

## 6. Heritage Overlay Areas

### 6.1 Introduction

The heritage overlay areas constitute those areas within the Municipality that are considered to demonstrate a comparatively high level of cultural value when considered in terms of their historic, aesthetic and social attributes. They survive generally with a higher level of architectural integrity than the remaining areas of the municipality and it is not unlikely that they will have superior civic or aesthetic qualities. Given that Port Phillip has evolved over a long period, principally from the 1840's until the inter-war period, these areas invariably exhibit the characteristics of their time, both in architectural and civic design terms, as well as functionally. In some instances, most notably St. Kilda, there is a diversity which imparts special character. All of the coastal areas identified in the Review, extending inland to Albert Park and Clarendon Street, South Melbourne, have cultural importance extending beