 Previous heritage studies

A number of municipal heritage studies previously have been undertaken by the City of Port Phillip and the former City of Port Melbourne. While the current incorporated document to the Port Phillip Planning Scheme, the *Port Phillip Heritage Review* of 2000, provides the assessment and documentation for the current Port Melbourne area (HO1), two earlier heritage studies have also addressed the review area. Recognising there has been extensive change within the Port Melbourne since these earlier studies were undertaken (and particularly in the case of the 1979 study) many of the findings of these studies are still relevant and they have also been referenced as part of this review.¹

¹ In doing so, it is important to note that the specific recommendations in these early studies reflect the nature of the statutory controls available at the time they were prepared. Both studies pre-date the introduction of the Heritage Overlay (through the Victorian Planning Provisions). The 1979 study makes reference to the Town and Country Planning Act and related mechanisms while the 1995 study makes reference to Urban Conservation and Local Character area controls.

2.2.1 Port Melbourne Conservation Study

The *Port Melbourne Conservation Study* was prepared by Jacob Lewis Vines Architects in 1979. This early study includes a brief history of Port Melbourne; identification of 'environmental areas', or areas of architectural and historic significance; conservation guidelines; and a building inventory containing citations for individually important, or 'Category A' buildings.

The identified environmental areas are divided into Priority A areas (those with high conservation potential), and Priority B areas (those with medium conservation potential).

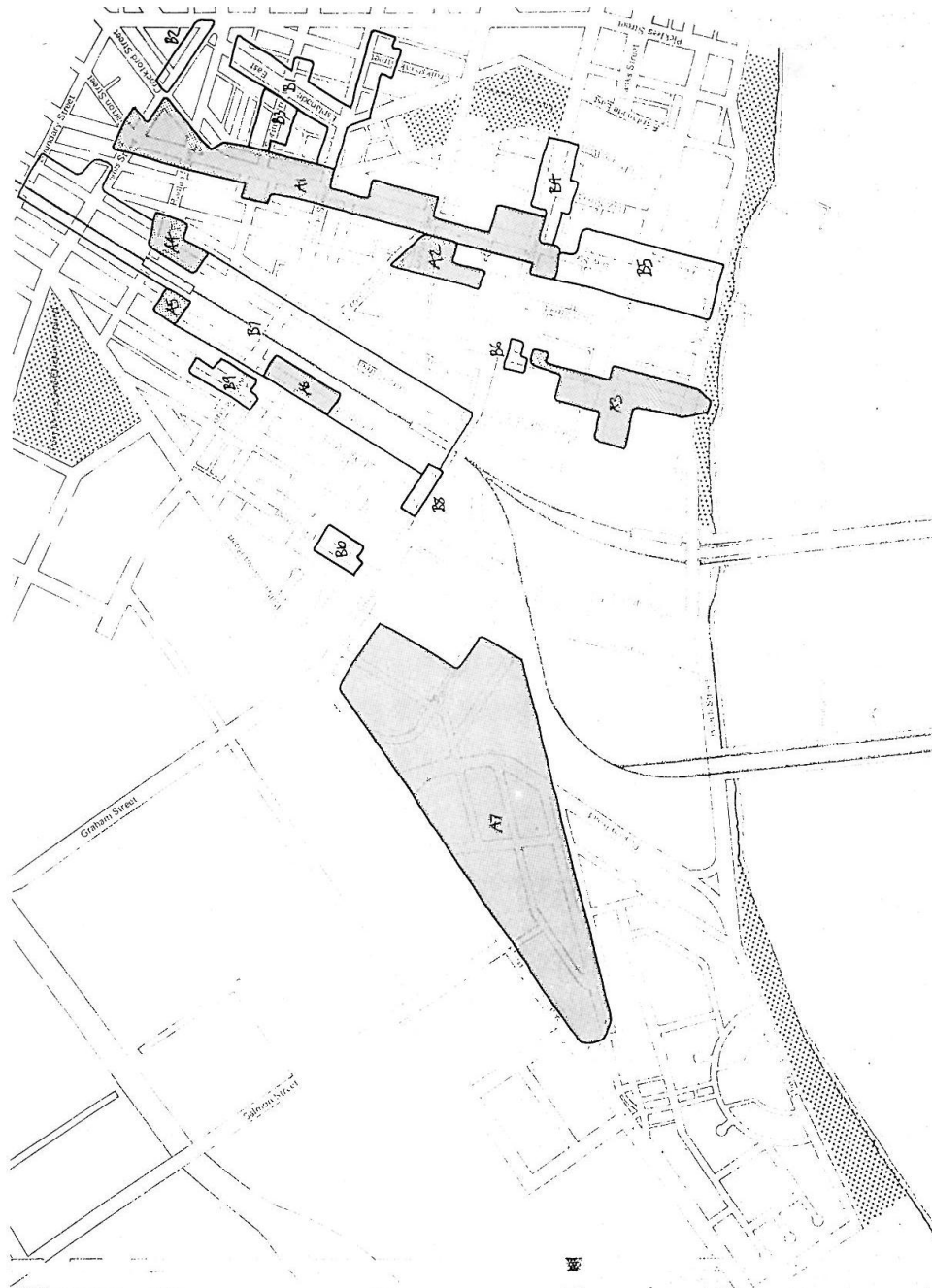


Figure 1 Recommendations for 'Environmental Areas', 1979 Port Melbourne Conservation Study

Priority A areas were mapped, with a description of the character, contributory buildings and conservation objectives for each. Less information was provided for Priority B areas, with the boundaries defined and a dot point list of area characteristics.

Many of the identified environmental areas fall within the current review area boundary. These are as follows:

- A1 Bay Street Shopping Centre Area
- A2 Nott-Liardet Street
- A4 Station-Raglan Street Area
- A5 Evans Street Streetscape (1)
- A6 Evans Street Streetscape (2)
- B1 Esplanade East Area
- B2 Ingles Street Streetscape
- B3 Spring Street Area
- B4 Graham Street Area
- B5 Bay Street South Area
- B7 Station-Evans Street Area
- B8 Graham Street Streetscape
- B9 Bridge-Ross Street Area
- B10 Clark Street Area

2.2.2 *Port Melbourne Conservation Study Review*

A review of the 1979 study was undertaken by Allom Lovell and Associates (now Lovell Chen) in 1995. The outcome of this review was the *Port Melbourne Conservation Study Review*. Volume 1 of the study included a thematic history of Port Melbourne, and a series of recommendations, including recommendations for the introduction of Urban Conservation Areas (UCAs) and Local Character Areas (LCAs) and for site-specific controls over individual buildings and sites.

Reflecting the approach to heritage controls prior to the introduction of the Victorian Planning Provisions (VPPs, prescribed the use of the Heritage Overlay in all Victorian planning schemes), the 1995 study made recommendations for two types of Urban Conservation Areas: Urban Conservation 1 Areas (UC1), defined as being 'areas of outstanding heritage significance', and Urban Conservation 2 Areas (UC2), defined as 'those areas which are primarily of significance for their landscape or planning value'.

Recommended Urban Conservation Areas which fall within the current review area boundary are as follows:

- Bay Street Conservation Area (UC1)
- Spring Street-Esplanade East Residential Conservation Area (UC1)
- Clark Street-Albert Street Conservation Area (UC1)
- The Railway Reserve(UC2)

Local Character Areas were defined in the 1995 review as 'areas which, although not of specific heritage significance in terms of aesthetic, architectural or historic values, are those which contribute fundamentally to the essential and distinctive character of Port Melbourne'. Recommended Local Character Areas which fall within the current review area boundary are as follows:

- Lagoon Residential Local Character Area
- Station Street-Heath Street Residential Local Character Area
- Evans Street-Clark Street Residential Local Character Area

The arrangement of Urban Conservation and Local Character areas recommended in the 1995 study is shown at Figure 2.

Volumes 2-5 contained datasheets for buildings of individual significance.

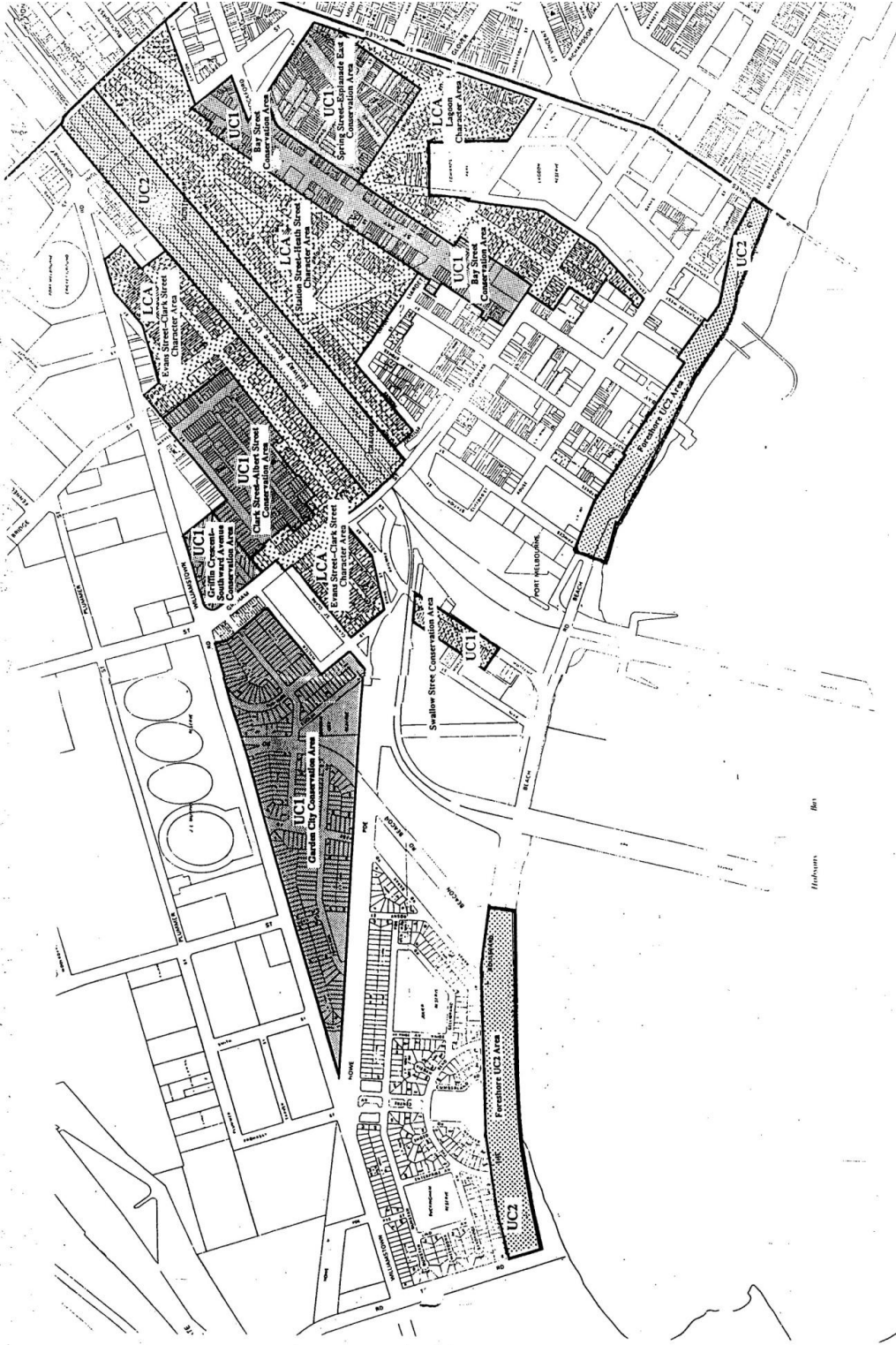


Figure 2 Recommended Urban Conservation and Local Character Areas, 1995 Port Melbourne Conservation Study Review.

2.2.3 *Port Phillip Heritage Review*

Following the amalgamation of the City of Port Melbourne with the Cities of South Melbourne and St Kilda, a review of the cultural heritage of the City of Port Phillip was commissioned in 1996. The *Port Phillip Heritage Review*, completed by Andrew Ward in 2000, reviewed the previous studies for Port Melbourne and other parts of the amalgamated municipality and undertook extensive further investigation, assessment and documentation work. On the basis of this work, the Port Phillip Heritage Review made recommendations for the application of the Heritage Overlay to both precincts and individual sites. In the case of Port Melbourne, the study recommended the introduction of the Heritage Overlay over a substantial area of the suburb with the outcome being the current Port Melbourne area (HO1). The current precinct citation (Appendix A) was prepared as part of the Port Phillip Heritage Review and the current building gradings (Significant, Contributory and Non-Contributory on the Port Phillip Heritage Policy Map) are also derived from the Port Phillip Heritage Review.

2.3 Historical research

The approach taken in the current review has been to reference and incorporate historical research from the earlier studies where this is appropriate and relevant, acknowledging the source of this historical research. It has been beyond the scope of this project to review or verify in any substantial manner the research underpinning the existing histories, and these have generally been accepted as accurate and correct in a factual sense. The exception to this is where additional historical research undertaken as part of the current review has revealed errors or inconsistencies in the existing historical material and in such cases these have been corrected as far as is possible.

Further focussed historical research has been carried out for the five areas and places identified in the Project Brief as requiring assessment to determine their heritage significance and potential to be included in HO1.

This research includes reference to a mix of primary and secondary sources, including maps and plans (particularly MMBW detail plans and Parish Plans), aerial photographs, secondary published sources and others.

2.4 Fieldwork

The fieldwork component of the current review was undertaken using a combination of 'windscreen' survey work (across HO1 in its entirety) combined with a detailed survey on foot for:

- Additional areas to be assessed for possible inclusion in HO1.
- Areas presently covered by HO1 to confirm the control is still warranted.
- An assessment of the broad overlay area with a view to establishing sub-precincts within HO1.

In the case of the five areas and sites assessed for possible inclusion in HO1, the survey work included photographing every property within the areas and the compilation of a schedule of properties which included an assessment of the date of construction, notes on alterations and an assessment of their level of significance.

Further site visits were undertaken to finesse the assessments and to formulate the recommended extent of these areas proposed for addition to HO1.

2.5 Limitations

While the Project Brief did include the requirement to review the existing boundaries of HO1, the scope of the review specifically did not include a review of gradings (Significant,

Contributory or Non-Contributory). It is noted that in a number of cases it was observed that these gradings do require review including where demolition of graded buildings has occurred. It is understood this task is being undertaken by Council.

2.6 Community Consultation

It was considered important as part of the current review to consult with members of the Port Melbourne community and to this end a community engagement workshop was held in March 2011. The purpose of the workshop was two-fold, for Council and its consultants to communicate the scope and aims of the project, and to provide an opportunity for the community to contribute to the consideration of the key issues related to the review of HO1. Participants were able to contribute verbally at the workshop itself, and through written comments. A number of participants also followed up with additional written comments (by email) following the workshop. All comments made and information provided was considered in the review work.

Further community consultation was undertaken by Council following the completion of the draft report and feedback was sought on the report. As a result of this feedback, Lovell Chen has made a number of relatively minor amendments to the draft report.

3.0 Findings and Recommendations

The key findings and recommendations from the current review of HO1 are summarised in this section of the report. These are set out in the order established in the brief (refer to Key Tasks). The additional areas recommended for inclusion in HO1 are shown on the plan at Figure 3. This plan also shows two sites which are recommended for site-specific Heritage Overlays.

3.1 Part 1 - Additional areas

The Project Brief required the consideration of five defined areas. These are shown as Areas 1-5 marked in black on the map at Figure 4.

The outcome of this review is that a number of additional areas are recommended for incorporation into the existing Port Melbourne Heritage Overlay area (HO1). These are as follows:

3.1.1 Additional areas north of the former railway line (light rail) – Review Areas 1 and 2

Discussion:

HO1 currently includes some parts of the area north of the former railway line and extending up to Clark Street and Williamstown Road. Further north and to the west of these are the Garden City estates (including Dunstan, Garden City and Fishermans Bend estates) which are covered by HO2. This review considered specific areas north of the railway line (both to the west and east of Graham Street) for potential inclusion into HO1. These were Review Areas 1 and 2 (refer Figure 4). Additionally, following the community engagement workshop, a series of buildings on Graham Street (between Ross and Clark Streets) were also reviewed for potential inclusion in HO1.

In the 1979 study three relatively small Priority B areas were identified in this area; these were the Graham Street Streetscape (B8) which included the Hibernian and Clare Castle Hotels, the Bridge-Ross Street Area (B9), focussing on a group of corner shops in this locality, and the Clarke [sic] Street Area (B10), a single-storey residential group at the south end of Clark Street towards Graham Street. Refer to Figure 1.

The blocks north of the railway line were further reviewed in the 1995 Port Melbourne Conservation Study Review. This study identified an area of heritage significance to the north of Graham Street including large parts of Clark, Albert, and Farrell Streets and part of

Ross Street (refer to Figure 2). This area was identified as the Clark Street-Albert Street Conservation Area and was recommended for urban conservation (UC1) controls. It was additionally recommended that local character controls be introduced over the areas surrounding this proposed UC1 area (on both sides of Graham Street) in the form of one large LCA area, the Evans Street – Clark Street Character Area. The assessment was that while both areas were of heritage significance, the area recommended for UC1 controls had a higher level of intactness when compared with the proposed UC1 area. The distinction was described as follows:

The [Evans Street-Clark Street Residential Local Character Area] derives its character from the cohesive nature of the mainly nineteenth century housing which the area contains. The Clark Street-Albert Street Conservation Area is located in the centre of the area, and stands out for its particularly intact and cohesive character and for the unusual street pattern. The surrounding area, although broadly similar in its building stock, is slightly less cohesive and less intact.²

In any event, the recommendations of the 1995 study were not implemented and the current arrangement of HO1 in this area reflects the recommendations of the subsequent heritage review for the City of Port Phillip (Port Phillip Heritage Review, 2000). Only part of the Clark Street-Albert Street Conservation Area proposed in 1995 ultimately was included in HO1, which also included parts of the proposed Evans Street-Clark Street Residential Local Character Area of 1995.

Considerable change has occurred within this area since the mid-1990s. While some of this change has occurred within the boundaries of the existing HO1, unsurprisingly, more extensive change has occurred in those streets where the HO was not applied, particularly in parts of Albert, Alfred and Ross Streets and at the western end of Evans Street. Changes in these areas have included the demolition and replacement of existing buildings, as well as alterations and additions to existing buildings. By contrast, the area bounded by Bridge Street, Evans Street, Raglan Street and the rear of properties fronting onto Williamstown Road, despite the absence of heritage controls, has undergone relatively little change in this period.

Interestingly, with relatively few exceptions, where new development has occurred in this broad area, this development has retained the existing lot size and subdivision pattern (as single lots have been redeveloped) and in some cases the new building stock has been of a related scale and even of similar form and materiality to the existing. The area also retains its street layout, including small-scale lanes and in many cases, early street surfacing. As a result, while not as intact in terms of heritage fabric as it was in the mid-1990s the area as a whole still retains a particular character that is generated by its street layout and surfacing, small lot sizes, and modestly scaled residences.

As noted earlier, however, in considering the application of the Heritage Overlay control to additional areas, there is a need to draw a distinction between places and areas of heritage significance which are characterised by a relatively high level of intactness and cohesion, and those where there is a character which may be derived in part from heritage but where the building stock itself is not intact.

On this basis, it is the conclusion of this review that it is not appropriate to apply the Heritage Overlay wholesale across Review Areas 1 and 2. Rather, the more intact and cohesive streetscapes within these areas have been identified and these are recommended

² Allom Lovell & Associates, Port Melbourne Conservation Study Review, Vol. 1, p. 56.

for incorporation into HO1. These areas are contiguous with the existing Heritage Overlay (refer Figure 3).

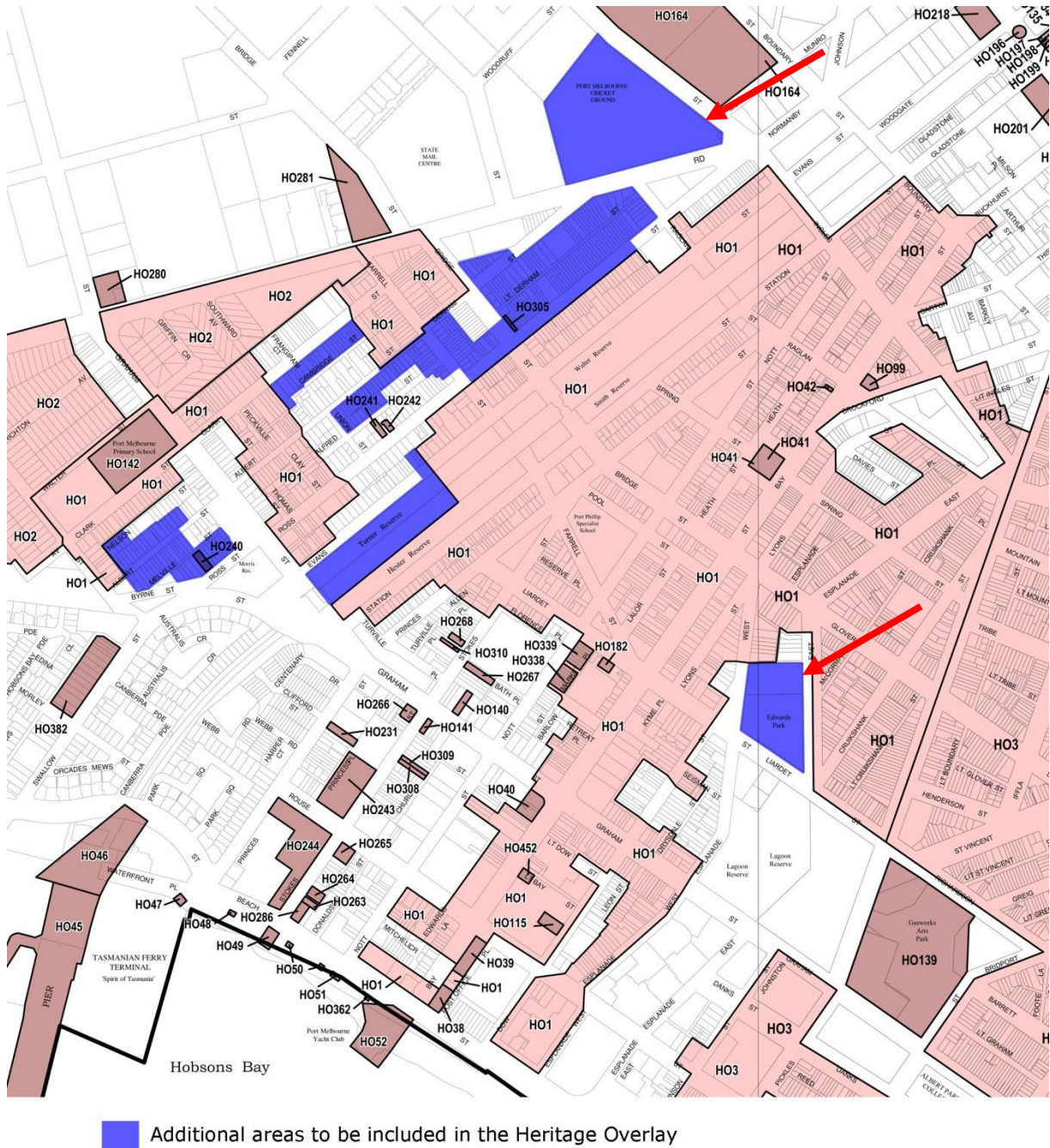


Figure 3 Recommendations for inclusion in the Heritage Overlay. Note that of the areas shown Edwards Park and the Port Melbourne Cricket Ground (indicated by red arrows) are recommended for site-specific Heritage Overlays, while the balance of the areas shown are recommended to be included within HO1.

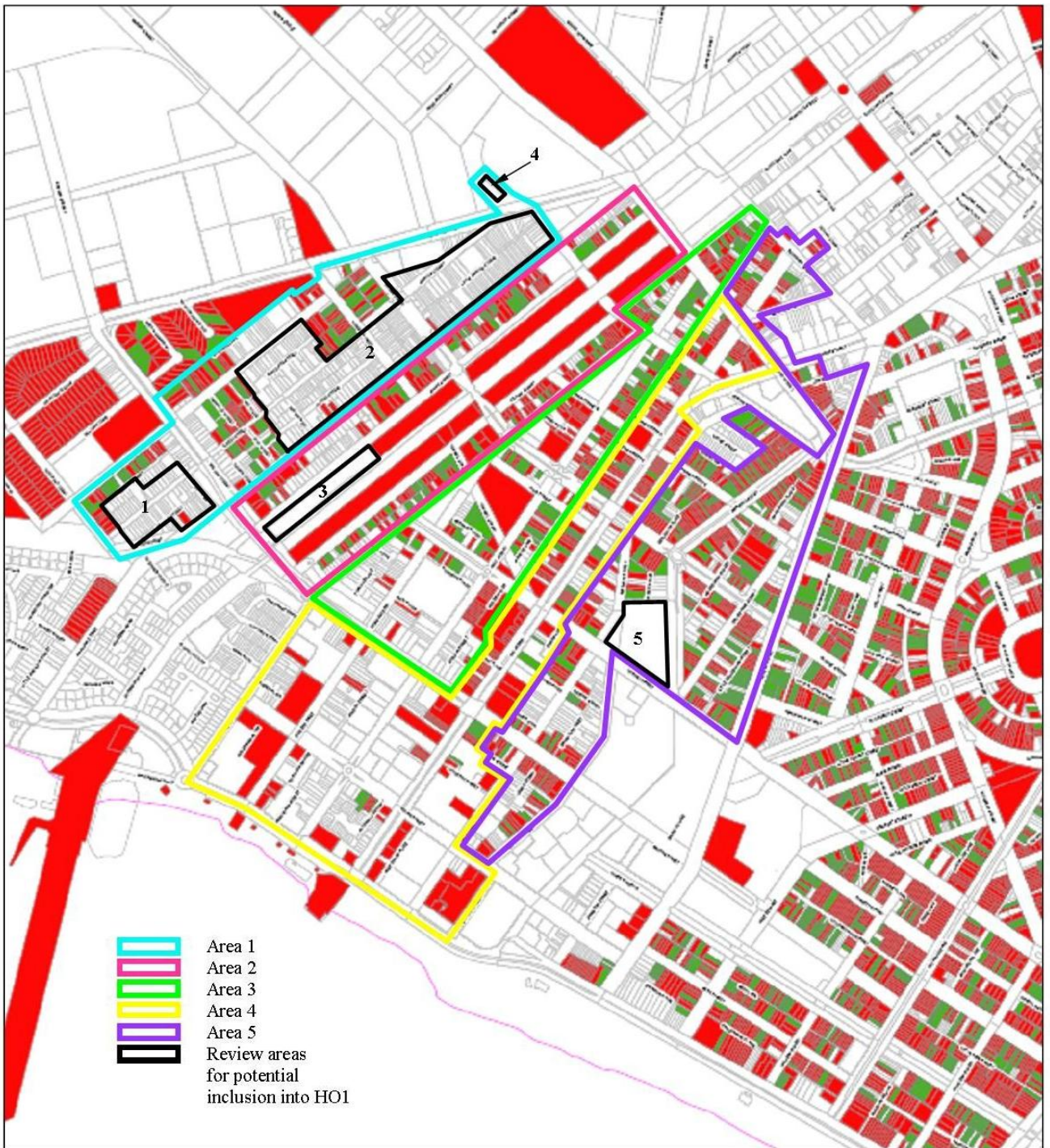


Figure 4 Plan from the Project Brief showing the review areas for assessment (Areas 1-5, marked in black) and potential smaller precincts (Areas 1-5 coloured)

Recommendations:

It is recommended that the boundaries of HO1 be amended to include the following properties and areas:

Review Area 1

Albert Street west side (nos 15-59)
Albert Street east side (nos 26-50)
Byrne Street west side (nos 1-3)
Melville Street west side (nos 5 and 10)
Nelson Street east side (nos 1-9)
Ross Street west side (nos 16-29)

Review Area 2

Albert Street east side (nos 156-220)
Albert Street west side (nos 23-49)
Bridge Street north side (nos 232-248)
Clark Street west side (nos 142-198)
Derham Street west side (nos 29-45)
Derham Street east side (nos 8-116)
Farrell Street west side (nos 121-141)
Farrell Street east side (nos 118-144)
Raglan Street west side (nos 141-151)
Ross Street west side (nos 189-307)
Williamstown Road east side (nos 524-536)

Additional Area

Evans Street west side (nos 47, 49-50)

Individual properties within those areas recommended for inclusion in HO1 have been graded as Significant, Contributory and Non-Contributory, consistent with the criteria set out in the Port Phillip Heritage Review. Refer to the schedule at Appendix B.

It is further recommended that two nineteenth century cottages in Cambridge Street (nos 12 and 30) which are not within the area proposed to be included in the expanded HO1 be assessed with a view to applying site-specific Heritage Overlays. These cottages appear to be of relatively early origins, particularly when considered in the context of the area west of the railway line, which was developed later than those areas between the railway line and the Lagoon.

Notwithstanding the recommendation that the Heritage Overlay should only be applied to defined sites and streetscapes within this area, in the light of the distinct character of the area as a whole, it is recommended that the City of Port Phillip review the current applicable planning scheme provisions for this general area, including the Local Planning Policy Framework for neighbourhood character. This review should be directed at assessing whether there is a need to introduce further built form controls or local policies to ensure the

retention of the existing valued character of this area, focussing on those areas where the Heritage Overlay has not been applied and where it is not proposed to be introduced following this review.

3.1.2 Former Railway (Light Rail) Reserve - Review Area 3

Discussion:

The 1979 study identified a broad area including the railway reserve and abutting streets (Station, Evans and Ingles Street) as a Priority B area, with valued characteristics including the landscape quality of the reserve itself as well as the relatively consistent building stock facing onto the reserve.

The former Railway Reserve in its entirety was recommended for Urban Conservation Area 2 controls in the 1995 study.

The Port Phillip Heritage Review of 2000 included the Railway Reserve within the Port Melbourne Area (HO1). When the Heritage Overlay was introduced, however, one section of the Reserve was omitted (southern end of Turner Reserve, on the western side of the railway line). It is assumed this omission reflects the fact that a large part of this end of the Turner Reserve was still in use until 1987 for the Graham Railway Station, railway sidings and associated infrastructure (refer Figure 5). At this date the line, railway station and sidings were removed and replaced with the present light rail service and the reserve re-landscaped.



Figure 5 1987 photograph showing the site of Graham Railway Station looking east. The sidings to the left side of the image are now absorbed into the Turner Reserve. Source: Weston Langford

Recommendations:

Both historically and physically, the omitted section of the Turner Reserve forms an integral part of the former Railway Reserves complex and it is recommended that it be included within HO1 and be identified as a Significant Heritage Place in the Heritage Policy Map (as for the balance of the former Railway Reserves).

Additionally, it is recommended that tree controls be introduced over the former Railway Reserves, either through the introduction of a site-specific overlay to trigger these controls or through amendment of the schedule entry for HO1 to identify that tree controls apply to the reserves.

3.1.3 Norman L Goss Stand (North Port Oval, former Port Melbourne Cricket Ground and Recreation Reserve) – Review Area 4

Discussion:

The Project Brief required an assessment of the Norman L Goss Stand. The scope of the assessment was subsequently amended to include a consideration of the North Port Oval in its entirety.

The 1979 Jacobs Lewis Vines study identified the cricket ground as one of three sites in Port Melbourne assessed as being 'Areas of major historical and environmental importance on public land, parkland and foreshore land' (the others were the Beach Front and the Lagoon Open Space Area (north of Graham Street)).

It was commented of the cricket ground that:

It forms a pleasant barrier between the residential and industrial areas in the north of Port Melbourne. The grandstand and other buildings, while not of outstanding merit, enhance the areas and contribute to the sporting atmosphere experienced by those using the area. The whole reserve makes a most important social and environmental to Port Melbourne.³

The study area for the 1995 Port Melbourne Conservation Study Review did not include land on the west of Williamstown Road.

Recommendations:

Based on the historical research, physical survey and significance assessment undertaken in this review, it is recommended that the North Port Oval, including the Norman Goss Stand and associated structures are of local historical, social and aesthetic (architectural) significance to the municipality. It is recommended that the site as a whole be included in the Port Phillip Planning Scheme as an individual (site-specific) Heritage Overlay and should be identified as a Significant Heritage Place in the Heritage Policy Map.

A detailed citation has been prepared for the place and is attached at Appendix C.

The application of a site-specific Heritage Overlay is preferred in this case to the incorporation of the site into the existing HO1. While integrally related to the history of Port Melbourne and HO1 historically, the site is quite distinct in a physical sense and is located on the edge of the larger precinct. It is a site which has a specific history and physical presence including internal site planning and layout, and on this basis a site-specific overlay is preferred.

³ Jacobs Lewis Vines, Port Melbourne Conservation Study, p. 37.

3.1.4 Edwards Park – Review Area 5

Discussion:

The 1979 Jacobs Lewis Vines study included Edwards Park within 'The Lagoon – Open Space Area', one of three areas in Port Melbourne assessed as being 'Areas of major historical and environmental importance on public land, parkland and foreshore land' (the others were the Beach Front and the Port Melbourne Cricket Ground).

Neither the 1995 Port Melbourne Conservation Study Review nor the 2000 Port Phillip Heritage Review identified Edwards Park as a site of significance nor were heritage controls recommended for the site.

In 2001 a detailed *Edwards Park Conservation Analysis and Masterplan* was prepared for the City of Port Phillip by Australian Landscape Management and this review has relied on the historical research, analysis and conclusions of this report.

The *Conservation Analysis and Masterplan* found Edwards Park to be of local historical, social and aesthetic significance.

Edwards Park is of local historical, social and aesthetic significance.

While it retains no extant elements from its earliest reservation, Edwards Park reflects the nineteenth [century] layout of the suburb around it and the presence and outline of the saltwater lagoon. It retains most of the elements of the twentieth century layout and as such demonstrates the principal period of its development. Of particular significance is the radial layout of paths on the flat grassy plane and the accompanying mature palm (*Phoenix canariensis*) avenues.

Edwards Park is significant as a focus for the daily recreational activities of local residents and for the senior citizens and children of Port Melbourne. The Park continues to be the home of the Port Melbourne Trugo Club and the setting for various events including the Port Melbourne Festival.⁴

Recommendations:

On the basis of the assessment in the 2001 *Conservation Analysis and Masterplan*, it is recommended that Edwards Park be included in the Port Phillip Planning Scheme as an individual (site-specific) Heritage Overlay. The Heritage Overlay should include the main park with its radial avenue of palms and the northern area where the Trugo Club and playground are located. The triangular site on the western side (formerly bounded by Dow and Liardet Streets and Esplanade West) should be excluded. The place as a whole should be identified as a Significant Heritage Place in the Heritage Policy Map. A detailed citation has been prepared for Edwards Park and this is attached at Appendix D.

In this case (as for the former Railway Reserve) the recommendation for a separate site-specific Heritage Overlay (rather than an expansion of the current boundaries of HO1 to include the site) is made in order to facilitate the use of the tree control provisions at Clause 43; the Schedule to the Heritage Overlay would identify the Edwards Park Heritage Overlay as one where tree controls apply. The schedule entry should identify that tree controls apply, but that these controls are applicable only in the case of the mature palm (*Phoenix canariensis*) avenues.

⁴ Australian Landscape Management, City of Port Phillip, Edwards Park: Conservation Analysis & Masterplan, November 2001.

3.2 Part 2 - Review of Existing Boundaries

Discussion:

In addition to the consideration of the incorporation of new areas into HO1, the project also included a requirement to consider the existing boundaries with the objective of verifying these boundaries and identifying any areas which should be excluded from HO1.

It is evident that considerable change has occurred within HO1 since the introduction of the control including the demolition and/or alteration of some Contributory and Significant buildings. In light of this, it was considered possible that there may be areas where the extent of change has been such that consideration could be given to amending the boundaries to exclude properties or areas that no longer contribute to the significance of the overlay. The focus in undertaking this review was on the boundaries or edges of HO1 rather than the main body of the precinct.

As a general comment, it was noted that while a degree of change has occurred across the area, the majority of HO1 retains its valued heritage character and the change that has occurred is not such as to warrant a variation to the boundaries to reduce the extent of the area. Two exceptions have been identified as noted below.

Recommendations:

Ross Street (south end) at Graham Street

At the southern end of Ross Street where it intersects with Graham Street the two nineteenth century hotels hold the corners (Clare Castle Hotel and Hibernian Hotel). These buildings are both identified as Significant on the Heritage Policy Map. North of the hotels, however, the quality and consistency of the streetscape is lower. This is particularly the case on the west side of the street where a series of buildings have been demolished and new build introduced (refer Figure 7, Figure 8). On the east side of the street the effect is less pronounced but even here neither the quality nor the consistency of buildings is as high as elsewhere in HO1. In the amended citation material prepared as part of this review, the reduced intactness in this location has been noted, and consideration could be given to the removal of properties on the western side of the street from within HO1 (Figure 6). In the event such an action is pursued, the Hibernian Hotel should be retained within HO1.

Much as for the general recommendation for Review Areas 1 and 2, in the event that consideration is given to removing these Ross Street properties from HO1, it is recommended that City of Port Phillip review the current applicable planning scheme provisions for the area, including the Local Planning Policy Framework for neighbourhood character. The review should be directed at assessing whether there is a need to introduce further built form controls or local policies to manage issues of scale and form in proximity to those sites which remain in Heritage Overlay and, more generally, to ensure the retention of the existing valued character of the area in the event the Heritage Overlay control is removed.

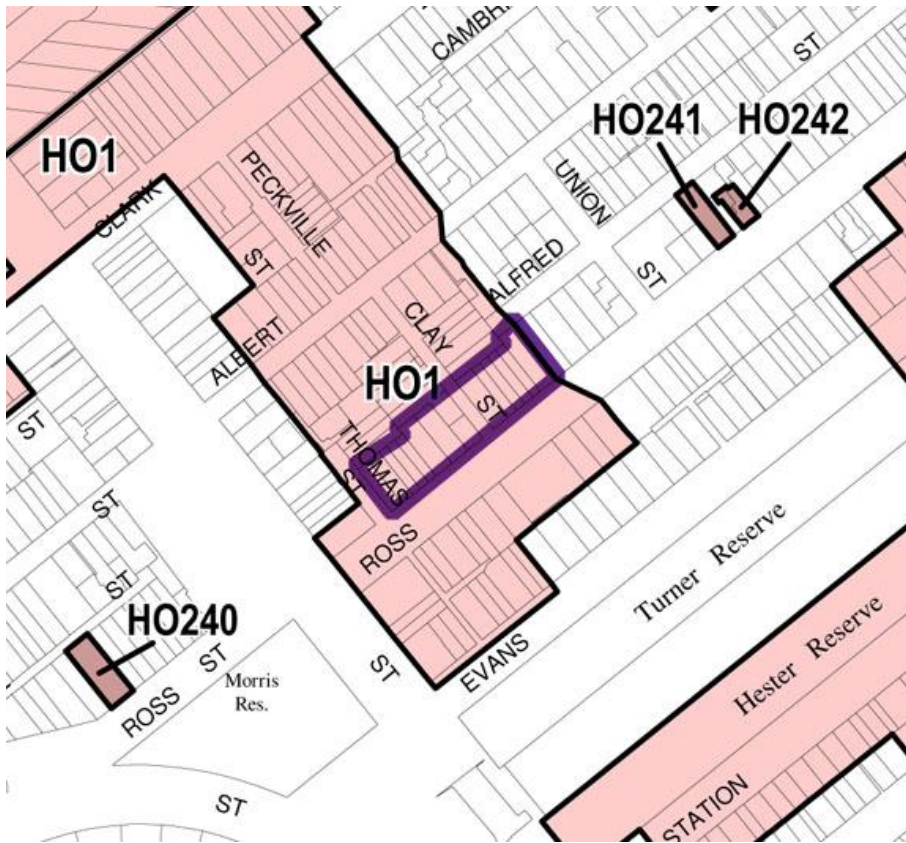


Figure 6 Area on the west side of Ross Street, where consideration could be given to removing the Heritage Overlay control.



Figure 7 West side of Ross Street, looking south towards Graham Street



Figure 8 West side of Ross Street, non-contributory buildings north of Clay Street

Area south of Graham Street

Discussion:

In its current configuration, south-west of Graham Street, HO1 extends to include the majority of Bay Street down to its intersection with Beach Street. It also includes predominantly residential properties on the south-west side of Graham Street, returning along Esplanade West and including properties on one side of Legon Street. A small number of properties in Nott Street, south-west of Graham Street, are included as are sites in Beach Street and Dow Street (refer Figure 9).

The 1979 Port Melbourne Conservation Study identified the Bay Street area as a Priority A area (Area A1, Bay Street Area) and extended this area just south of Graham Street, to include the Port Melbourne Police Station, Lock Up and Court House at 113-119 Bay St, Port Melbourne. To the south, it proposed a Priority B Area of medium conservation potential (Area B5, Bay Street Area). The character of this Priority B area was described as follows:

The views in Bay Street, both to the south of the Bay and to the north to the main shopping area with the Town Hall tower easily visible.

The intact nature of many of the shopfronts

The interest created by the former Post Office and the interesting red brick building next to it.

The 1979 study also identified a series of buildings for individual listing scattered dotted throughout this general area including on Bay Street, Dow Street and Beach Street.

The 1995 Port Melbourne Conservation Review did not recommend a precinct-based control for Bay Street south of Graham Street. Rather, it proposed individual listings/controls for buildings in this area.

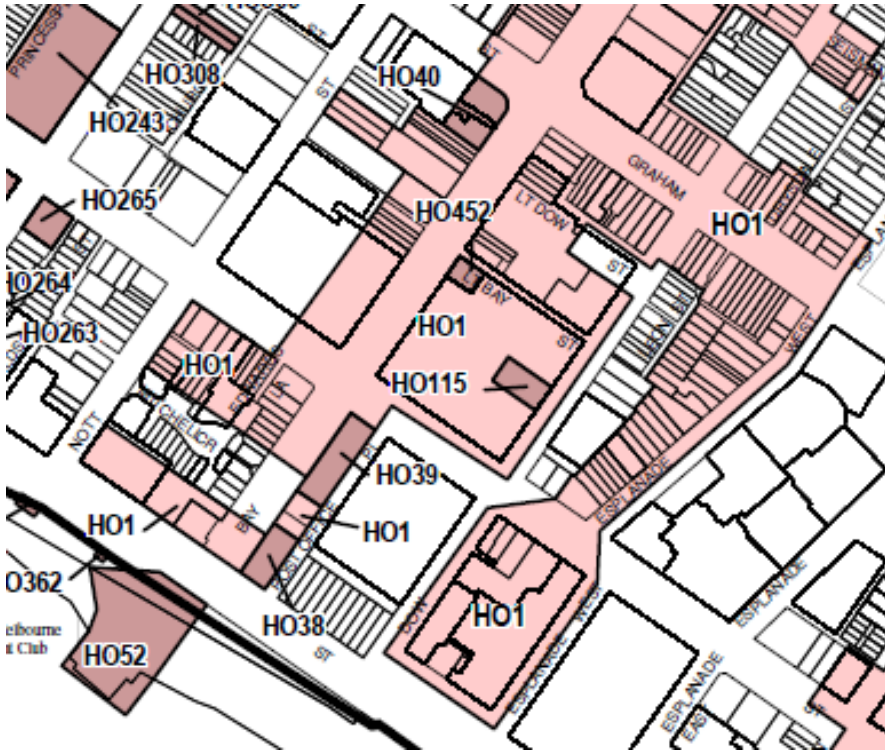


Figure 9 Current arrangement of HO1 south of Graham Street



Figure 10 Excerpt from the Port Phillip Heritage Policy Map showing the area south of Graham Street

Contributory and Significant residential building stock at the south-east corner of Bay and Graham Street extends east along the southern side of Graham Street and returns around onto the western side of Esplanade West (refer Figure 10). This building stock here is consistent and cohesive and relates to the predominantly residential areas to the north and east.

In contrast, the balance of HO1 south of Graham Street is not so consistent or visually cohesive in the sense of having a generalised heritage character. Rather, it is characterised by individual buildings or groups of buildings of heritage significance (most of a high local/metropolitan significance or of state significance) interspersed with new development or Non-Contributory buildings. On Bay Street itself, for example, there are important groupings and individual buildings but these are interspersed with later development. The same is true to the west on Rouse and Nott Streets. East of Bay Street there are two isolated buildings of significance on Dow Street and the former sugar refinery complex on Beach Street is an imposing, but again, isolated complex.

Overall, while it retains numbers of important heritage buildings, this is an area which has undergone considerable change in recent years, including development of significant scale. A similar process has occurred to the west (outside HO1) in the area between Beach and Graham Streets (examples are shown at Figure 11, Figure 12, and Figure 13). Here too, individual heritage buildings, including the Victorian Heritage Register (VHR) registered Swallow and Ariell complex have been retained but now stand in a changed context of new development of contemporary design and substantial scale.

The changes at the southern end of HO1 reflect the identification of this area as a whole as one where there are significant development opportunities, and the management of development in the area through the design objectives and built form requirements set down in the Design and Development Overlay Schedule 1.

The retention of individual significant buildings and groups of buildings should remain a priority in this area (refer Figure 15) and these should continue to be protected by the Heritage Overlay control. Given the overall lack of cohesion of the building stock, however, the appropriateness of a precinct-based Heritage Overlay control over this area appears questionable. Ultimately it may be preferable to replace the precinct control with a series of site-specific Heritage Overlays. Such site-specific Heritage Overlay controls are already in place for a number of key buildings in the area and the significance of many others has been recognised through the inclusion of individual citations in the Port Phillip Heritage Review.

Additional strategic work would be required, beyond the scope of work identified in the current review, in order to confirm the appropriate approach in this area. This work would need to include the preparation of detailed assessments for individual buildings within the area to ensure an appropriate level of statutory heritage protection for these buildings.

The review work should also include the consideration of other mechanisms available through the planning scheme through which the scale and form development adjacent to and in the vicinity of these individual heritage buildings can be managed. Possible options for managing these issues might include a new or revised Local Policy addressing built form in the area, the introduction of adjacency controls – whether through mapped site-specific DDOs as in the Moreland Planning Scheme or Local Policy provisions, as in the Stonnington and Yarra Planning Schemes - or through revisions to the existing DDO.



Figure 11 Contributory residences on the south-east corner of Bay and Graham Streets, now juxtaposed against development of contrasting scale to the south.



Figure 12 West side of Dow Street, north of Rouse. Other than for a small section close to Graham Street, this block is all within HO1.



Figure 13 New development on the north side of Rouse Street east of Nott Street and extending up to Bay Street. The eastern end of this block is included in HO1, as is the block east of Bay Street, also redeveloped for new buildings of contrasting scale to the remaining heritage buildings in this area.

Recommendations:

It is recommended that a more detailed review be undertaken of the arrangement of Heritage Overlays, both individual and precinct-based, in the area south of Graham Street (Figure 14 & Figure 15). The retention of individual significant buildings and groups of buildings should remain a priority in this area and these should continue to be protected by the Heritage Overlay control. The review should be undertaken with a view to considering the replacement of the existing HO1 precinct control with site-specific controls over individual buildings or building groupings.

The review should also consider other mechanisms available through the planning scheme through which development adjacent to and in the vicinity of these individual heritage buildings can be managed (refer discussion above).

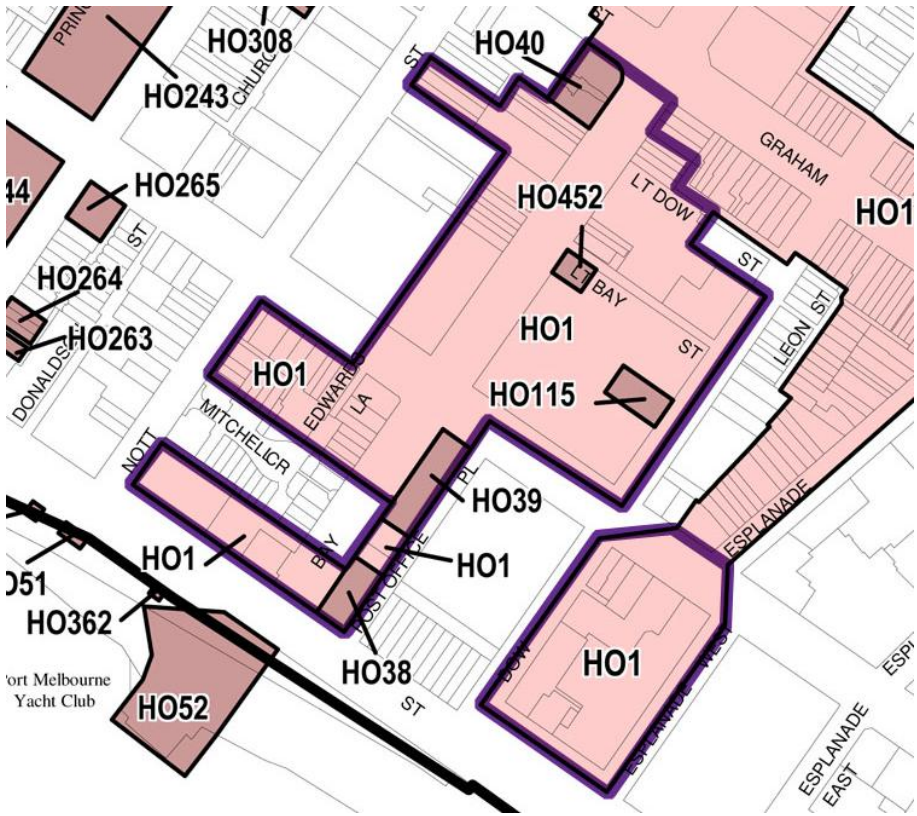


Figure 14 Area south of Graham Street recommended for further review.



Figure 15 Area south of Graham Street recommended for further review. The map is an extract of the Port Phillip Heritage Policy Map and identifies heritage properties (coloured red for 'Significant and green for 'Contributory' buildings) that would require consideration as part of the further review of the area'

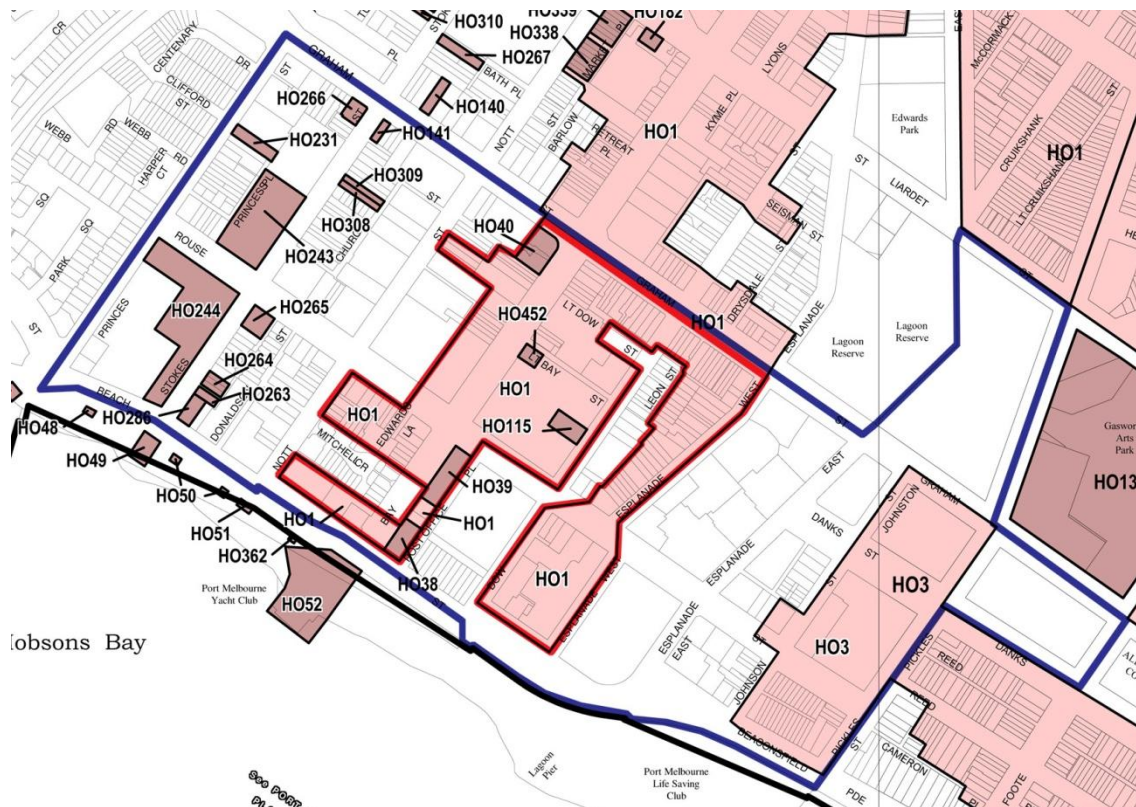


Figure 16 Detail of Heritage Overlay map, showing the relationship between the existing HO1 precinct south of Graham Street. (outlined in red) and DDO1 (outlined in blue).

3.3 Part 4a – Identification of smaller sub-precincts

Discussion:

The Project Brief required the reassessment of HO1 with a view to the identification of 'smaller, more detailed and relevant/consistent areas and the corresponding boundaries' [Part 4a, refer p. 5 of the Project Brief]. This is as a response to the scale and diversity of the area within HO1 and a perceived need to identify smaller areas with identifiable qualities and characteristics. It was considered that the identification of such areas and the preparation of more detailed citations reflecting their specific qualities and characteristics would assist the City of Port Phillip in its assessment of planning applications.

In considering this issue, the historical themes identified in the earlier conservation studies were considered and the statement of significance for the existing HO1 was also reviewed. Out of this review, it is evident that one of the key attributes of the Port Melbourne HO1 area is its ability - in the breadth of the area - to demonstrate themes in the development of a working class maritime suburb developed from the mid-nineteenth century with some development also into the early twentieth century. While Williamstown is the other key example in Melbourne of such a suburb, there are significant differences between the two.

The area as a whole contains extensive areas of nineteenth century workers' housing, substantial numbers of hotels (for which Port Melbourne was well known), a range of nineteenth and early twentieth century industrial buildings, a fine predominantly nineteenth century commercial shopping strip (Bay Street), and handsome civic and community buildings (town hall, police station and courthouse, fire station and others). The area also retains evidence of the transport links which underpinned the development of Port

Melbourne, with the railway line (now used for light rail) and Station and Princes piers all surviving and demonstrative of particular themes in the history of the suburb. The majority of these themes are represented within the breadth of HO1. HO1 is also important for its ability to demonstrate the layout and subdivision patterns of the suburb as a whole, including referencing the specific topographical and other constraints which shaped its development. Development was for many years confined to the area between the Lagoon in the east and the railway line in the west. In summary, it is the diversity of the area which is also one of its key attributes and strengths.

On this basis, the recommendation is that the area be retained as a single Heritage Overlay area and not be divided into separate precincts (to be separately scheduled and mapped in the planning scheme). While it might be appropriate in other cases, in this case is considered such an approach might serve to undermine an understanding and appreciation of Port Melbourne's distinctive history as a working class suburb with strong maritime and industrial links.

Notwithstanding this recommendation that the area not be divided into smaller Heritage Overlay precincts, it is considered appropriate that a number of smaller sub-precincts be identified within the larger HO1 and that the supporting documentation for HO1 be amended to include reference to these sub-precincts. This is seen as a means by which the particular characteristics of defined areas within HO1 can be described and understood more clearly, while still acknowledging these smaller areas are part of a larger event and contribute to the significance of HO1 as a whole. The outcome will be a clearer understanding of the history and valued qualities and characteristics of particular areas within HO1 while still maintaining a sense of the relationship of these areas to one another and to the broader HO1. Four such sub-precincts have been identified within HO1. These are as follows:

- Port Melbourne East;
- Port Melbourne West;
- Bay Street Commercial; and
- Port Melbourne Railway Reserves.

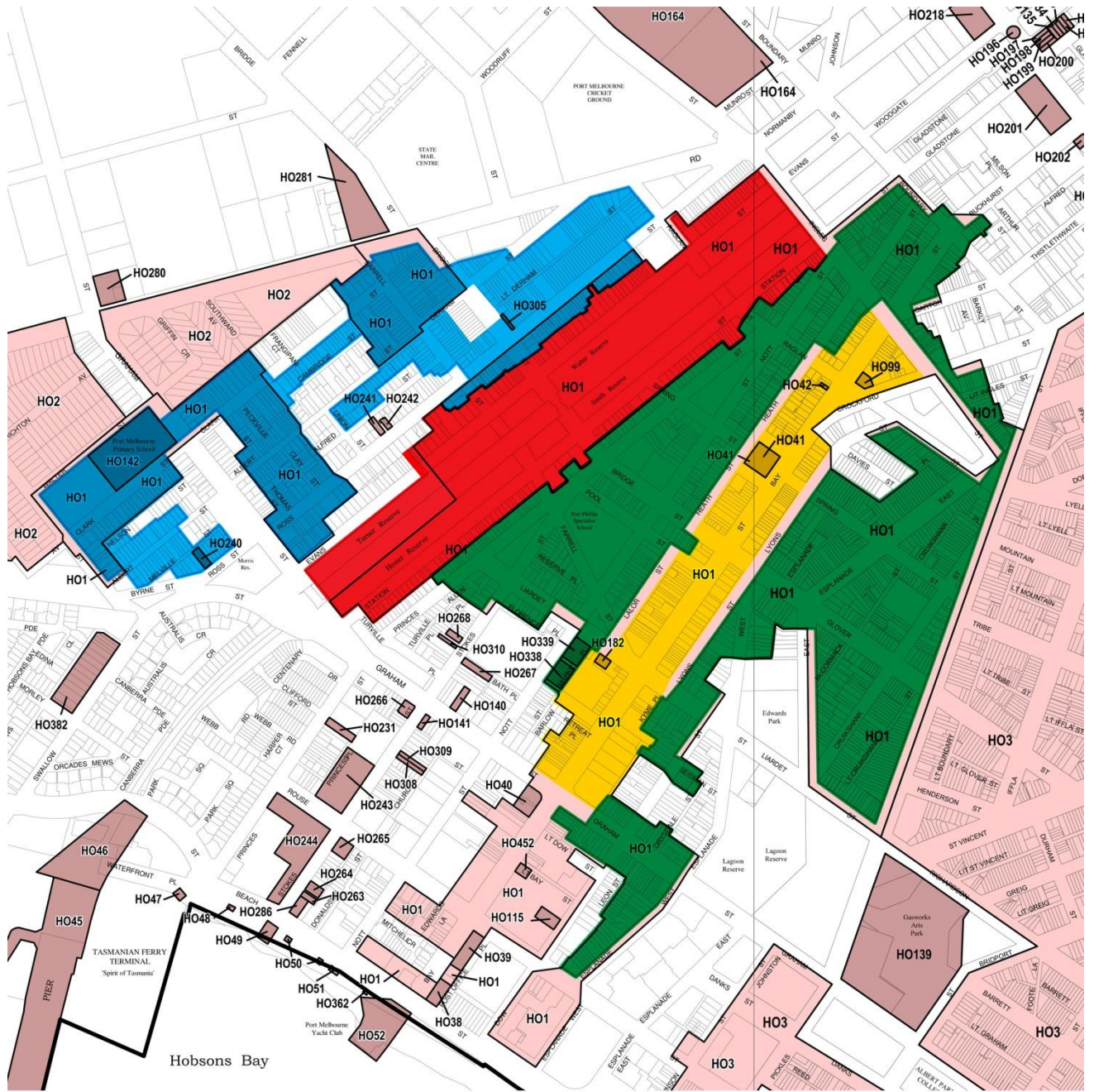
The proposed sub-precincts are shown on the plan at Figure 17.

No sub-precinct citation has been prepared for Bay Street south of Graham Street (other than for the residential buildings at 130-136 Bay Street, which are included in the proposed Port Melbourne East sub-precinct). As discussed above at 3.2, while it retains a substantial number of buildings of heritage significance, this area does not have a cohesive character. It is not an area that warrants identification as a precinct in its own right, nor could it be incorporated easily into either of the two abutting sub-precincts (the more intact Bay Street Commercial sub-precinct and the predominantly residential Port Melbourne East sub-precinct).

Recommendations:

It is recommended that HO1 be retained as a single Heritage Overlay area (including the mapping/boundary changes recommended as part of this review).

No change is required to the Heritage Overlay schedule, other than for any amendments that may be required to trigger tree controls recommended for the Railway Reserves.



Key to Sub-precincts

- Port Melbourne West
 - Port Melbourne East
- Port Melbourne Railway Reserves
 - Bay Street Commercial

Figure 17 Proposed sub-precincts, HO1. Note that no sub-precinct has been identified for the parts of the precinct south of Graham Street on Bay Street and in the immediate surrounding area.

3.4 Part 4b –Proposed new HO1 citation

Discussion:

It is proposed, as identified above, that four sub-precincts be defined within HO1. As noted above, these sub-precincts are not proposed to be mapped or scheduled in the Planning Scheme, rather, the approach is that they be identified in the precinct citation forming part of the Port Phillip Heritage Review, an incorporated document in the Port Phillip Planning Scheme.

Recommendations:

A new citation for the Port Melbourne area (HO1) has been prepared and it is recommended this replace the existing citation in the Port Phillip Heritage Review.

This citation comprises a citation for HO1 as a whole (based on the existing Port Phillip Heritage Review citation, revised and amended) and a series of sub-precinct citations for smaller areas within HO1. Refer to Appendix E. The format is the standard adopted by the City of Port Phillip and as contained in the *Port Phillip Heritage Review*.

APPENDIX A

Current HO1 citation (Andrew Ward, Port Phillip Heritage Review, 2009)

6.2 Port Melbourne - H01

Existing Designations:

Heritage Council Register: nil

National Estate Register: nil

National Trust Register: nil

Description: This Area is bounded on its north side by Ross Street and on the east by Ingles Street and Boundary Streets. Pickles Street marks the southern boundary which links directly with the South Melbourne, Albert Park, Middle Park and part St. Kilda Area. The western boundary is fragmented as a result of widespread recent residential redevelopment along the waterfront and inland. This redevelopment has in the past been undertaken by the public sector but in more recent times by the private sector. The fragmented nature of the western end is exaggerated by the Lagoon Reserve and associated recent residential developments. Also forming part of the Port Melbourne Area are the residential areas physically linked with the Garden City estates but historically and in terms of their appearance more properly associated with this Area. These areas are generally located to the south-east of the earliest Garden City estates.

The route of the former Port Melbourne railway line with its associated reserves and the Bay Street commercial thoroughfare divide Port Melbourne into discrete neighbourhoods. Their alignments relative to each other have resulted in the creation of a triangular shaped area bounded by Princes and Nott Streets that is in itself subdivided somewhat irregularly into street blocks and triangular reserves. The reserves are known as the Crichton reserve and the Sangster reserve and Port Melbourne Bowling Club.

The former railway route and gardens are overlooked by comparatively opulent houses in Evans and Station Streets. Verandahs are invariably built to the property line and there are some two storeyed Italianate residences at nos. 73 and 75 Evans Street and nos. 164 (“Ulster House”), 163 (“Derwent Coffey House”), 160-162 (“Alfred Terrace”) and elsewhere in Station Street. Although masonry construction predominates, there are also important timber cottages such as no. (63?) Station Street and 99-100 Evans Street. The house of the slaughterman, Caleb Kennett, at no.64 Evans Street is exceptional on account of its spacious garden, high bi-chromatic brick fence and palisade cast iron fence with cast iron pillars. These houses are more characteristic of the “better” streets of South Melbourne than of “Port” yet it might equally be argued that they constitute the “better” streets of Port Melbourne as does the St. Vincent Place area, for example, constitute a “better” part of South Melbourne. Importantly, they represent a dimension to the fabric of the area often overlooked by persons unfamiliar with the place. They also demonstrate the importance of the railway gardens as a catalyst for substantial villa development last century. These gardens are noteworthy on account of their exotic plantings. Some of the trees in the Turner and Walter reserves on Station Street and Evans Street respectively may have been planted as early as the turn of the century and are predominantly exotics. They include *Cedrus deodara*, *Schinus molle* var. *areira*, *Ficus macrocarpa*, *Cupressus sempervirens*, elms and a very large *Ficus macrophylla* in a fenced off reserve in the centre of Raglan Street. The Gill, Howe and Smith reserves also include mature *Schinus molle* var. *areira* and *Ficus macrophylla* that collectively establish the highly distinguished ambience of the

locale.

The former “Excelsior Hall”, now the RSL building, is a remarkable large timber public building, important if for no other reason than for the rarity of its mode of construction. Together with the nearby corner hotels and shops it adds greatly to the diversity of the Area and to its capacity to surprise the newcomer. More importantly, these buildings illustrate a life style that evolved long before the widespread use of the motor car.

The remaining residential areas are made up predominantly of single storeyed timber and brick cottages, in terraced rows as at nos. 3-17 Bridge Street and 22-26 Lyon Street or in detached rows of identical cottages as may be seen in Princes Street and elsewhere. The rows known as “Queens Terrace” and “Jubilee Terrace” occupying nos. 118-144 Nott Street are extraordinary on account of their great length. In these areas, unusual two storeyed buildings include the all timber house at 64 Cruikshank Street, “Guernsey House” at 232 Esplanade East and others attracted to Graham Street, having always been an important thoroughfare. The housing stock, though predominantly Victorian, is enriched by Federation period villas and by the diversity of the non-residential buildings that include the ubiquitous corner hotels, often delicensed, the occasional church, factory and corner shop. There is a characteristic pattern here wherein the corner sites were typically occupied by commercial premises and the allotments in between by houses. This pattern was the product of a pedestrian and public transport dependant society and is enriching when viewed from today’s perspective. The minor streets and lanes, now mostly rebuilt, are also of interest, the survival of Peckville Street being of special note. So too are the streets facing the Crichton reserve in that they demonstrate an approach to urban planning that is in a way superior to the current practice of confining open space to the spatially inconsequential lands associated with watercourses and vacant blocks. Finally, the schools at Nott and Graham Streets are pivotal to the interpretation of the social history of the Area.

Bay Street is a remarkable thoroughfare in many respects. There is in the first instance the prospect of the sea at its southern end and the manner in which buildings associated with the sea are located here. The bluestone mass of Morley’s coal depot is especially evocative in this respect. But it is the diversity of the buildings along its length which sustain the visitor’s interest. First, there are the public buildings, including two generations of post offices, the police station, court house and lock-up and the Port Melbourne town hall, occupying a pivotal site surrounded by streets and houses and terminating the Spring Street vistas. These buildings impart identity to the street particularly on account of their dominant corner sites. Also of note are the hotels, including the “Rex”, the “Prince Alfred”, “Chequers Inn”, “Quinn’s” and the “Fountain Inn”. Again, it is the corner sites that give them prominence. There are also banks, the former Holy Trinity Church complex and a former drill hall. The shops include terraced rows with cast iron posted verandahs such as nos. 79-85 whilst other important rows include nos. 149-155 (“O’Briens Terrace”), nos. 165-179 and the “Market Buildings” at the Liardet Street corner. Finally, Bay Street’s houses have been built over a considerable time, cheek by jowl with the shops and hotels. “Peckham Terrace” is the earliest (c.1859). “Carroll’s Terrace” alongside was built in 1884 and nearby, nos. 378-382 followed in 1900.

History: A track between the beach and the town of Melbourne had been established as early as 1839. The government surveyor, Robert Hoddle, had prepared a plan for a “rail road” on the alignment of Bay Street and a street subdivision for Sandridge in that year. Wilbraham Liardet arrived in November, establishing his “Brighton Pier” hotel and jetty at Sandridge a year later. By 1841 Alfred Lingham had opened his “Marine” hotel, also with a jetty, at the same location and the two hotels marked the commencement of tracks to Melbourne that eventually joined to form a single route. There was also a hut and customs tent and a magazine at Sandridge at that time. Hoddle prepared a further survey plan in 1842, providing for half acre allotments and a roadway on the alignment of Bay Street. There were 40 lots in four blocks between present Graham and Rouse Streets but the land was withdrawn from sale. In 1849 the government built a pier on the site of Liardet’s jetty and Lindsay Clarke’s survey plan was used as a basis for the first land sales in September, 1850. By December, 1852 the *Argus* recorded that about 100 tents had been erected “near Liardet’s” and Edwin Thomas’ sketch of 1853 showed single and two storeyed shops with verandahs in a continuous row on one side of Bay Street. The Sandridge railway line, built by the Melbourne and Hobsons Bay Railway Co. formed in August 1852, was opened as Australia’s first steam powered railway on 12.9.1854. By this time, the street grid between the railway and the Lagoon had been established.

An 1855 plan shows the essential elements of the township. Commencing at the sea front there was a customs house at the corner of Beach Street and Nott Street and a reserve for the post office on the south corner of Bay and Rouse Streets. Between Rouse and Graham Streets there were allotments for the Roman Catholic and Wesleyan churches and a reserve for the watchhouse. Further north again between Graham and Liardet Streets were the Seamen’s, Presbyterian and Church of England reserves. Between Liardet and Raglan Streets, as the available land between the lagoon and the railway reserve narrows, there was a pool - on the site of present Lalor Street - and associated swampland. Private allotments were scattered liberally throughout the Area and it would appear that the whole of Sandridge had been alienated by this time. Station Place was lined with small presumably residential allotments. Sandridge’s role as a geographically discrete port town had been established.

By the late 1850’s the process of replacing the earlier and more temporary buildings with permanent accommodation was gaining momentum, “Peckham Terrace” erected c.1859 in Bay Street being a surviving example of this earliest redevelopment phase. The court house, police station and post office were all erected during the early 1860’s. Amongst the brick hotels being built were the “Chequers Inn” which remains today at the corner of Bay and Bridge Streets and the “Fountain Inn” at the corner of Raglan and Crockford Streets. There were in fact many hotels at the Port, which was not surprising, given its foundations in the shipping trade. In 1872 the architect, Thomas (?) Watts designed a small hotel in Graham Street and Frederick Williams a larger one at the corner of Graham Street and the Esplanade. In 1873 he designed another one on the site of the old “Sandridge Inn” in Bay Street and carried out alterations to the “Bay View” in 1887, the “Prince Alfred” in 1889 and designed the new “Victoria” in 1895. In 1888 the local architect, J.B. Grut carried out works to “Chequers”, the “Rising Sun”, the “Exchange”, the “Hibernian” and the “Cosmopolitan”.

The shops, mainly in Bay Street, convey something of the same picture as the hotels, a few being designed by quite distinguished Melbourne architects and then from the 1870's more and more by the locals. Frederick Williams was exceptionally busy whilst John Flannagan's group of three shops in Bay Street of 1874-75 survive as a testimony to his work and a reminder that the original development encompassed five shops. Williams commenced his run of commissions with a tender in 1871 for an unspecified number of shops and dwellings. There were more in Bay Street (1873) and Ingles Street, four in Bay Street in 1874 and others again later in the year. Although the main commercial street was Bay Street, others included Beach, Rouse, Graham, Nott and Stokes and there were non-residential establishments in Railway Place and Station Place, taking advantage of their proximity with the railway line.

By 1900¹⁵² the Area had been almost completely built up. The Graham Street school had been opened in 1889 partly to save children living north of the railway from crossing this busy thoroughfare on their way to the Nott Street school opened in 1874. The Port Melbourne cable tramway on Bay Street had been opened in 1890 with a terminus and depot in Beach Street, demolished in 1998. The Town pier at that time was served by a horse powered street tramway carrying coal from the pier to the South Melbourne gas works in Pickles Street and the sugar works on the site of the present "Sandridge Bay Towers" development. The tramway skirted the north side of the boat harbour, between Esplanade East and Esplanade West and the south side of the lagoon on its run out to the gas works. There were extensive rail yards at Port Melbourne together with a passenger station on the site of the present disused building and another at Raglan Street. By the turn of the century the river berths and the new Victoria Dock handled most of the shipping and the bayside's brief pre-eminence as Melbourne's port had passed.

If Port Melbourne had prospered as an industrial location last century, it boomed during the twentieth when Fishermen's Bend was released for industrial development. Amongst those factories established during the 1920's were the works of the engineering company, Malcolm Moore Pty. Ltd. on Williamstown Road from 1927. J. Kitchen and Sons and Australian Motor Industries were other important enterprises. Larger complexes such as General Motors Holden and the aircraft manufacturing plants including the Government Aircraft Factory and the Commonwealth Aircraft Corporation were founded in the 1930's and 1940's to the north of the present Westgate Freeway and beyond the limits of the City of Port Phillip. Together with the port they sustained the Area's working class population residing to the south of the Williamstown Road.

Today more than at any time in the past the occupants of the terraces and detached houses of the Area are white collar workers employed in the City and elsewhere and "Port" has lost its past character as a working class locale tied to the docks and factories of the Yarra River flats.

Thematic Context: Building settlements, towns and cities:

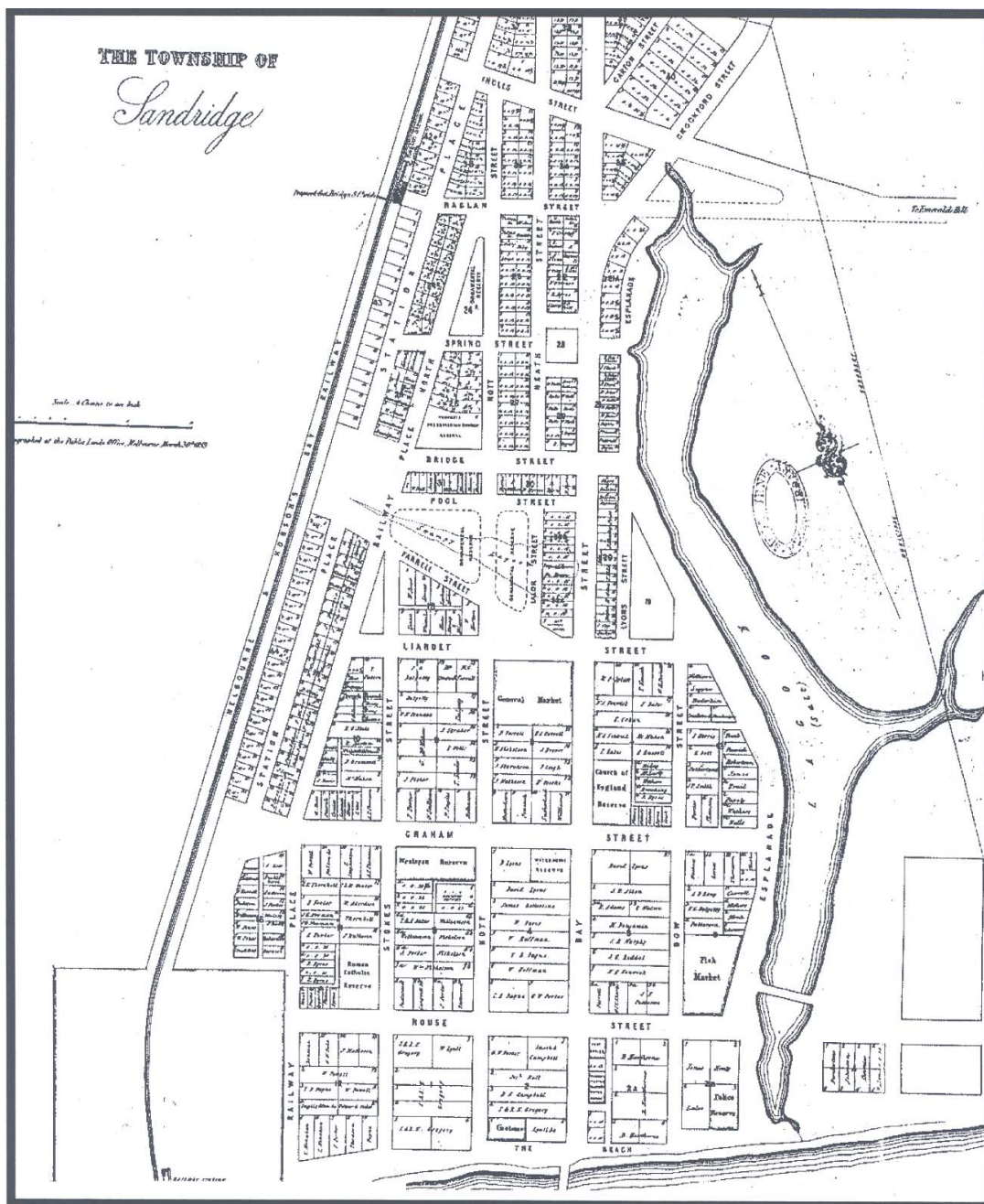
- Planning urban settlement
- Making suburbs ¹¹⁰ See MMBW Drainage Plan.
- Supplying urban services (transport)

¹⁵² See MMBW Drainage Plan.

Statement of Significance: The Port Melbourne Area encompasses the long established residential and commercial streets of Port Melbourne commencing at Pickles Street in the south and finishing at Clark Street in the north. It has historical importance (Criterion A) as a nineteenth century working class area associated with the growth of the Port of Melbourne and especially the bayside shipping activities of the port and with the industrial development of the shore line last century and the Yarra River flats this century. This importance is demonstrated not only by the housing stock and surviving industrial establishments but also by the diversity of commercial and public buildings within the Area. The Area is especially valuable for its capacity to demonstrate the life style of this close knit community during the nineteenth century. Being surrounded by industrial land, the Bay and the Lagoon reserves, the Area retains its discrete geographical form and has value for its capacity to demonstrate past urban planning practices characteristic of the pre-automobile age. These include the Bay street strip shopping centre, the railway gardens and other reserves, the status given to public buildings and public transport services and the mix of residential and non-residential uses wherein street corner sites are invariably occupied by hotels and shops establishing a distinctive streetscape pattern.

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

Assessment: Andrew Ward, June, 1998.

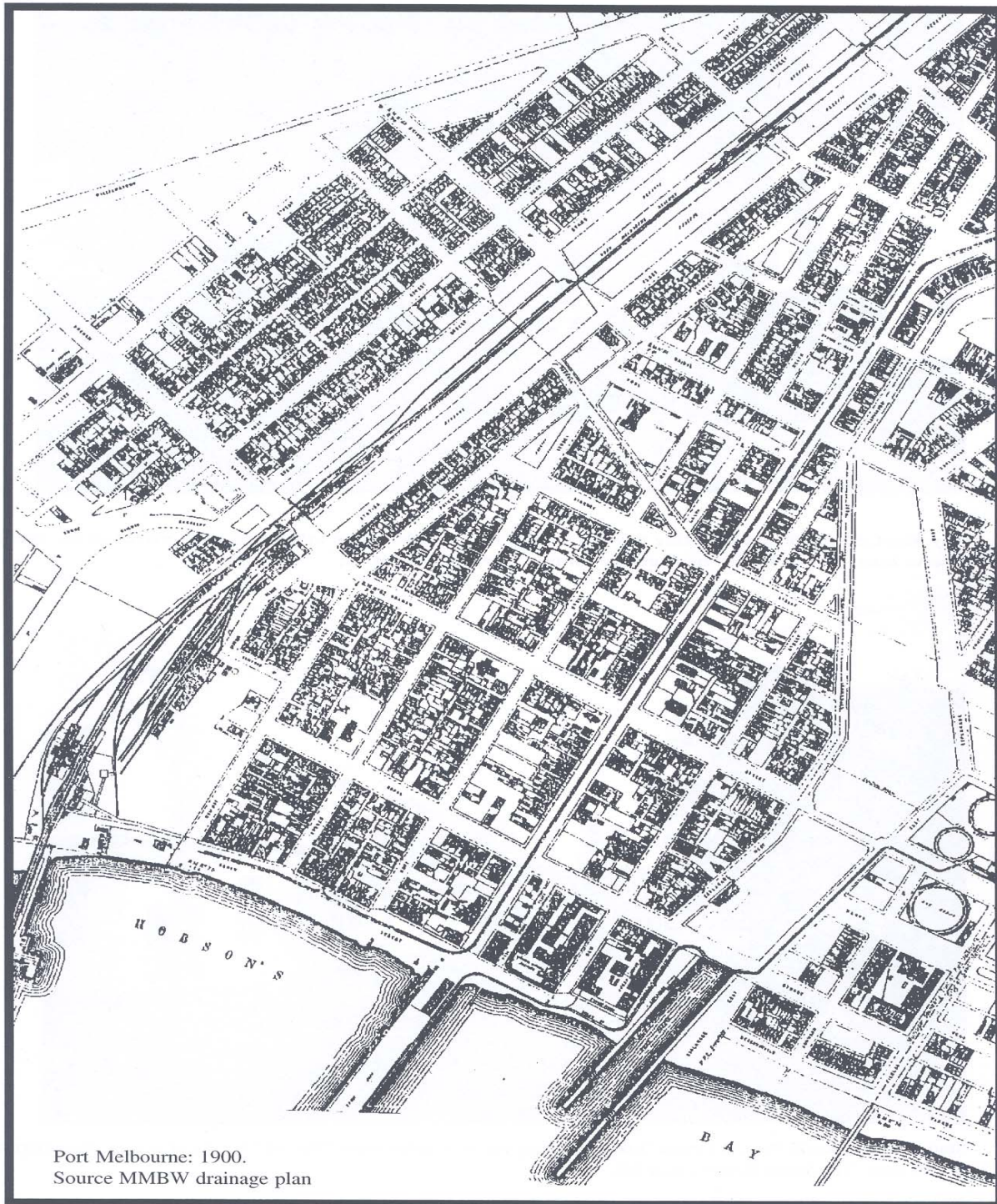


Plan of Township of Sandridge: 1859
Source: SLV



Bay Street, Town Pier and Beach Street, c.1870, by R.Jenny.

Source: La Trobe Collection, SLV, in Jacobs Lewis Vines: Port Melbourne Conservation Study 1979.



Port Melbourne: 1900.
Source MMBW drainage plan



Bay Street, Port Melbourne, looking towards the Bay from Liardet Street with the building erected on the market reserve from 1883 to 1887 at right and the former “Port” Theatre at left.



Station Street, North Port, at Bridge Street, showing the now delicensed “Station” hotel and houses characteristic of this area. The Smith Reserve is at left.



“Queens Terrace and “Jubilee Terrace”, in Nott Street, are amongst the longest of the many terraces in Port Melbourne.



The Port Melbourne light railway, site of Australia’s first steam powered railway line, looking east across Walter reserve to houses in Evans Street.

APPENDIX B

**Schedule of additional properties proposed to be included
in HO1**

No.	Street	Date	Grading
AREA 1			
Odd Numbers			
15	Albert Street	Federation	Contributory
17	Albert Street	Federation	Contributory
19	Albert Street	Federation	Contributory
21	Albert Street	Federation	Significant
23	Albert Street	Federation	Significant
25	Albert Street	Federation	Significant
27	Albert Street	Federation	Significant
29	Albert Street	Federation	Significant
31	Albert Street	Victorian	Significant
35	Albert Street	Victorian	Significant
39	Albert Street	Victorian	Contributory
43	Albert Street	Victorian	Contributory
45	Albert Street	Victorian	Contributory
47	Albert Street	Federation	Non-contributory
51	Albert Street	Modern	Non-contributory
55	Albert Street	Early	Contributory
59	Albert Street	Early	Contributory
Even Numbers			
26	Albert Street	Late Victorian	Contributory
28	Albert Street	Late Victorian	Contributory
30	Albert Street	Victorian	Contributory
32	Albert Street	Victorian	Significant
34	Albert Street	Modern	Non-contributory
36	Albert Street	Victorian	Significant
38	Albert Street	Victorian	Significant
40	Albert Street	Inter-war	Non-contributory
42	Albert Street	Victorian	Contributory
44	Albert Street	Victorian	Contributory
48	Albert Street	Victorian	Contributory
50	Albert Street	Federation	Contributory
1	Byrne Street	Modern	Non-contributory
3	Byrne Street	Federation	Significant
5	Melville Street	Federation	Significant
10	Melville Street	Federation	Significant

No.	Street	Date	Grading
1	Nelson Street	Federation	Contributory
3	Nelson Street	Federation	Contributory
4	Nelson Street	Federation	Contributory
5	Nelson Street	Federation	Contributory
9	Nelson Street	Federation	Contributory
16	Byrne Street	Federation	Contributory
17	Byrne Street	Federation	Significant
18	Byrne Street	Federation	Significant
19	Byrne Street	Victorian	Contributory
20	Ross Street	Inter-war	Significant
21	Ross Street	Victorian	Significant
22	Ross Street	Victorian	Contributory
23	Ross Street	Victorian	Contributory
24	Ross Street	Victorian	Contributory
25	Ross Street	Victorian	Non-contributory
26	Ross Street	Federation	Contributory
27	Ross Street	Victorian	Contributory
28	Ross Street	Modern	Non-contributory
29	Ross Street	Victorian	Contributory
AREA 2			
Even Numbers			
156	Albert Street	Late Victorian	Significant
160	Albert Street	Late Victorian	Significant
164	Albert Street	Late Victorian	Contributory
166	Albert Street	Late Victorian	Significant
168	Albert Street	Late Victorian	Significant
170	Albert Street	Late Victorian	Contributory
172	Albert Street	Late Victorian	Significant
174	Albert Street	Late Victorian	Significant
178	Albert Street	Late Victorian	Significant
180	Albert Street	Late Victorian	Contributory
182	Albert Street	Late Victorian	Contributory
184	Albert Street	Modern	Non-contributory
186	Albert Street	Federation	Contributory
188	Albert Street	Late Victorian	Contributory
192	Albert Street	Victorian	Significant

No.	Street	Date	Grading
196	Albert Street	Modern	Non-contributory
200	Albert Street	Modern	Non-contributory
202	Albert Street	Late Victorian	Significant
204	Albert Street	Late Victorian	Contributory
206	Albert Street	Early	Contributory
208	Albert Street	Modern	Non-contributory
214	Albert Street	Modern	Non-contributory
216	Albert Street	Late Victorian	Contributory
218	Albert Street	Late Victorian	Significant
220	Albert Street	Modern	Non-contributory
Odd Numbers			
23	Alfred Street	Victorian	Contributory
25	Alfred Street	Victorian	Contributory
27	Alfred Street	Victorian	Contributory
29	Alfred Street	Victorian	Contributory
31	Alfred Street	Victorian	Contributory
35	Alfred Street	Victorian	Contributory
39	Alfred Street	Victorian	Contributory
43	Alfred Street	Victorian	Contributory
45	Alfred Street	Victorian	Contributory
47	Alfred Street	Victorian	Contributory
49	Alfred Street	Victorian	Contributory
Even Numbers			
232	Bridge Street	Contemporary	Non-contributory
234	Bridge Street	Inter-war	Significant
236	Bridge Street	Contemporary	Non-contributory
242	Bridge Street	Federation	Non-contributory
248	Bridge Street	Federation	Significant
Even Numbers			
142	Clark Street	Modern	Non-contributory
144	Clark Street	Contemporary	Non-contributory
146	Clark Street	Contemporary	Non-contributory
148	Clark Street	Contemporary	Non-contributory
150	Clark Street	Federation	Contributory
152	Clark Street	Federation	Significant
154	Clark Street	Federation	Significant

No.	Street	Date	Grading
156	Clark Street	Victorian	Significant
160	Clark Street	Victorian	Contributory
164	Clark Street	Victorian	Contributory
166	Clark Street	Victorian	Significant
168	Clark Street	Victorian	Significant
170	Clark Street	Modern	Non-contributory
172	Clark Street	Federation	Non-contributory
174	Clark Street	Inter-war	Significant
176	Clark Street	Inter-war	Significant
180	Clark Street	Modern	Non-contributory
182	Clark Street	Modern	Non-contributory
184	Clark Street	Modern	Non-contributory
186	Clark Street	Late Victorian	Contributory
190	Clark Street	Late Victorian	Contributory
192	Clark Street	Late Victorian	Contributory
194	Clark Street	Late Victorian	Contributory
196	Clark Street	Modern	Non-contributory
198	Clark Street	Modern	Non-contributory
Odd Numbers			
29	Derham Street	Late Victorian	Significant
31	Derham Street	Modern	Non-contributory
33	Derham Street	Late Victorian	Contributory
35	Derham Street	Late Victorian	Contributory
37	Derham Street	Late Victorian	Contributory
39	Derham Street	Late Victorian	Significant
41	Derham Street	Late Victorian	Contributory
45	Derham Street	Late Victorian	Significant
Even numbers			
8	Derham Street	Late Victorian	Contributory
10	Derham Street	Late Victorian	Contributory
12	Derham Street	Late Victorian	Contributory
32	Derham Street	Late Victorian	Significant
34	Derham Street	Late Victorian	Significant
36	Derham Street	Late Victorian	Contributory
38	Derham Street	Late Victorian	Significant
40	Derham Street	Late Victorian	Contributory
42	Derham Street	Modern	Non-contributory

No.	Street	Date	Grading
44	Derham Street	Victorian	Significant
50	Derham Street	Modern	Non-contributory
54	Derham Street	Late Victorian	Significant
58	Derham Street	Late Victorian	Contributory
60	Derham Street	Late Victorian	Contributory
62	Derham Street	Late Victorian	Contributory
64	Derham Street	Late Victorian	Significant
66	Derham Street	Late Victorian	Significant
68	Derham Street	Late Victorian	Contributory
70	Derham Street	Federation	Significant
94	Derham Street	Federation	Contributory
96	Derham Street	Federation	Contributory
100	Derham Street	Federation	Contributory
102	Derham Street	Federation	Contributory
104	Derham Street	Federation	Contributory
106	Derham Street	Federation	Contributory
108	Derham Street	Federation	Contributory
110	Derham Street	Federation	Contributory
112	Derham Street	Federation	Non-contributory
114	Derham Street	Federation	Contributory
116	Derham Street	Federation	Significant
Odd Numbers			
121	Farrell Street	Late Victorian	Significant
123	Farrell Street	Late Victorian	Significant
125	Farrell Street	Late Victorian	Significant
127	Farrell Street	Late Victorian	Significant
129	Farrell Street	Late Victorian	Significant
131	Farrell Street	Late Victorian	Contributory
133	Farrell Street	Late Victorian	Contributory
135	Farrell Street	Late Victorian	Contributory
137	Farrell Street	Inter-war	Contributory
141	Farrell Street	Late Victorian	Significant
Even Numbers			
118	Farrell Street	Late Victorian	Significant
122	Farrell Street	Late Victorian	Significant
126	Farrell Street	Late Victorian	Significant
128	Farrell Street	Late Victorian	Significant

No.	Street	Date	Grading
130	Farrell Street	Late Victorian	Significant
132	Farrell Street	Late Victorian	Significant
134	Farrell Street	Late Victorian	Significant
136	Farrell Street	Late Victorian	Significant
138	Farrell Street	Late Victorian	Significant
140	Farrell Street	Late Victorian	Significant
144	Farrell Street	Modern	Non-contributory
Odd Numbers			
141	Raglan Street	Inter-war	Significant
143	Raglan Street	Federation	Significant
145	Raglan Street	Federation	Significant
147	Raglan Street	Federation	Significant
149	Raglan Street	Federation	Significant
151	Raglan Street	Federation	Significant
Odd Numbers			
189	Ross Street	Late Victorian	Significant
191	Ross Street	Late Victorian	Significant
193	Ross Street	Late Victorian	Contributory
195	Ross Street	Late Victorian	Contributory
199	Ross Street	Modern	Non-contributory
201	Ross Street	Late Victorian	Contributory
203	Ross Street	Late Victorian	Contributory
205	Ross Street	Late Victorian	Contributory
207	Ross Street	Late Victorian	Significant
209	Ross Street	Late Victorian	Contributory
211	Ross Street	Late Victorian	Contributory
213	Ross Street	Late Victorian	Significant
215	Ross Street	Late Victorian	Contributory
217	Ross Street	Late Victorian	Significant
219	Ross Street	Victorian	Significant
221	Ross Street	Victorian	Contributory
223	Ross Street	Late Victorian	Contributory
225	Ross Street	Modern	Non-contributory
227	Ross Street	Late Victorian	Significant
231	Ross Street	Federation	Contributory
233	Ross Street	Late Victorian	Contributory
235	Ross Street	Inter-war	Non-contributory

No.	Street	Date	Grading
245	Ross Street	Late Victorian	Contributory
247	Ross Street	Late Victorian	Contributory
249	Ross Street	Late Victorian	Significant
251	Ross Street	Late Victorian	Significant
253	Ross Street	Late Victorian	Contributory
255	Ross Street	Late Victorian	Contributory
257	Ross Street	Late Victorian	Contributory
259	Ross Street	Late Victorian	Contributory
261	Ross Street	Late Victorian	Contributory
263	Ross Street	Late Victorian	Significant
265	Ross Street	Late Victorian	Contributory
267	Ross Street	Late Victorian	Contributory
269	Ross Street	Late Victorian	Contributory
271	Ross Street	Late Victorian	Contributory
273	Ross Street	Modern	Non-contributory
275	Ross Street	Late Victorian	Contributory
277	Ross Street	Late Victorian	Contributory
279	Ross Street	Late Victorian	Non-contributory
281	Ross Street	Late Victorian	Contributory
283	Ross Street	Late Victorian	Contributory
285	Ross Street	Late Victorian	Contributory
287	Ross Street	Contemporary	Non-contributory
289	Ross Street	Late Victorian	Contributory
291	Ross Street	Late Victorian	Contributory
293	Ross Street	Late Victorian	Contributory
295	Ross Street	Late Victorian	Contributory
297	Ross Street	Late Victorian	Contributory
299	Ross Street	Late Victorian	Contributory
301	Ross Street	Late Victorian	Contributory
303	Ross Street	Late Victorian	Contributory
307	Ross Street	Late Victorian	Significant
Even numbers			
524	Williamstown Road	Federation	Significant
526	Williamstown Road	Federation	Non-contributory
528	Williamstown Road	Federation	Contributory
532	Williamstown Road	Federation	Contributory
534	Williamstown Road	Federation	Contributory
536	Williamstown Road	Federation	Contributory

No.	Street	Date	Grading
ADDITIONAL AREA			
47	Evans Street	Late Victorian	Significant
49	Evans Street	Late Victorian	Contributory
50	Evans Street	Late Victorian	Contributory

Port Melbourne Cricket Ground

Existing designations:

Heritage Council Register: N/A

National Estate Register: N/A

National Trust Register: N/A

Location and extent



History

Vacant allotments in Port Melbourne in the 1860s and 1870s provided ideal locations for informal sports including cricket and football. In 1867, a local cricket team – the North Sandridge Cricket Club – was formed. At this time large local employers including Swallow and Ariell of Stokes Street and J Kitchen Pty Soap Manufacturers of Ingles Street also fielded their own teams. In 1874 a meeting resulted in the formation of a new club – the Sandridge Cricket Club. Both teams played at various locations in the district before coming together to use then vacant land at the corner of Williamstown Road and Ingles Street from 1874. The present ground occupies this site today. By the late 1870s the ground had been fenced, and by 1881 the former gatekeeper’s residence was relocated to the ground for use as a cricket pavilion.

Football in the municipality developed similarly with the afore-mentioned companies fielding their own teams, as well as a local team also in existence. Despite the granting of land for a ground near the J Kitchen works opposite the cricket ground, the proposal did not develop further, and from the middle of the 1880s, the football and cricket teams shared the present ground, as they do today.

By the early years of the twentieth century the ground was rundown and infighting between the football and cricket teams, meant that little progress on improvements could occur. The Council was not prepared to contribute unless the ownership of the ground, vested in the two clubs, came under its control. In August 1912 a public meeting was held to facilitate a referendum on whether the Council should take control of the ground. Overwhelmingly, people voted for the plan and a new committee of management, comprising Council and representatives of the cricket and football clubs was established in November the same year. The advent of the World War I saw a scaling down of activity at the ground, however, and by the end of 1918, plans were proposed by the Council to

relocate the ground to the lagoon and reuse the land for housing. The burning down of the cricket pavilion and the refusal to grant membership to the club by the Victorian Cricket Association in 1914, made the continued use of the ground for sports more tenuous. However, by a single vote at a public meeting in 1919, it was resolved to rebuild the pavilion and remain at the present site.¹ In 1927 the foundation stone was laid for the construction of the brick grandstand, and it was officially opened on 14 April 1928, by the Mayor Cr. A Tucker, accompanied by a gala procession. The stand cost £8,000, and was reputedly built entirely from Australian materials.² The ground was subsequently fenced in cyclone wire and paling fence, with brick amenities blocks and ticket entry kiosks set within the perimeter fence.

In 1942 the stand and ground was requisitioned for use by the US Army. In the 1970s the stand was named in honour of Norman Leslie Goss, (b. 1915), a Hawthorn footballer who started his career playing for Port Melbourne. His name is formed in painted metal lettering fixed to the fascia. The facility remains in use today, hosting both cricket and football matches.

Description

The Port Melbourne Cricket Ground is located on the west side of Williamstown Road, and its northern boundary is Ingles Street. To the south and west it is enclosed by industrial buildings. The ground is fenced with cyclone wire topped with barbed wire, into which is inset the brick ticket entry kiosk/canteen and toilet /store buildings to Williamstown Road - this last is part screened by a section of paling fence - and a further brick ticket entry kiosk and a toilet block to Ingles Street. To the west the brick wall of neighboring buildings forms the boundary and a high timber paling fence topped with barbed wire encloses the ground to the south. The main vehicular entry is from Williamstown Road, close to the Norman L Goss Stand. The oval has a painted timber picket fence to its perimeter, and there is a single row of slatted timber seating forms behind. To the north end of the ground are the brick toilet block and ticket entry kiosk to Ingles Street. The brick toilet block is utilitarian in its form and fabric, with unpainted brick walls, concrete floors, ceramic tiling and is partly open to the sky. The ticket entry kiosk is of red face brick with painted ledged timber doors to both the ground and Ingles Street. The scoreboard structure is constructed of weatherboards with metal cross-bracing and topped with a corrugated iron enclosure, framing the scoreboard. There are three timber doors in the rear (north side) and corresponding hinged timber awnings concealing openings facing the ground. A metal stair leads to a door at first floor level in the west side. There is a 'mound' to the north-east corner of the ground, planted with cypresses and shrubs. Enclosed by the cyclone wire fencing to Williamstown Road and Ingles Street, a number of small bluestone and cement retaining wall elements are evident to the base of the mound. The time clock is set at the top of the mound facing the ground.

The toilet/store building and canteen/ticket entry kiosk adjoining Williamstown Road similarly are utilitarian structures of red face brick with skillion roofs of corrugated iron. The canteen has a series of metal retractable shutters facing the ground and bracketed shelves beneath.

Other minor structures include advertising hoardings set to the Williamstown Road boundary, on the grassed area adjoining the mound. There are also two former coaches' boxes, elevated relocatable structures, now used for press commentary, at the Ingles Street end of the ground. Adjoining the vehicular entrance from Williamstown Road is the ground keeper's office - a small brick structure set in the corner of the asphalt parking area to the east and south of the Norman L Goss Stand, the main element of built form to the site. Service-related enclosures include site sheds are located behind the stand. There is also a brick, corrugated iron and glass structure to the west of the Goss Stand. This structure was originally constructed as the 'away' team's rooms; it remains in-situ and is of similar date and form and fabric as the amenities and store buildings to the north and east sides of the ground. In 2001 a first floor addition of brick and curved corrugated iron, has added new coaches' boxes, and timekeeper's and statistician's rooms to the building.³

The Norman L Goss Stand was constructed in 1927-28 with the granite foundation stone of 12th November 1927 set into the east elevation facing Williamstown Road. The stand is constructed of red face brick laid in English bond, with dressings of both painted and unpainted render. The stand comprises a large raked undercover seating area, accessed by stairs from the front of the stand, set atop a brick sub-structure containing players rooms, offices, social club, kitchen, change and ablutions facilities, training room and players race. These spaces are accessed from painted timber ledged and

braced paired doors in the south, east and west elevations. There is a small brick kiosk adjoining the south side, facing Williamstown Road.

The interior spaces are relatively intact to their date of construction, with areas of strapped plaster ceilings, painted brickwork, terrazzo flooring and interwar tiling evident. The major alteration to the interior has been the removal of a wall adjoining the west side of the social club room, incorporating a former change room thus enlarging the social club space and the absorption of the east end of the corridor that ran the full length of the stand to the north for use as an adjoining bar area.

Windows are generally metal-framed fixed windows, with an inset lower hopper sash for ventilation, rendered lintels above and sills of bull-nose bricks. Ventilators are screened by faceted painted metal vent caps. The seating area is approached by a sloping asphalt ramp from the east and west which meets at a point above the player's race. Open tread timber stairs with open timber handrails are set at either end of the stand, accessing the two side aisles. A small brick podium with a cyclone wire fence is approached by a timber stair from the east and a metal (presumed replacement stair) from the west side. These stairs also provide access to the centre aisle of the seating area. There is a row of fixed metal framed windows set in the plinth beneath the seating area – these illuminate the internal corridor that ran the full length of the stand. The seating area comprises a timber seating plat, of unpainted boarding with painted timber slatted benches and a timber back rails supported by metal uprights. Row identification is painted directly onto the flooring. The ends of the stand are infilled with non-original timber framed clear glazing for weather protection. The stand has a gabled roof of corrugated asbestos cement supported by a series of over-painted metal Fink trusses with a



Figure 1 The 'away' team's rooms with the 2001 addition in the foreground and the Norman L Goss Stand, looking east.



Figure 2 From left: the scoreboard; hoardings and ticket entry kiosk to Ingles Street.



Figure 3 The Norman L Goss stand.



Figure 4 Seating area, Norman L Goss Stand.



Figure 5 Timber seating plats and painted row identifiers.



Figure 6 Entry ramp and access stairs, Norman L Goss Stand.



Figure 7 Rear elevation showing unpainted brick and render finishes.

Thematic context (Victoria's Framework of Historic Themes)

Shaping cultural and creative life (09)

Participating in sport and recreation (9.1)

Comparative analysis

Melbourne's 1920s grandstands emerged gradually from nineteenth century grandstand form, seen in Nathaniel Billings' stand at Brunswick Street for Fitzroy (1888),⁴ George Clegg's stand at Ballarat City Oval (1898),⁵ Toorak Park Stand at Prahran Oval (c. 1905, demolished),⁶ The Gardiner Stand at Carlton's Optus Oval (1909),⁷ and Richmond Stand, now the Jack Dyer Stand, at Punt Road (1914, 1927).⁸ Their principal alterations were internal, but most added screens across the ends, as wind and rain protection. Corio and the Junction Ovals had at least two of these grandstands by 1912-13.⁹ These usually comprised multiple pane windows in a timber or steel frame, over-painted. 1930s stands usually integrated these more with the complete design, whereas in the 1920s stands, these glass screens, often set in from the gables above, usually look added on. New corrugated roof cladding in asbestos cement was also popular, supplanting earlier corrugated iron or steel sheet which was noisy in heavy rain.

The Norman L Goss Stand is a very well-preserved example of VFA and VFL stands built in the 1920s around Melbourne suburbs. In materials and general design it compares directly with the former South Melbourne Cricket and Football Club Grandstand at Lakeside Oval, designed by Clegg and Morrow (1926-8).¹⁰ That also had (i) half-timbered gables sheeted in asbestos cement at each end, besides a smaller gable at the centre, above the oval fascia, (ii) a front apron in red face brick with piers forming pedestals for the steel canopy columns, (iii) a steel truss canopy frame, and (iv) a broad back in red face brick with a row of small windows above the grandstand seating, and larger windows below with cement rendered lintels. South Melbourne grandstand was cranked to follow the oval outline, but Port Melbourne was straight-fronted. (Figure 8, Figure 9)

In this aspect it is closer to contemporary VFL stands such as the Reynolds Stand at Windy Hill for Essendon (1922) (Figure 11),¹¹ the Old Stand at Arden Street North Melbourne (c. 1924-5)¹² St Kilda Junction Oval's GP Newman Stand (1925), now the Kevin Murray Stand,¹³ and contemporary VFA grandstands such as Coburg City (1925, altered).¹⁴ There is also a close correspondence with smaller VFA grandstands, such as the Ratepayers/Tramways Stand (1920) and Main Stand (1935) at Camberwell Sports Ground,¹⁵ Oakleigh's Old Grandstand (1923) at Dandenong Road, with a central half-timbered gable,¹⁶ the A R Glenn Stand at Brunswick Park (1925), with its central gable and gabled hip roof endings,¹⁷ Geelong's Brownlow Young Stand at Corio Oval (1925),¹⁸ and the more Neo-Classically detailed Preston (1925, canopy altered).¹⁹ This genre of stand, with red face brick base, slanted spectator apron, central race, symmetrical composition and low gabled roof, persisted in the cranked Yarraville Stand (1929, 1940)²⁰ and Springvale (1936).²¹ By this time, however, newer stands were visibly incorporating reinforced concrete use, semi-cantilevered awnings, curved stand endings and modernist exteriors, beginning with the reinforced concrete stand at Northcote (1925)²² and developing with the concrete and then Southern Stands at the Melbourne Cricket Ground (1928, 1936-7),²³ the Michael Tuck Stand at Glenferrie Oval for Hawthorn (1937-8)²⁴ and Harry Winbush's stand for Richmond at Punt Road (1938, altered) and Showers Stand for Essendon at Windy Hill (1939).²⁵

Melbourne's 1920s grandstands generally employed residential details, especially half-timbered gables and roofs of similar pitch, being applied to medium or large institutional buildings. There was some application of similar domestic bungalow forms to other public buildings such as railway stations (Mentone, Showgrounds, each c. 1915) or Churches, as with the Mount Pleasant Uniting Church, Nunawading (1917) and Church of Christ Balwyn (1926). Generally, however, this was the limit of bungalow elements outside of domestic architecture.



Figure 8 The South Melbourne Cricket and Football Club Grandstand, (1926-28) showing distinctive cranked form and open roof carried over trusses with gable ends.



Figure 9 South Melbourne Grandstand, showing early painted signage and original timber seating.



Figure 10 The west elevation of the South Melbourne Grandstand, showing row of highlight windows beneath the eaves.



Figure 11 R S Reynolds Stand, Windy Hill, Essendon, c.1922.
Source: Caruso, Santo, *Football Grounds of Melbourne*.

Statement of Significance

The Port Melbourne Cricket Ground (TEAC Oval) is of local historical and social significance.

The Port Melbourne Cricket Ground has been used for cricket since 1874, and for football from the middle of the 1880s. Over time, improvements and changes have been made and the construction of the Norman L Goss Stand in 1927 was a significant expression of confidence in the ongoing use of the ground by football and cricket teams, and remains largely intact with limited minor and generally sympathetic alterations occurring since its date of construction. The retention of the later ticket entry kiosks and amenities buildings which occupy parts of the perimeter of the ground are also of significance, unifying and enclosing the facility. The ground was also requisitioned by the US Army in 1942, adding a broader dimension to its historic use. It continues to be a well-used facility, providing a gathering place for the local community and as such has considerable social significance to the local area.

Recommendations

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

Paint controls are recommended.

Tree controls and internal controls are not recommended.

Assessment

Lovell Chen 2011

References

Specific:

¹ The brief historical outline is taken from U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, 1983, various pages.

² Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 119-123.

³ Caruso, Santo, *Football Grounds of Melbourne*, 2002, p. 120.

⁴ Caruso, Santo, *Football Grounds of Melbourne*, 2002, p. 27.

⁵ www.nattrust.com.au/trust/grandstand_city_oval_ballarat, accessed 5 May 2011.

⁶ Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 114-115.

⁷ Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 114-115.

⁸ Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 128-133.

⁹ Caruso, Santo, *Football Grounds of Melbourne*, 2002, p. 48-9 (Corio); p. 76 (Junction).

¹⁰ Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 84-9. Conrad Hamann: index to Australian architects, Lovell Chen research files, accessed 5 May 2011; Fraser Brown, *George Clegg, Architect: 1890-1944: a Study of a Provincial Architect and his Partners*, Investigation report, University of Melbourne, 1989.

¹¹ Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 180, 187.

¹² Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 14-16.

¹³ Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 75-9.

¹⁴ Caruso, Santo, *Football Grounds of Melbourne*, 2002, p. 39.

¹⁵ Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 31, 33.

¹⁶ Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 110, 112.

¹⁷ Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 21-5.

¹⁸ Caruso, Santo, *Football Grounds of Melbourne*, 2002, p. 51.

¹⁹ Caruso, Santo, *Football Grounds of Melbourne*, 2002, p. 126 (middle).

²⁰ Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 188-9.

²¹ Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 140-1.

²² Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 104-5.

²³ See esp. Gina Levenspiel and others for Lovell Chen on behalf of the Melbourne Cricket Club, *Melbourne Cricket Ground: an Historical Survey*, Melbourne, 2006.

²⁴ Conrad Hamann, *A History of Australian Architecture*, Pt. 3, 1900-1945, Educational Media, Melbourne, 1985; Philip Goad and others, *Melbourne Architecture*, Watermark, Sydney, 1999, 2009, p. 147 item 267.

²⁵ Caruso, Santo, *Football Grounds of Melbourne*, 2002, pp. 128-133 (Richmond) and 184-5 (Essendon).

APPENDIX D Citation for Edwards Park

Edwards Park

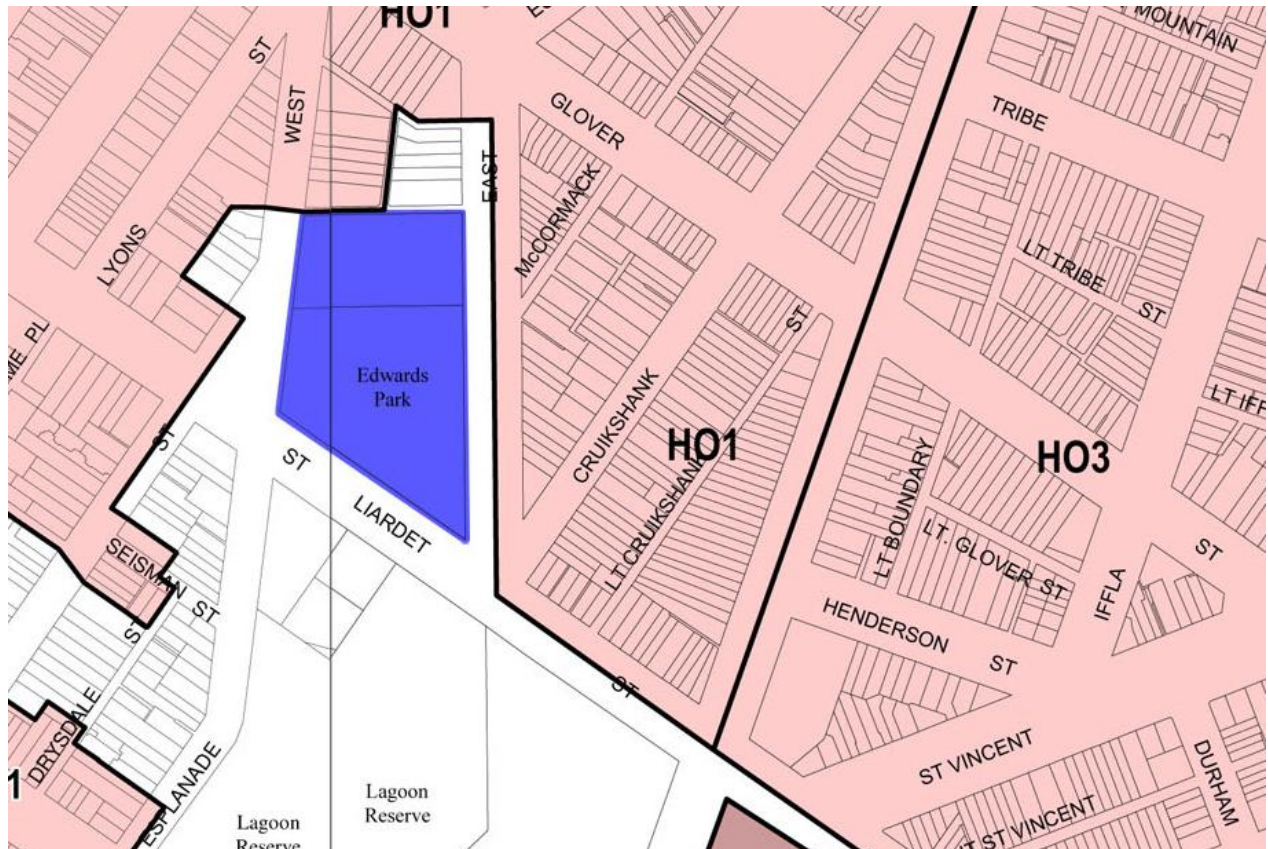
Existing designations:

Heritage Council Register: N/A

National Estate Register: N/A

National Trust Register: N/A

Location and extent



History

The following overview history is summarised from the Edwards Park: Conservation Analysis and Masterplan (Australian Landscape Management for the City of Port Phillip, November 2001).

The site of Edwards Park originally formed part of a large saltwater lagoon that extended inland from the present Lagoon Pier to Ingles Street in the north. The location and form of the lagoon was a major influence on the early development (subdivision layout) of Port Melbourne from the 1850s through the later nineteenth century, however by the mid-1870s the process of filling the lagoon had begun. While it had been anticipated that the reclaimed land could be built on, stability proved to be an issue, and ultimately much of the land was reserved for public open space, including Edwards Park, which was gazetted as an ornamental reserve under the management of the local Council in December 1897.

Development of the reserve was slow, with a petition from local residents in 1911 to the Council complaining it was being 'utilised as a tip for all kinds of filth and rubbish' and asking that the lands be 'beautified for gardens and other improvements'. While the response from Council in 1912 was a promise to consider the matter and a recommendation that provision be made for laying down grass

and for planting trees and shrubs in the park, it is not clear what, if any, development occurred prior to 1920.

From 1914, the Guild of Plan had been lobbying the Council to provide a suitable site for a playground, apparently in Edwards Park, however it was not until January 1923 that the Council's Public Works Committee recommended that a children's playground should be 'fitted up for use' including 'provisions for a sand patch' followed by a recommendation in December the same year for a drinking fountain to be placed in the playground. The layout and location of this early playground is unclear.

Substantial planting works appear to have been undertaken in the 1920s. In March 1923, Council minutes note that the local branch of the Returned Sailors' and Soldiers' Imperial League of Australia (RSSILA) was asked whether it wishes to plant trees in the park in memory of local soldiers killed in WWI. Subsequently, in April, the Public Works Committee recommended that 'the matter of planting palms in Edwards Park be left in the hands of the Mayor (Cr Edwards), Cr Sinclair, and the Town Clerk, Mr Anderson.' It is not known whether the palm avenues were commemorative plantings; if so, this would be an unusual choice of tree species.

A 1931 aerial photograph shows perimeter plantings of pines thought (based on residents' descriptions) to have been *Pinus radiata* around the edges of the park. Another row divided the main part of the reserve from the northern section which was to be developed for a playground. Radial paths are evident bisecting the park and these had been planted with palms. A central circular feature was located at the intersection of the radial paths in the 1931 photograph a later view (1945) shows shrubs planted around this circular feature. The date the paths were laid out and source of the design are both unknown.

By 1945 the aerial photograph shows the playground including a shelter structure developed in the northern section of the reserve, and in 1949, the Elderly Citizens and Trugo Clubrooms, also located in this part of the reserve, were opened.

An aerial photograph of 1968 shows that by this date the perimeter plantings of pines had been removed and that the eastern boundary of the park had been extended to include part of the Esplanade East road reservation including street trees. New trees had been planted on the southern boundary nature strip. A stone feature had been constructed in the centre surrounded by a garden bed and a large central circle was evident on the axis of the palm avenues.

Description

Edwards Park comprises 1.21 hectares of landscaped parkland, and is situated north of the Lagoon Reserve, separated from it by Liardet Street. It is bounded to the east and west by Esplanade East and Esplanade West and to the north Lagoon Lane separates the park from the surrounding residential area.

The southern part of the park retains its original layout of radial paths and mature palm avenues set into lawn. While retaining these key features, the park has otherwise undergone significant change, including the removal of perimeter plantings of pines and the modification of boundaries on the east and west to include additional land and later plantings.

The path that followed the northern boundary of the original reserve has been removed and additional palms have planted along this general alignment. The Esplanade East 'plantation' and footpath have been incorporated into the park. To the west, the triangle of land previously bounded Dow and Liardet Streets and Esplanade West has also been incorporated into the park; this change appears likely to have occurred at the end of the 1970s. Later plantings across the reserve as a whole are varied and include both exotic and indigenous species; these do not contribute to significance. Park furniture (lights, seats, bins and the like) vary in terms of their age and origins; refer to the Conservation Analysis and Masterplan for more detail.

North of the park proper is the Port Melbourne Community Centre, including a clubroom building of the late 1940s (opened 1949) and the green itself. The playground is located west of the Trugo Club; it has undergone periodical upgrade and renewal works and is of recent origins.

Comparative analysis

The following comparative analysis has been taken from the *Edwards Park: Conservation Analysis and Masterplan*, Australian Landscape Management for the City of Port Phillip, 2001.

Throughout the City of Port Phillip, the majority of parks, gardens and reserves are located on relatively flat or gently undulating sites. The older and more significant parks of the municipality - St Kilda Botanic Gardens (1859), Alma Park (1868), Albert Park (reserved 1876) and St Vincent Gardens (reserved 1869) were contemporary with the development of many of the major parks and gardens of Melbourne. A number of the smaller reserves in the municipality (Alfred Square and O'Donnell Garden), like Edwards Park, have a more formal layout.

The Canary Island Palms (*Phoenix canariensis*) form a link between the smaller reserves like Edwards Park and O'Donnell Gardens and the larger and more formal gardens like St Vincents Gardens and the St Kilda Botanic Gardens and the foreshore planting of Catani Gardens. Palms are also used as avenue plantings in the St Kilda Botanic Gardens and Catani Gardens while they form the perimeter plantings in Alfred Square and St Vincents Gardens. More recently in the municipality, palms have been planted along the foreshore.

Statement of Significance

The following analysis and statement of significance are from the *Edwards Park: Conservation Analysis and Masterplan* (Australian Landscape Management for the City of Port Phillip, November 2001). Minor modifications have been made to the text.

Historic and Social Significance:

Edwards Park is historically and socially significant in the local context. Port Melbourne Council's reluctance to commit funds to land they did not own contributed to the long delay in the initial development of the Park. Edwards Park, lying between the Esplanades, reflects the presence of the original saltwater lagoon. It is a reminder of the early history of the suburb and the efforts by early residents to provide for public open space and of the Guild of Play's pressure on Council to provide for a children's playground. Apart from the rail reserves (Turner, Hester, Walter, Smith, Gill, Howe, Fennel and Page Reserves), Edwards Park is the most substantial and more intact of the public open spaces developed in Port Melbourne in the same period.

Edwards Park is an important focus for the everyday needs of local residents, a role which will become increasingly important as the residential density builds in this area. The park also provides an important focus for the community of Port Melbourne, through the Community Centre. The Port Melbourne Trugo Club established in the 1930s and the children's playground are important historical links with the pressure to provide recreational facilities in public open space in the early 1900s. While not the earliest playground in Port Melbourne, the first playground erected in Crichton Reserve in 1911 was dismantled soon afterwards; Edwards Park playground is the playground longest in continual use.

Aesthetic significance:

The radial layout of paths in the original reserve is reinforced by the palm avenues which are an important link to earlier planting in the grander parks and gardens of Port Phillip. The simple layout and flat lawns represent a style common to many of the suburban parks developed in working class suburbs in the early years of the twentieth century. The views in and out of the park to the Port Melbourne Town Hall and the city skyline are an important feature of the park. Later plantings and mounds detract from the original design intent.

Statement of cultural heritage significance:

Edwards Park is of local historical, social and aesthetic significance.

While it retains no extant elements from its earliest reservation, Edwards Park reflects the nineteenth [century] layout of the suburb around it and the presence and outline of the saltwater lagoon. While the early perimeter plantings of pines have been removed, it retains the major elements of the

twentieth century layout and as such is demonstrative of the principal period of its development. Of particular significance is the radial layout of paths on the flat grassy plane and the accompanying mature palm (*Phoenix canariensis*) avenues. While the particular combination of elements and features that make up the playground and Trugo Club grouping at the northern end are not of particular significance, the historical use of this part of the reserve for such recreational pursuits contributes to the significance of the place.

Edwards Park is significant as a focus for the daily recreational activities for the senior citizens, children and wider community of Port Melbourne. The park continues to be the home of the Port Melbourne Trugo Club.

Recommendations

It is recommended that Edwards Park be included in the Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

The extent of the Heritage Overlay should include the main park with its radial avenues of palms and the northern area where the Trugo Club and playground are located. The triangular site on the western side (formerly bounded by Dow and Liardet Streets and Esplanade West) should be excluded).

The schedule entry should identify that tree controls apply, but that these controls are applicable only in the case of the mature palm (*Phoenix canariensis*) avenues.

Assessment

Lovell Chen 2011

Australian Landscape Management: *Edwards Park: Conservation Analysis and Masterplan*, prepared for the City of Port Phillip, 2001.

References

Australian Landscape Management: *Edwards Park: Conservation Analysis and Masterplan*, prepared for the City of Port Phillip, 2001.

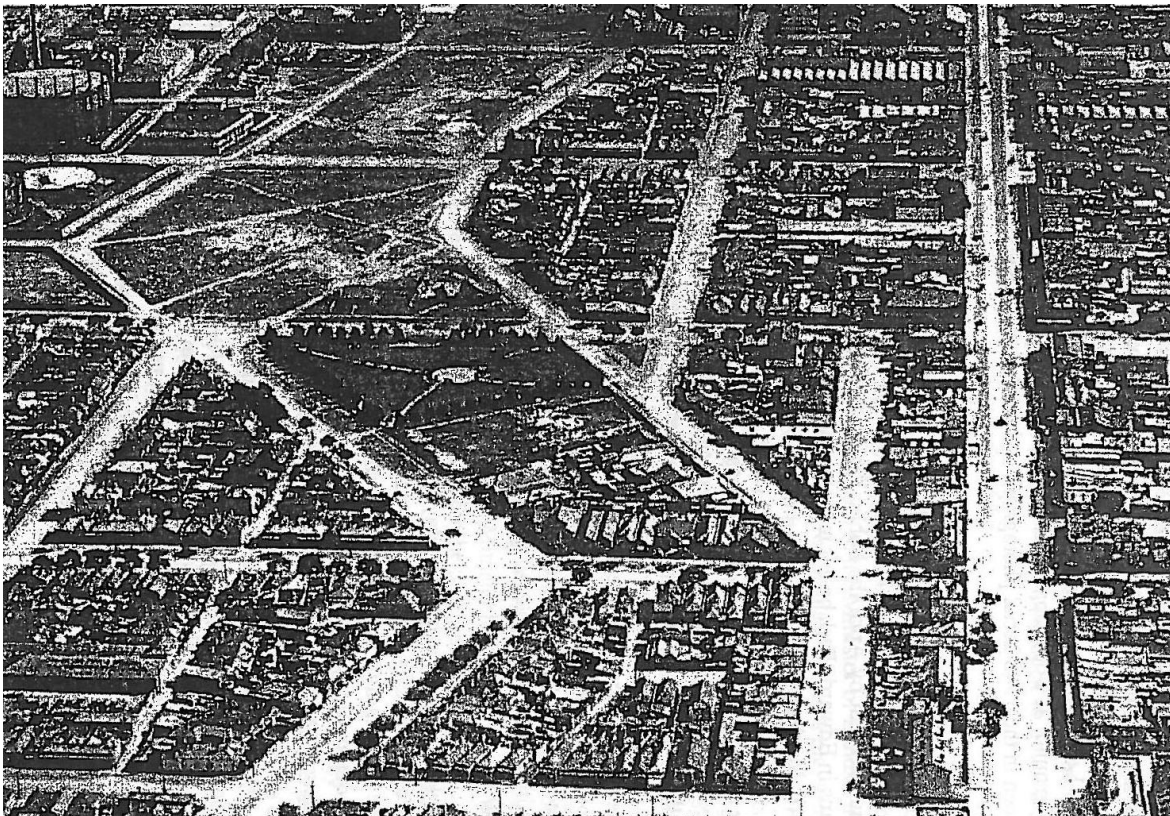


Figure 1 1931 oblique aerial view (Port Phillip Library Service)



Figure 2 1945 aerial view (University of Melbourne 1945 photomaps)



Figure 3 Recent aerial view (Google Earth)

Port Melbourne Precinct (HO1)

Existing designations:

Heritage Council Register: N/A

National Estate Register: N/A

National Trust Register: N/A

Location and extent



Figure 1 Excerpt from the Heritage Overlay map, showing the current extent of HO1 and additional areas (in blue) proposed as part of this review.

Introductory note

The Port Melbourne Heritage Overlay Precinct (HO1) was reviewed by Lovell Chen in 2011, as part of a project which (a) sought to assess areas surrounding the boundaries of the existing overlay with a view to refining and/or expanding those boundaries; and (b) to determine whether the preparation of a number of sub-precinct citations would better reflect and capture some of the characteristics which contributed to the heritage significance of the areas already captured and proposed to be added to the overlay. The review recognised that HO1 reflects a range of historical themes and is an area of some diversity in terms of layout and building form, and that there was value in differentiating between the different parts of the overlay, with a view to better understanding and analysing the values and significance associated within the precinct. The sub-precinct citations are intended to be consulted in addition to the broader HO1 citation, which has been reviewed and updated to reflect modified boundaries of the precinct. The four sub-precincts identified are:

- **Port Melbourne West Sub-precinct;**
- **Port Melbourne East Sub-precinct;**
- **Bay Street Commercial Sub-precinct; and**
- **Port Melbourne Railway Reserves Sub-precinct.**

They are shown on the plan on the following page (Figure 2)

The sub-precinct citations are attached and are applicable to these defined areas (in addition to this main HO1 citation).



Figure 2 Sub-precincts within HO1

History

A track between the beach and the town of Melbourne had been established as early as 1839. The government surveyor, Robert Hoddle, had prepared a plan for a "rail road" on the alignment of Bay Street and a street subdivision for Sandridge in that year. Wilbraham Liardet arrived in November, establishing his Brighton Pier Hotel and jetty at Sandridge a year later. By 1841 Alfred Lingham had opened his Marine Hotel, also with a jetty, at the same location and the two hotels marked the commencement of tracks to Melbourne that eventually joined to form a single route. There was also a hut and customs tent and a magazine at Sandridge at that time. Hoddle prepared a further survey plan in 1842, providing for half acre allotments and a roadway on the alignment of Bay Street. There were 40 lots in four blocks between the present Graham and Rouse Streets but the land was withdrawn from sale. In 1849 the government built a pier on the site of Liardet's jetty and Lindsay Clarke's survey plan was used as a basis for the first land sales in September 1850. By December 1852 the *Argus* recorded that about 100 tents had been erected "near Liardet's" and Edmund Thomas' sketch of 1853 showed single and two storeyed shops with verandahs in a continuous row on one side of Bay Street. The Sandridge railway line, built by the Melbourne and Hobsons Bay Railway Co. formed in August 1852, was opened as Australia's first steam powered railway on 12 September 1854. By this time, the street grid between the railway and the Lagoon had been established.

An 1855 plan shows the essential elements of the township. Commencing at the sea front there was a Customs house at the corner of Beach Street and Nott Street and a reserve for the post office on the south corner of Bay and Rouse Streets. Between Rouse and Graham Streets there were allotments for the Roman Catholic and Wesleyan churches and a reserve for the watchhouse. Further north again between Graham and Liardet Streets were the Seamen's, Presbyterian and Church of England reserves. Between Liardet and Raglan Streets, as the available land between the lagoon and the railway reserve narrows, there was a pool – on the site of present Lalor Street – and associated swampland. Private allotments were scattered liberally throughout the Area and it would appear that the whole of Sandridge had been alienated by this time. Station Place was lined with small, presumably residential allotments. Sandridge's role as a geographically discrete port town had been established.

By the late 1850s the process of replacing the earlier and more temporary buildings with permanent accommodation was gaining momentum, Peckham Terrace erected c.1859 in Bay Street being a surviving example of this earliest redevelopment phase. The court house, police station and post office were all erected during the early 1860's. Amongst the brick hotels being built were the Chequers Inn which remains today at the corner of Bay and Bridge Streets and the Fountain Inn at the corner of Raglan and Crockford Streets. There were in fact many hotels at the Port, which was not surprising, given its foundations in the shipping trade. In 1872 architect Thomas Watts designed a small hotel in Graham Street and Frederick Williams a larger one at the corner of Graham Street and the Esplanade. In 1873 Williams designed another hotel on the site of the old Sandridge Inn in Bay Street and carried out alterations to the Bay View in 1887, the Prince Alfred in 1889 and designed the new Victoria in 1895. In 1888 the local architect, John B. Grut carried out works to the Chequers Inn, the Rising Sun, the Exchange, the Hibernian and the Cosmopolitan.

The shops, mainly in Bay Street, convey something of the same picture as the hotels, a few being designed by quite distinguished Melbourne architects and then from the 1870s more commonly by local architects. Frederick Williams was exceptionally busy whilst John Flannagan's group of three shops in Bay Street of 1874-75 survive as a testimony to his work and a reminder that the original development encompassed five shops. Williams commenced his run of commissions with a tender in 1871 for an unspecified number of shops and dwellings. There were more in Bay Street (1873) and Ingles Street, four in Bay Street in 1874 and others again later in the year. Although the main commercial street was Bay Street, others included Beach, Rouse, Graham, Nott and Stokes and there were non-residential establishments in Railway Place and Station Place, taking advantage of their proximity with the railway line.

By 1900 the area had been almost completely built up. The Graham Street school had been opened in 1889 partly to save children living west of the railway from crossing this busy thoroughfare on their way to the Nott Street school opened in 1874. The Port Melbourne cable tramway on Bay Street had been opened in 1890 with a terminus and depot in Beach Street, demolished in 1998. The Town Pier at that time was served by a horse powered street tramway carrying coal from the pier to the South Melbourne gas works in Pickles Street and to the sugar works on the site of today's Sandridge Bay

Towers development. The tramway skirted the north side of the boat harbour, between Esplanade East and Esplanade West and the south side of the lagoon on its run out to the gas works. There were extensive rail yards at the Port Melbourne terminus together with a passenger railway station on the site of the present former station building and another at Raglan Street – later North Port station. In 1888 a further railway station opened at Graham Street, later Graham station.

By the turn of the century, the river berths and the new Victoria Dock handled most of the shipping. The construction of Princes Pier by the Melbourne Harbor Trust in 1912-15 was for both passenger traffic and cargo, and a spur line linked the pier to the main line at a point to the west side of the line at Graham Street. Rail sidings were also located here, screened from Evans Street by plantings.

If Port Melbourne had prospered as an industrial location last century, it boomed during the twentieth when Fisherman's Bend was released for industrial development. Amongst those factories established during the 1920s were the works for the engineering company, Malcolm Moore Pty. Ltd. on Williamstown Road from 1927, J. Kitchen and Sons and Australian Motor Industries were other important enterprises. Located outside HO1, larger complexes such as General Motors Holden and the aircraft manufacturing plants including the Government Aircraft Factory and the Commonwealth Aircraft Corporation were founded in the 1930s and 1940s to the north of the present Westgate Freeway and beyond the limits of the City of Port Phillip. Together with the Port they sustained the area's working class population residing to the south of the Williamstown Road.

Today more than at any time in the past the occupants of the terraces and detached houses of the area are white collar workers employed in the City and elsewhere and Port's links to its past character as a working class locale tied to the docks and factories of the Yarra River flats are less evident.

Description

This area is bounded on its west side by Ross Street – with several small pockets extending north-west to the corner of Williamstown Road, Derham and Raglan Streets and to the south-west to Nelson and Clark Streets. The east boundary is Ingles Street and Boundary Street. Pickles Street marks the eastern boundary which links directly with the South Melbourne, Albert Park, Middle Park and part St Kilda area HO3. The southern boundary is fragmented as a result of widespread recent residential redevelopment along the waterfront and inland, which extends north up Bay Street and thence east and west along Rouse Street. The fragmented nature of the south-eastern corner is exacerbated by the Lagoon Reserve and associated recent residential developments. Also forming part of the Port Melbourne area are the residential areas physically linked with the Garden City estates (including Garden City, Dunstan and Fishermans Bend estates), but historically and in terms of their appearance, they are more properly associated with this area. These sections are generally located to the south-east of the earliest Garden City estates and include Clark Street and Albert Street below Graham Street, as well as the eastern end of Poolman Street.

The route of the former Port Melbourne railway line with its associated reserves and the Bay Street commercial thoroughfare divide Port Melbourne into discrete neighbourhoods. Their alignments relative to each other have resulted in the creation of a triangular shaped area bounded by Princes and Nott Streets that is in itself subdivided somewhat irregularly into street blocks and triangular reserves. The reserves are known as the Crichton Reserve and the Sangster Reserve, which adjoins the Port Melbourne Bowling Club.

The former railway route and gardens are overlooked by a number of houses of a form and design that is more substantial and elaborate than is generally seen elsewhere in Port Melbourne. Examples include the two storeyed Italianate residences at 73 and 75 Evans Street, to the west side of the reserve and 165 Station Street (Emerald House), 164 Station Street (Ulster House), 163 Station Street (Derwent Coffey House) and 160-62 Station Street (Alfred Terrace) to the east side of the reserve. Although masonry construction predominates, there are also important timber cottages such as the group in the middle of the block of Station Street between Graham and Farrell Streets. The house of slaughterman Caleb Kennett, 64 Evans Street is considered exceptional on account of its spacious garden, high bi-chromatic brick fence and palisade cast iron fence with cast iron pillars. Importantly, they represent a dimension to the fabric of the area often overlooked by persons unfamiliar with the place. They also demonstrate the importance of the railway reserve gardens as a catalyst for substantial villa development in the late nineteenth and early twentieth century. These gardens are noteworthy on account of their exotic plantings. Some of the trees in the Hester, Smith, Howe and Page Reserves on Station Street and the Walter, Gill and Fennell Reserves on Evans Street

may have been planted as early as the turn of the century and are predominantly exotics. They include *Cedrus deodara*, *Schinus molle var. ariera*, *Ficus macrocarpa*, *Cupressus sempervirens*, elms, and a very large *Ficus macrophylla* in a fenced off reserve in the centre of Raglan Street. The Gill, Howe, and Smith reserves also include mature *Schinus molle var. ariera* and *Ficus macrophylla* that collectively establish the highly distinguished ambience of the locale. The Turner Reserve, facing Evans Street between Graham and Bridge Streets, was for many years the site of railway sidings, and some of the landscape elements and plantings may therefore in part be more recent than within the other Railway Reserves.

The remaining residential areas are made up predominately of single storeyed timber and brick cottages, in terraced rows as at 3-17 Bridge Street and 22-26 Lyons Street or in detached rows of identical cottages as may be seen in Princes Street and elsewhere. The rows known as Queens Terrace and Jubilee Terrace occupying 118-144 Nott Street are extraordinary on account of their great length. In these areas, unusual two storeyed buildings include the all timber house at 64 Cruikshank Street and Guernsey House at 232 Esplanade East. There are also a number of early timber cottages, particularly to the smaller streets. The housing stock, though predominantly Victorian, is enriched by Federation period villas and by the diversity of the non-residential buildings that include the ubiquitous corner hotels, often delicensed, the occasional church, factory and corner shop, again often converted in recent times to residential use. There is a characteristic pattern here wherein the corner sites were typically occupied by commercial premises, including hotels, and the allotments in between occupied by houses. This pattern was the product of a pedestrian and public transport-dependant society and is enlightening when viewed from today's perspective. The minor streets and lanes, now mostly rebuilt, are also of interest. So too are the streets facing the Crichton Reserve in that they demonstrate an approach to urban planning that is in a way superior to the current practice of confining open space to the spatially inconsequential lands associated with watercourses and vacant blocks. Finally, the schools at Nott and Graham Streets are pivotal to the interpretation of the social history of the area.

Bay Street is a remarkable thoroughfare in many respects. There is in the first instance the prospect of the sea at its southern end and the manner in which buildings associated with the sea are located here. The bluestone mass of Morley's coal depot is especially evocative in this respect. But it is the diversity of the buildings along its length which sustain the visitor's interest. First, there are the public buildings, including two generations of post offices, the police station, court house and lock-up and the Port Melbourne town hall, occupying a pivotal site surrounded by streets and houses and terminating the Spring Street vistas. These buildings impart identity to the street particularly on account of their dominant corner sites. Also of note are the hotels, including the Rex, the Prince Alfred, Chequers Inn, Quinn's and the Fountain Inn. Again, it is the corner sites that give them prominence. There are also banks, the former Holy Trinity Church complex - now largely overbuilt by recent residential and commercial development - and a former drill hall. The shops include terraced rows with cast iron posted verandahs such as 149-155 Bay Street (O'Briens Terrace), 165-179 Bay Street and the Market Buildings at the Liardet Street corner. Finally, Bay Street's houses have been built over a considerable time, cheek-by-jowl with the shops and hotels. Peckham Terrace is the earliest (c. 1859). Carroll's Terrace alongside was built in 1884 and nearby, 378-382 Bay Street followed in 1900. More recently, large-scale residential and commercial development has occurred and while it has generally been concentrated to the beach end of Bay Street, south of Graham Street, some recent commercial and shop developments have been set behind and incorporated earlier shop buildings to Bay Street, north of Graham Street. This recent development adds a further layer of complexity and pattern of growth as the dwindling of the population of the post-war years has been halted and reversed, and a new community of residents call 'Port' home.



Figure 3 The Howe Reserve, looking north to the city.



Figure 4 Hotels and other commercial buildings typically anchored the corners of blocks in residential areas of Port Melbourne, particularly west of Bay Street. The Clare Castle Hotel is at the north-east corner of Graham and Ross Streets.



Figure 5 East side of Albert Street, showing the predominately late Victorian timber residences which characterise the section of the precinct west of the former railway line.



Figure 6 Residential development to the north side of Raglan Street.



Figure 7 Victorian era commercial development to the west side of Bay Street.

Thematic context (Victoria's Framework of Historic Themes):

Connecting Victorians by transport and communications (03)

Building Victoria's industries and workforce (05):

Building towns, cities and the garden state (06):

Governing Victorians (07)

Building community life (08)

Statement of Significance

The Port Melbourne area (HO1) encompasses the long-established residential and commercial streets of Port Melbourne bounded by Pickles Street in the east, Clark and Walter Streets in the west, Boundary Street in the north and Graham Street in the south.

The area has historical importance (Criterion A) as a nineteenth century working class area associated with the growth of the Port of Melbourne and especially the bayside shipping activities of the port and with the industrial development of the shore line in the nineteenth century and the Yarra River flats in the twentieth century.

This importance is demonstrated not only by the housing stock and surviving industrial establishments but also by the diversity of commercial and public buildings contained within the area. The area is especially valuable for its capacity to demonstrate the lifestyle of this close-knit community during the nineteenth century. Being surrounded by industrial land, the Bay and Lagoon reserves, the area retains its discrete geographical form and has value for its capacity to demonstrate past urban planning practices characteristic of the pre-automobile age. These include the Bay Street strip shopping centre, the railway gardens and other reserves, the status given to public buildings and

public transport services and the mix of residential and non-residential uses wherein street corner sites are invariably occupied by hotels and shops establishing a distinctive streetscape pattern.

Recommendations

Retain in the Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

Amend boundaries as per the recommendations of the 2011 Lovell Chen Review.

Augment the main HO1 citation through the addition of the attached detailed citations for the four sub-precincts within HO1 as per the recommendations of the 2011 Lovell Chen Review.

Assessment

Lovell Chen 2011

References

Andrew Ward, Port Phillip Heritage Review, Version 14, 2009

Allom Lovell & Associates, Port Melbourne Conservation Study Review, 1995

Jacobs Lewis Vines, Port Melbourne Conservation Study, 1979

Port Melbourne HO1 - Port Melbourne West Sub-precinct

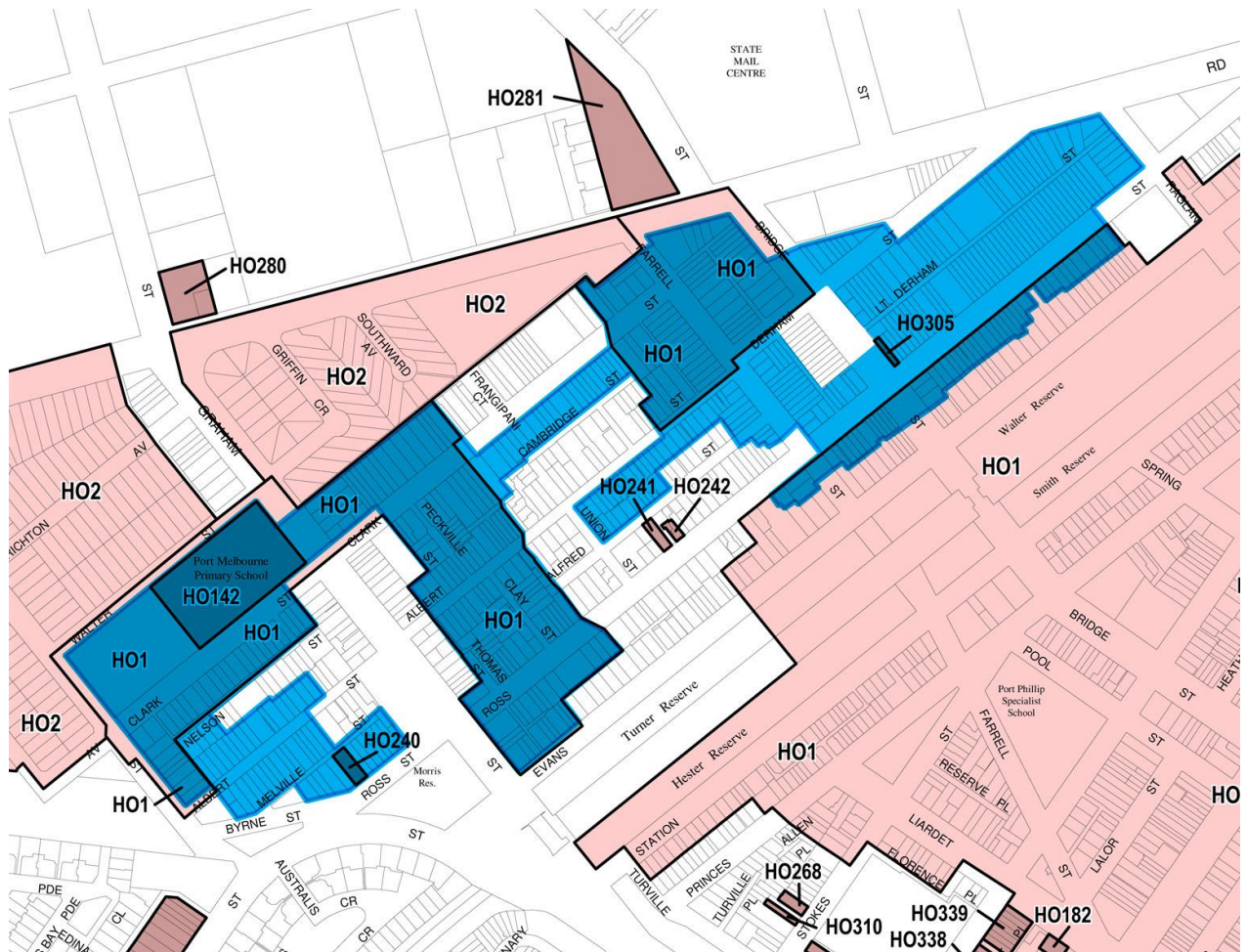
Existing designations:

Heritage Council Register: N/A

National Estate Register: N/A

National Trust Register: N/A

Location and extent



History

Government surveyor Robert Hoddle proposed a village development at Sandridge in 1838.¹ By 1842, surveys of blocks close to the water front, including four blocks between Rouse and Graham Street, had been carried out.² Following the construction of the rail line in 1854, the township was contained to the strip running back from the foreshore between the railway line and the Lagoon.³ This division was reinforced in 1855 by a new Crown Lands Department plan for the area, which specified that no development was permitted in the area west of the railway line, partly because of the proposal that a ship canal be cut from Sandridge to Melbourne.⁴ While the land languished, enterprising Melbourne builders removed wagon loads of sand for use in construction.⁵

Parish Plans indicate that the land to the west of the railway was largely sold off in the late 1860s (Figure 1). In 1868 the first allotments north-west of the railway line near Graham Street were sold, and houses were constructed in Evans and Ross Streets soon after.⁶ Allotments to the east of Ross Street and south of Farrell Street were relatively large, mostly measuring one acre. Elsewhere, in the area bounded by Williamstown Road, Raglan, Bridge and Ross Streets was subdivided into much smaller allotments and sold in the 1880s. Some of the larger allotments were subdivided and sold off in the 1870s. Development continued slowly in the face of opposition from the Victorian Government; and as late as 1870, the Lands and Survey Office warned the Port Melbourne Council not to make roads west of the railway line because of the proposed ship canal.⁷

Eventually, uncertainty over development of land west of the railway line was partly resolved by the Government's decision in 1879 to construct Coode Canal across Fishermen's Bend. However, work did not commence on the canal until 1884, and it was not opened to shipping until 1887. In the meantime, the sale of land west of the railway line, including that in Clark and Albert Streets, proceeded.⁸ By October 1886, new residents of Clark Street were reportedly complaining about the drifts of sand from the Bend.⁹

Several noxious industries were located on land to the west of the railway, including the Apollo Candle Works, the J Kitchen Soap Manufactory and Felton Grimwade's Chemical plant, all of which were located on Ingles Street and are shown on MMBW plans of the area from 1897. MMBW plans from the 1890s also indicate that by this time almost all of the land to the west of the railway had been subdivided into residential lots as the subdivision plans shown at Figure 2 and Figure 3 attest. Though several large allotments remained undeveloped, most had been built upon, with the majority of houses being small weatherboard cottages on narrow building allotments, bisected at irregular intervals by narrow streets such as Union, Clay, and Peckville Streets. The building stock typifies the workers' housing constructed throughout Port Melbourne in the nineteenth century, and consistent streetscapes of small timber cottages clearly reflect the working class nature of the suburb's history.

Historic aerial photographs from 1945 show this form of small cottage-type accommodation remained a feature of the study area, with some infill construction contributing to the density of housing within the precinct (Figure 4).

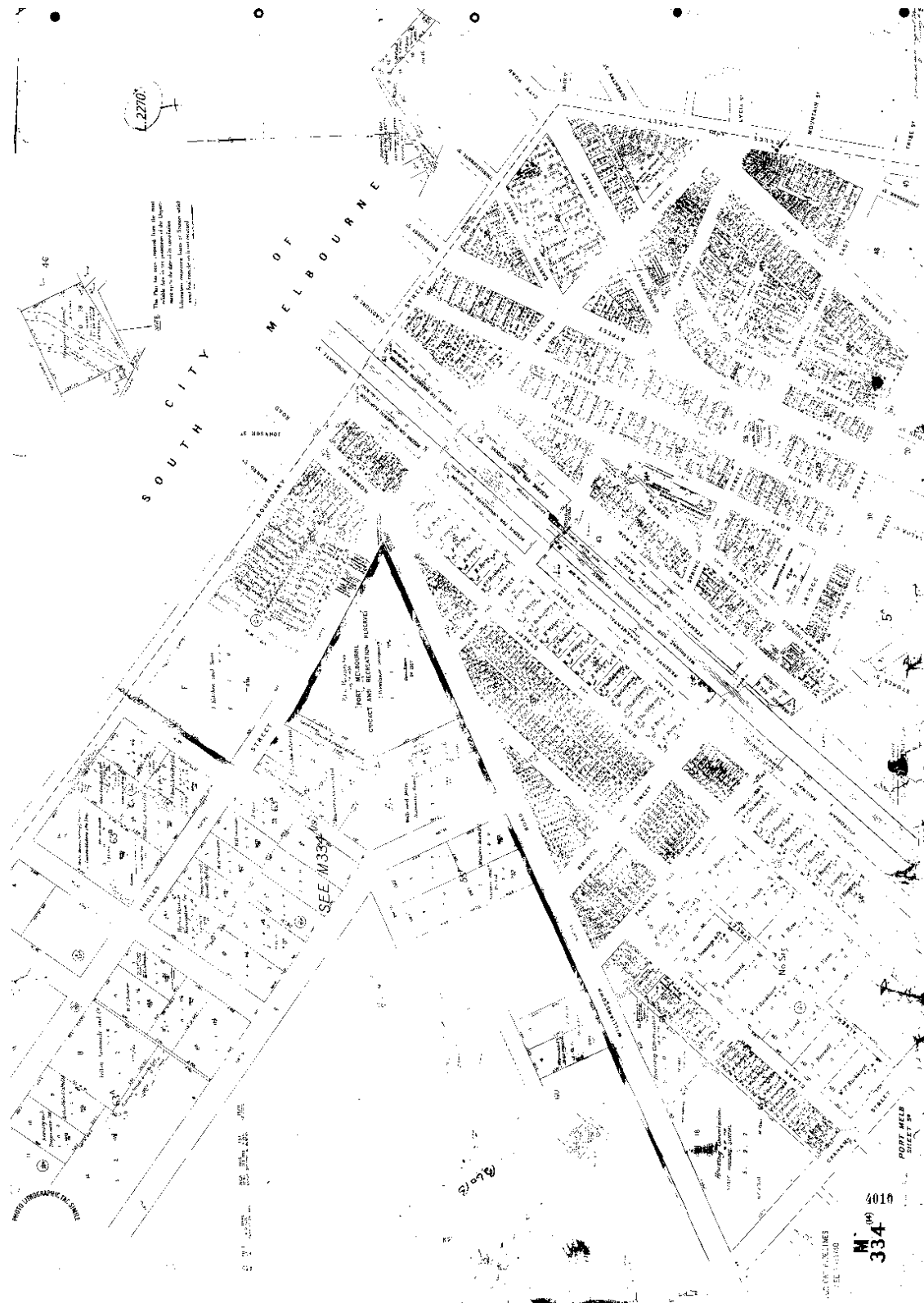


Figure 1 Plan of the City of Port Melbourne. Date illegible.
Source: Lovell Chen Archives.

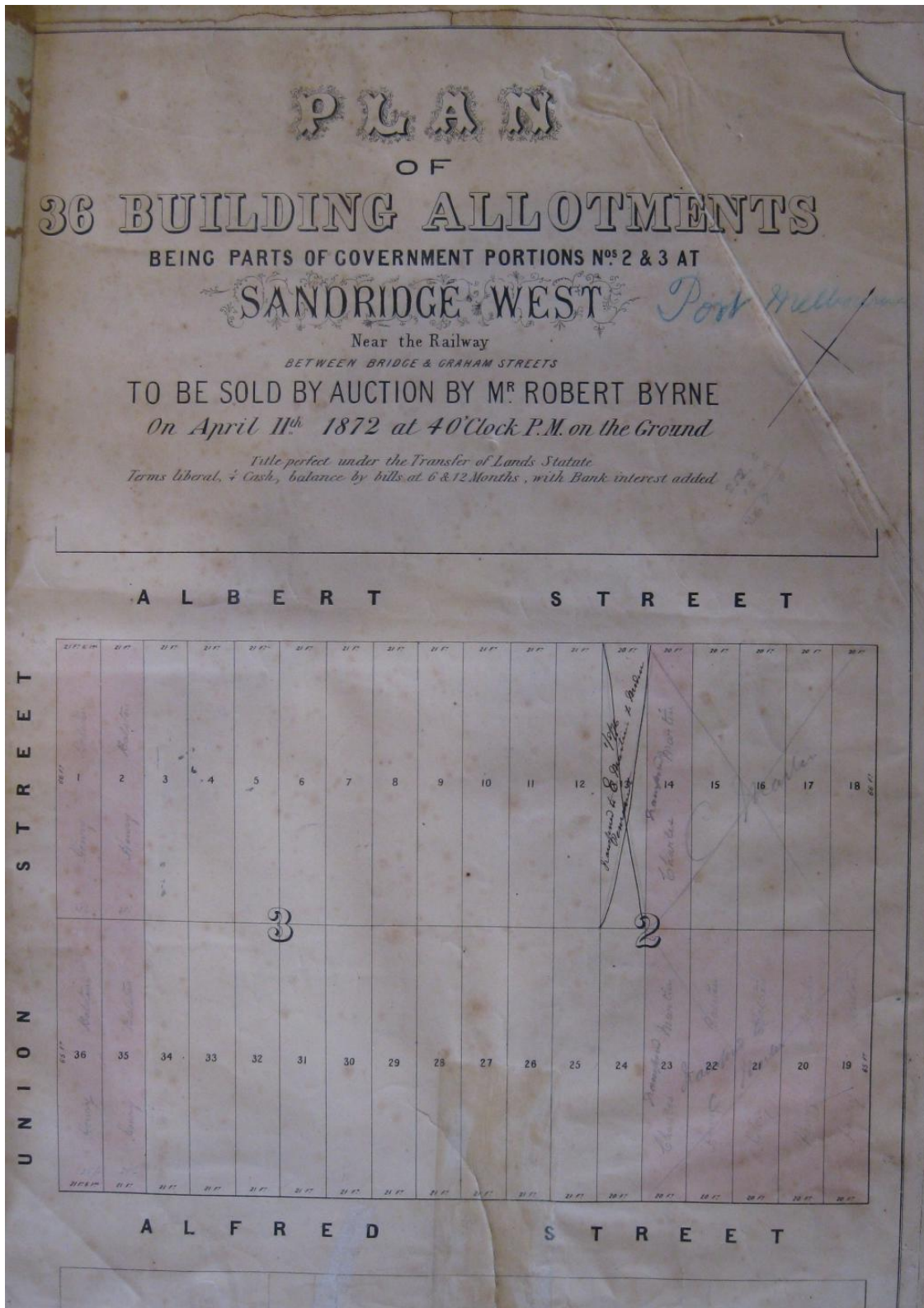


Figure 2 1872 Auction Plan of land between Albert and Alfred Streets, Port Melbourne.
Source: State Library of Victoria.



Figure 3 Plan of allotments in Ross Street, 1884.
Source: State Library of Victoria.



Figure 4 1945 Aerial showing the intersection of Williamstown Road and Inglis Street.
Source: University of Melbourne.

Description

The Port Melbourne West sub-precinct is bordered by the 1930s Victorian Government and Housing Commission estates facing Williamstown Road to the west and extends eastwards to the former railway line. It takes in the relatively cohesive nineteenth and early twentieth century residential areas of Clark, Albert, Alfred, Bridge, Derham and Farrell streets. The area is distinguished by a predominance of reasonably intact and very similar small single-fronted, single-storey timber worker's cottages, most probably designed and constructed by builders without direct architectural involvement, which is typical of Port Melbourne. To the north, the sub-precinct extends to Raglan Street and to the south it extends to Poolman Street. It enframes and includes part of Graham Street, extending south across Graham Street to take in the lower sections of Albert and Ross Streets, and follows the alignment of the former Princes Pier railway spur. Non-residential buildings contained within the sub-precinct include the Port Melbourne Primary School and the Hibernian and Clare Castle Hotels which frame the corners of Ross and Graham Streets.

The sub-precinct includes the more intact blocks of Alfred, Albert and Ross Streets between Farrell and Graham Streets. While an area which more broadly has seen a degree of change and the replacement of earlier residences with new, it still retains substantial building stock from the period of initial development in the 1870s and 1880s, with further buildings from the succeeding decades, particularly the years surrounding the turn of the century. The sub-precinct includes some short narrow streets (Peckville Street, Clay Street and Union Street) running between the main north-south streets as well as several enclosed streets (Alfred Street, Nelson Street and Melville Street) giving access to properties behind those facing the main streets. Overall they impart an intimate 'cheek-by-jowl' quality to the area with many buildings either having narrow front garden strips or being built directly on the property line. This street layout appears to reflect a sequence of successive subdivisions of allotments in the nineteenth century which was widespread in other inner suburbs such as Richmond and Collingwood, but was less common in Port Melbourne. This unusual high-density development pattern is reflected in the relative narrowness of the streets and lanes within the area and the higher density of subdivision compared with other parts of Port Melbourne. Of these streets Clark Street between Farrell and Graham Streets is unusual both for 'avenue' characteristics attributed by the mature London Plane trees to either side as well as its generous width (Figure 5).

Most of the area contains typical single storey timber and brick cottages, with some terrace rows, but more commonly, closely-sited timber cottages prevail, interspersed with paired timber cottages divided by a brick party wall. In some cases, such as the three sets of paired timber block-fronted cottages to 293-303 Ross Street, there is no brick party wall apparent, indicating a construction date before the application of the requirements of *Melbourne Building Act* to the municipality (Figure 6).¹⁰ Many of the timber cottages have facades of block-fronted woodwork. Brick terrace rows are less common, with the interrupted row to 30-32 and 36-38 Albert Street being an isolated example. A smaller number of Federation and inter-War houses are found on individual sites – a fine row of Federation-era weatherboard villas are at 15-29 Albert Street and 20 Ross Street and 141 Raglan Street are good examples of the Californian bungalow style, while the semi-detached single-fronted gabled cottages at 174-176 Clark Street, and the double-fronted bungalow at 234 Bridge Street are unusual examples of the application of this style (Figure 8 Figure 9). As seen elsewhere in Port Melbourne there are a number of more recent non-contributory single and two-storey brick single family dwellings, typically of the 1970 and 1980s, interspersed among the more characteristic timber housing stock.

The area differs from the area east of the railway in having a mix of relatively wide streets typical of Port Melbourne and much narrower streets, such as Albert Street, more characteristic of suburbs such as Collingwood or Richmond. Compared with other areas, there are generally fewer and smaller street trees, except in Evans and Clark Streets.



Figure 5 Late Victorian block-fronted timber villas in Clark Street – a street with 'Avenue' characteristics.



Figure 6 Paired timber villas in Ross Street, north of Bridge Street with central rendered brick chimneys.



Figure 7 Typical single fronted weatherboard cottage in Albert Street, cheek-by-jowl with the neighbouring cottage.



Figure 8 25-29 Albert Street, three of a row of eight Federation-era cottages, set to the south end of the street.



Figure 9 Atypical early 1920s timber bungalow at 234 Bridge Street.

Statement of Significance

Forming part of the Port Melbourne area (HO1) and contributing to the significance of this broader overlay, the Port Melbourne West Sub-precinct is also of local significance in its own right as a relatively intact precinct of late nineteenth century residential buildings, which has a distinctive and relatively high density of subdivision, with its narrow streets and lanes reflecting a pattern of development unusual in Port Melbourne. The distinctive character of the area is reinforced by the predominantly uniform nature of the buildings, being small timber cottages of similar design and which are typical of Port Melbourne. That said, the precinct also comprises some small pockets of later development, including some Federation and Inter-war housing.

Assessment

Lovell Chen 2011

References

Specific:

- ¹ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. xi.
- ² U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 16.
- ³ Jacobs Lewis Vines, *Port Melbourne Conservation Study*, Prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 20.
- ⁴ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 84.
- ⁵ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, pp. 91-92.
- ⁶ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 84.
- ⁷ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 84.
- ⁸ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 129.
- ⁹ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 129.
- ¹⁰ The *Melbourne Building Act* was enforced from 1850 to the present-day CBD area and to South Fitzroy. By the 1870s it had been extended to cover Carlton. During the 1880s iterations of

the Act were adopted by many other municipalities. Its date of application to Port Melbourne is not known. Lewis, Miles 'Building and Construction', *Encyclopedia of Melbourne*, 2005, pp. 95-96.

History

The lagoon at Port Melbourne was first sited by Charles Grimes, acting Surveyor General of New South Wales, on an expedition in 1803. In his logbook, he recorded:

...the same party as yesterday...went on shore; for about a mile, the land dry, a light sandy soil; afterwards a large swamp with three lagoons in it all dry. The land appears to be covered with water in west seasons. Come to a salt lagoon about a mile long and a quarter of a mile wide; had not entrance to the sea.¹

Government surveyor Robert Hoddle proposed a village development at Sandridge in 1838.² Initial surveys of Sandridge concentrated on blocks close to the water front, including four blocks surveyed between Rouse and Graham Street by 1842.³

Following construction of the railway line, which was completed in 1854, the township of Sandridge was effectively contained on both sides. The railway line severed access to the land to the west, while the lagoon was the outer limit of development to the east. A bridge was constructed over the lagoon at Bridge Street, but development on its eastern side was limited. When the Borough of Sandridge was proclaimed, it was bounded to the west by the railway, the east by the lagoon, to the north by Boundary Street and the Bay on the south.⁴ A second, much smaller lagoon, was located in almost the middle of this township site, just south of Pool Street. Most of the land south of Liardet Street had been sold by the mid 1850s. To the north, the pace of sales was slower as the rapid transportation of goods and passengers away from the Bay meant little time was spent in Sandridge itself. Despite this, the population increased after 1867, and in 1893, the town of Port Melbourne was proclaimed.

The suburb's origin as a port meant that the majority of its population was employed in service occupations. From the 1850s, a relatively young, predominantly male population worked in jobs related to shipping, construction, the provision of accommodation, meals and other service industries. The transient character of the suburb began to change in the 1860s, as local government set aside land for the establishment of churches and other social service facilities. The predominantly working class character of residents was reflected in the types of accommodation constructed – largely small, timber cottages on small allotments. Portions of the land to the east of the railway reserve, between Bridge and Graham Streets, developed as a civic precinct. Reserves for a town hall, various churches, the police and a market were set aside in the first surveys of the township. State School 1472 was opened on Nott Street in 1874, on reserve that had been set aside for an ornamental garden.⁵

The lagoon was opened to the sea in the 1860s and filling of the northern end of the lagoon, beyond Bridge Street, commenced in 1876.⁶ Progress on the works was incredibly slow and remained partially filled until 1929. The area between the east side of Esplanade East and the west side of Esplanade West was gradually reclaimed, though there were doubts that much of it was suitable to be built upon.⁷ Some of the land was subdivided in the late 1870s and by the 1880s a number of small timber residences had been constructed by working class members of the Sandridge community. In the late 1890s, the Council requested a portion of the former lagoon be set aside as an ornamental reserve. Despite later pressures for housing development, works on the establishment of a garden were delayed until the 1930s, when infill works were completed.⁸

Unemployment and poverty were ongoing concerns in Port Melbourne from the 1880s, intensifying in the Depression of the 1890s and continuing into the twentieth century. Larger allotments of the 1880s gave way to dense residential subdivision and by the 1930s, residential development was primarily working class in character. Houses were largely timber constructions on small allotments, especially in sections to the north of reclaimed land from the lagoon. While there was some infill development, little vacant land remained by the inter-war period.

Description

The Port Melbourne East Sub-precinct is an almost entirely residential area located to the east of the former railway line. Extending from the properties on the west side of Princes Street through to the west side of Pickles Street, it surrounds the Bay Street Commercial sub-precinct on three sides. North-south running streets within the sub-precinct include Nott, Lator, Heath, Lyons and Cruikshank streets as well as Esplanade East and Esplanade West, while those of an east-west orientation include Ingles, Raglan, Spring, Bridge, Pool, Liardet and Graham streets.

The precinct sub-area has a substantially consistent nineteenth century character. Narrow allotments support predominantly single-storey, single-fronted timber residences or symmetrical double-fronted cottages that are closely sited with minimal or no side setbacks. These can also occur in pairs or occasionally in longer terrace rows.

Dwellings are generally of a vernacular design with hipped or gabled roofs clad in corrugated iron or slate, and front projecting verandahs. While timber construction predominates there are some brick cottages and masonry terraces with rendered parapets, such as those at 53-61 Bridge Street. Original decorative elements include iron lacework to the verandahs, brackets under the eave lines, and timber blockwork or polychrome brick to the façades. There is, however, also a degree of diversity in the area, provided by a number of two storey brick residences, asymmetrical Federation era dwellings and inter-war houses as well as more recent [non-contributory] infill residences that are interspersed throughout the sub-precinct.

Non-residential buildings within the area include several hotels, such as the Graham Hotel to the corner of Graham Street and Esplanade West and the Cricketer's Arms, somewhat unusually sited in a central rather than a corner block in Cruikshank Street. Corner shop buildings and other commercial premises, some now been converted for residential uses, are reflective of the formerly pedestrian and public transport dependent community. Larger properties in the sub-precinct include the former Presbyterian (now Uniting) Church to the corner of Bridge and Nott streets, the former Temperance Hall at 146 Liardet Street, and the Primary School in Nott Street.

In terms of streetscape qualities, the area is typical in its relatively wide streets with street trees planted along the edges. Dwellings generally have shallow setbacks to the street with low front fences. There are a number of rear laneways, mostly short cul-de-sacs, many of which retain at least some of the original bluestone pitcher paving.

Statement of Significance

Forming part of the Port Melbourne area (HO1) and contributing to the significance of this broader overlay, the Port Melbourne East Sub-precinct is of local historical and architectural significance in its own right, as a largely nineteenth century residential area (with some later development of the Federation and interwar periods). The area is characterised by relatively wide streets which access the narrow, closely developed allotments and building stock comprised of relatively modest dwellings, predominantly but not exclusively timber.

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Figure 1 Double-fronted cottages in Esplanade West.



Figure 2 Single-fronted dwellings in Pickles Street.

References

Specific:

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- ³ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 16.
- ⁴ Government Gazette, 16 July 1860.
- ⁵ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 71.
- ⁶ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 123.
- ⁷ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 181.
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History

The first settlement at Sandridge spread out along the seafront either side of the jetty, from which a ferry service was established by W F E Liardet, an early settler, in 1839. The direct route to Melbourne created a central axis for development and was reinforced on early survey plans of the municipality.¹ Robert Hoddle's 1838 plan for Sandridge featured a pipeline carrying fresh water from a dam on the Yarra to the wharves at Sandridge which followed the alignment of the main road to Melbourne, along the present day route of Bay Street.² Little happened with this plan, and the settlement continued to develop in a T formation; with buildings strung along the seafront opposite Liardet's jetty and continuing up Bay Street.

Allotments on Bay Street were substantially larger than many of those in the rest of the township, most measuring half an acre. These were offered for sale soon after they were surveyed in 1842, but ultimately withdrawn from sale by Governor LaTrobe,³ possibly to allow for further development of port infrastructure.⁴ Most of the land south of Liardet Street had been sold by 1855,⁵ and at the corner of Bay and Liardet Streets, a portion was set aside for the development of a market in 1862. Reserves for the Church of England and Presbyterians were also set aside on Bay Street. To the north of Liardet Street, land was divided in much smaller allotments, most comprising ten perches.⁶

Tenders for 'raising, forming, pitching and metalling' Bay Street were called for in the *Victorian Government Gazette* in May 1853.⁷ Deterioration of the surface led to the erection of a toll gate in 1862.⁸ Sand drift presented a continual problem for maintenance of the roads and for residents, who frequently complained on the issue.⁹ From the mid-nineteenth century, the focus of development shifted from the foreshore area and spread further north along Bay Street, which developed into Port Melbourne's main commercial precinct. A number of civic buildings were also established on Bay, including the Police Station and Post Office which were constructed in the 1860s, as the Council attempted to inject a sense of permanence to the seemingly transient community. Many basic social services were expanded during this period, with many establishing premises on Bay Street. By the 1880s, several of Port Melbourne banks and hotels were on Bay Street. The commercial and civic role of Bay Street was further emphasised by the construction in 1889-90 of a cable tram line through Port Melbourne along Queensbridge Street and City Road into Crockford Street and then Bay Street.¹⁰

More recently, infill development has substantially altered much of the character of the precinct. Despite this, much of the nineteenth century character of the precinct is retained, especially on the west side of Bay Street. Nineteenth century banks, post offices, hotels and other forms of commercial development all survive in their original form, principally above the verandahs, in Bay Street. In addition is an overlay of late nineteenth century and early twentieth century development, including refacing and upgrading of nineteenth century structures. One feature which is of historical interest is the survival of a number of residential buildings, all on the east side of the street, some of which still retain their original function.

Description

The Bay Street Commercial Sub-precinct comprises the main commercial centre of Port Melbourne, extending from Graham Street in the south to Ingles Street in the north. The sub-precinct also includes properties facing Lalor Street and Heath Street to the rear of the buildings in Bay Street, as well as properties fronting the north side of Crockford Street.

The sub-precinct has a predominantly nineteenth century retail and commercial built form character with some residential uses, both in purpose built dwellings concentrated at the northern end of the area and in shop-top housing. Civic functions are also present, the most notable building being the Port Melbourne Town Hall at 333 Bay Street.

The west side of Bay Street retains a large proportion of nineteenth century shops, while the east side is less intact with a number of the original buildings replaced with recent office and other commercial buildings. The majority of graded buildings are two-storey terraces with ground floor shopfronts, parapeted first floors and no set back to the main street frontage; similar single-storey examples also exist. The shop buildings are generally constructed as pairs or as longer rows of three or more shopfronts, one of the longer examples being the market buildings at 191-219 Bay Street. The Victorian shops are typically of rendered brick construction with the majority of the architectural detailing, including pilasters, string courses pediments and moulded window surrounds, concentrated in the upper floor of the streetscape façades. Some original (in form, if not in fabric) verandahs



Figure 1 The market buildings at 191-219 Bay Street



Figure 2 View of the west side of Bay Street.

remain, while others have been removed or replaced with cantilevered awnings. While many ground level façade and shopfronts have been altered, some of long standing remain with bronze-framed windows and splayed entries. Roofs and chimneys typically do not have a high degree of visibility, and include pitched or hipped forms concealed behind parapets.

There are also some examples of larger graded buildings, many of which have corner presentations. These include several hotels such as Hotel Rex at 145 Bay Street, Chequer's Inn at 316 Bay Street, and Prince Alfred Hotel at 355 Bay Street; the former Port Melbourne Building Society at 226 Bay Street; the Post Office at 253-259 Bay Street and the Church of England group consisting of church, manse and hall in the south of the sub-precinct.

Bay Street also contains pockets of residential buildings, particularly to the east side. Notable examples include the early (c.1859) terrace of six dwellings at 330-340 Bay Street and the double-storey former combined doctor's surgery/residence at 348 Bay Street. North of Raglan Street, the buildings are of mixed residential and commercial character, including the former Faram Bros shop at 405-415 Bay Street (the façade of which remains), the substantial two-storey terraces at 427-435 Bay Street, single storey residences on the east side of Bay Street and the former coach works at the corner of Ingles and Crockford Streets.

Bay Street is wider than the majority of streets in Port Melbourne and features a central median strip, which imparts a distinctive quality and which acts as a marker of a historically important transport route. It contains a variety of plantings which are of relatively recent date, post-dating the removal of the tram lines which ran along the centre of the street. Street trees are also planted along the footpaths for the length of Bay Street, with a concentration to each side of the Town Hall in Spring Streets North and South.

Statement of Significance

Forming part of the Port Melbourne area (HO1) and contributing to the significance of this broader overlay, the Bay Street Commercial Sub-precinct is of local historical and architectural significance in its own right. Historically the original route from Hobsons Bay to Melbourne and the commercial centre of Port Melbourne from the mid nineteenth century, the street retains much of its nineteenth century appearance, particularly on the west side. It is characterised by largely uniform two-storey terraced shops with interspersed pockets of residential buildings. Bay Street has remained Port Melbourne's principal shopping area and continues to accommodate several public buildings, including the Town Hall which is the civic focal point of the suburb.

Assessment

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References

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- ⁶ Township plan of the City of Port Melbourne, 1876.
- ⁷ *Victorian Government Gazette*, 4 May 1853, p. 622.
- ⁸ *Victorian Government Gazette*, 9 July 1862, p. 1197.

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- ⁹ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 129.
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History

In 1852 Governor LaTrobe gave his approval for a plan to develop a rail link between Hobson's Bay and the settlement at Melbourne.¹ The Melbourne and Hobson's Bay Railway Company was incorporated by an Act of Parliament the following year and granted a generous tract of land for the construction of a double set of rails running the extent of the two miles from Melbourne to the Bay.² The generous width of the reserve to either side may have been predicated on the fact that the railway was the first in Australia, and there was no precedent from which to gauge the degree of impact that it would have on the amenity of the area. The Act authorised the company to 'construct and finally complete and keep in repair a Railway or Railways with one or more sets of rails or tracks and all necessary wharves, piers, jetties and other proper works.'³ Construction commenced in 1853 and was completed by 1854. Regular services commenced in November 1854. It is thought to have been the first railway constructed in Australia.

Rail crossings were not initially allowed for in planning and the railway effectively bisected the settlement at Sandridge. Development to the west of the railway line stagnated for some years after the construction of the line; to the extent that land to the west of the line does not feature on plans of the Township of Sandridge dated 1855.⁴ This division was reinforced in 1855 by a new Crown Lands Department plan for the area, which specified that no development was permitted in the area west of the railway line, partly because of the proposal that a ship canal be cut from Sandridge to Melbourne.⁵ More broadly, the opening of the railway had a negative effect on the fledgling community at Sandridge. Rapid transportation of goods and passengers from the Bay to Melbourne meant little time was spent in Sandridge proper.

Division of the township by the railway also enabled land sales. Land immediately fronting the railway reserve, to the west of the line, was subdivided into one rood allotments in the 1860s and auctioned in a series of land sales. Land closest to the bay was sold first, in an initial auction held on 10 August 1866. A second auction was held on 28 May 1867. Most of the allotments sold to speculators, with several buying up large tracts of adjoining land. Robert Byrne purchased several of these allotments, adding to his extensive holdings in Sandridge. W Thistlethwaite also purchased several allotments. On the east side of the railway line, allotments were much smaller, with most measuring little more than ten perches. A plan of the Township of Sandridge dated 1855 shows the land fronting the railway reserve had already by that stage been subdivided, though they remained unsold.⁶ By 1895 there had been substantial residential construction – in both brick and timber – on the allotments on both sides of the railway line.⁷

The reserves on either side of the Melbourne and Hobson's Bay Company's railway line initially formed part of the railway reserve. Following the construction of the railway, the land was temporarily reserved for Ornamental purposes in 1866,⁸ and made permanent reserves in 1886.⁹ A further section, to the south of the line, was reserved for public gardens. As Turnbull and U'Ren have noted, the Port Melbourne Council of the period did not regard the development of the new municipality's parks and gardens as a priority, and though a considerable amount of land had been reserved throughout the suburb, little development took place.¹⁰

By the mid-1860s, only three of the blocks of the ornamental railway reserve, comprising a total of just over a hectare of land, had been fenced. The reserves were partly grassed and partly planted with trees, shrubs and flowers.¹¹ The level of expenditure on the reserves appears to have been limited in the 1860s, as the following description from the Record of 1869 suggests:

*We of Sandridge have much to be thankful for in the shape of reserves ... there is the railway reserve - more sand decorated by a few patches of abortive vegetation with the ornamental addition of old shoes and remains of animal life, the whole surrounded by a rusty and extremely unornamental fence.*¹²

Perhaps prompted by these remarks, in July 1869, the Council authorised for a loan fund major planting in the railway reserves.¹³ The commencement of construction work on the Coode Canal in the 1880s freed up land to the west of the railway for sale. By October 1886, new residents were reportedly complaining about drifts of sand from the Bend.¹⁴

Sporadic development of the railway reserves was carried out over the next thirty years, including, for example, the large-scale planting of trees in 1889, and again between 1895 and 1898.¹⁵

By 1908, historic images show parts of the reserve had been developed with ornamental plantings and curved pathways for promenading (Figure 1). Frequent vandalism of plantings in the railway reserves prompted equally frequent complaints over their amenity. The Council responded in 1910 with a £16,000 loan plan, involving, amongst other projects, substantial upgrades of municipal reserves.¹⁶ The plan, and subsequent loan proposals, failed due to lack of support.

Historic aerial photographs show planting in the reserves by that date and indicate that some portions of the reserves were more developed than others. Plantings in the section to the north-west are quite scant, while other portions in the centre of the reserve are more substantially developed. Dense residential development fronting Evans and Station Streets is also shown. By the 1950s, the various portions of the reserve had been named Smith, Gill and Walter reserves. The Cook and Turner reserve, adjoining Graham, Bridge and Evans Street, developed in different manner.

In 1885, the Council agreed to revoke the reservation for an ornamental plantation on the west side of the railway line between Graham and Bridge Streets and the land was reinstated to the Railways Commissioners for use as railway workshops.¹⁷ The workshops did not eventuate, however, and the land was used for grazing until as late as 1912, and subsequently for timber loading.¹⁸ As compensation for the abandonment of the railway workshops proposal, the Government agreed to construct a railway station, initially known as Graham Street, and from 1909, known simply as Graham.¹⁹ Subsequently, the construction of the new passenger terminal - Princes Pier - to augment the heavily-used Station Pier in 1912-1915, required a new spur line which adjoined the west side - or 'up' platform of the Graham Street station. Railway sidings and infrastructure occupied part of the present-day Turner Reserve - apart from a narrow strip of plantings bordering Evans Street - until 1987 when the line, railway station and sidings were removed and replaced with the present light rail service (Figure 2).



Figure 1 A c. 1908 postcard showing the Railway Reserve at Port Melbourne. Note the ornamental plantings and residential development adjacent to the reserve.

Source: State Library of Victoria.



Figure 2 1987 photograph showing the site of Graham railway station looking north. The sidings to the left side of the image are now absorbed into the Turner Reserve.

Source: Weston Langford

Description

The Port Melbourne Railway Reserves sub-precinct includes the original strip of landscaped reservation on each side of the original railway - now light rail - line bounded on each side by Princes and Evans Streets between Boundary Street to the north and Graham Street to the south. The light rail line runs down the centre of the reservation, slightly raised above and separated by fencing from the landscaped strips to each side. The reservation is simply landscaped, with grassed surfaces and relatively densely planted with rows of mature *Schinus molle* (Peppercorns), *Quercus sp.* (Oaks), *Ulmus sp.* (Elms), *Ficus macrophylla* (Moreton Bay fig) and other species. The reservation is traversed by Ingles, Raglan and Bridge Streets, which cross the line by level crossings. These are marked by low-height random freestone walling. Plantings to the Turner Reserve, apart from the south end bordering Graham Street, comprises a line of mature trees close to the footpath, which previously screened the railway sidings located here until the 1980s. Behind, an extensive linear lawn area occupies the site of the former sidings. The adjoining Cook Reserve to Graham Street includes a seating enclosure, bounded by the same freestone walling. This is part of a memorial dedicated to residents who died in the Windsor Railway accident of 1887.²⁰

Apart from the greater maturity of the plantations, the railway reservation has changed significantly from its early to mid-twentieth century appearance by the major alterations that have occurred to the railway both before and after the conversion of the line to a light rail route. Graham and North Port railway stations have both been replaced by simple steel-framed platform shelters, and the original station buildings and gated level crossings have been removed. A pedestrian and cycle trail has also been established to the west side of the railway line, running parallel to Evans Street, through the Cook, Turner, Walter, Gill and Fennell Reserves. A granitic sand walking track traverses the corresponding Hester, Smith, Howe and Page reserves running parallel to Station Street. A playground has been established in the Walter reserve. Of interest, a c. 1940s horse trough survives near the corner of Evans and Bridge Street and an early pillar box is located nearby.

The buildings in Evans and Station Streets facing the reservation are almost all residential and are of a wide variety of types and sizes ranging from typical single-fronted single-storey timber cottages to



Figure 3 The Howe Reserve, showing mature plantings, looking south.



Figure 4 Remnants of the Railway Memorial, Cook Reserve, adjoining Graham Street.



Figure 5 Station Street between Ingles and Raglan Street.



Figure 6 Swallows Hotel, corner Ingles and Station Streets.



Figure 7 Evans Street between Raglan and Bridge Streets.

substantial two-storey brick and rendered houses. Compared with other Port Melbourne streets, there is a greater proportion of large two-storey terrace houses and large detached single storey villas, no doubt reflecting the desirability of the outlook across the reservation. Significant examples include the two storeyed Italianate residences at 73 and 75 Evans Street, to the west side of the reserve and 165 Station Street (Emerald House), 164 Station Street (Ulster House), 163 Station Street (Derwent Coffey House) and 160-62 Station Street (Alfred Terrace) to the east side of the reserve. While there has been some rebuilding and infill building to both Station and Evans Street, this has generally been of modest scale with the replacement of single residences with newer single family residences in the 1970s and 1980s a more common event than multi-unit development, which were they have occurred, are only of medium scale and with a height of two to three storeys. The Albion Hotel and Swallows Hotel terminate separate blocks of Evans and Station Street respectively. This is a noted characteristic of Port Melbourne's residential streetscapes where commercial buildings, typically corner shops and hotels occupy corner sites – an indication of the original pedestrian character of the area.

Statement of Significance

Forming part of the Port Melbourne area (HO1) and contributing to the significance of this broader overlay, the Port Melbourne Railway reserves sub-precinct is of local historical, aesthetic and social significance in its own right.

The sub-precinct is historically significant, being reserved as part of the first steam railway to be constructed in Australia, which opened in 1854. The reserves were intended to act as a buffer, providing a degree of separation between the rail corridor and the allotments which faced it from Station and Evans Streets. In 1866, the land was reserved for 'ornamental purposes'. By the turn of the nineteenth century, many of the allotments facing the reserves had been developed with a combination of housing types, in both timber and brick being constructed, ranging from single-fronted timber cottages to elaborate and substantial two-storeyed brick and rendered residences. Corner allotments were generally occupied by commercial buildings, including hotels. The named reserves together make up one of a very small number of landscaped reserves in Victoria specifically associated with a railway alignment. For many years this was the only major landscaped area in Port Melbourne until the infilling of the central section of the Lagoon in the early twentieth century. Historically and socially, the sub-precinct has been and continues as a focus for passive recreation in the area, with elements of built form including the low height random freestone rock walling and the remains of the memorial adjacent to Graham Street, contributing to the setting. Aesthetically, the Reserves sub-

precinct is of importance in the local context; the landscape quality of the relatively dense tree plantations between Boundary Street and Graham Street is unique in Port Melbourne.

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Recommendation

It is recommended that the *Port Melbourne Light Rail Reserves Master Plan & Conservation Report*, prepared by Aspect Melbourne Pty Ltd be adopted as a reference document to guide the future management of the reserves.

References

Aspect Melbourne Pty Ltd et al., *Port Melbourne Light Rail Reserves Master Plan & Conservation Report*, July 2002.

Specific:

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- ¹⁷ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 134.
- ¹⁸ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, pp. 134, 203.
- ¹⁹ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 134.
- ²⁰ The remainder of the structure has been relocated to the seafront at a date unknown. Pers. Comm., HO1 Community Engagement Workshop, 23 March 2011.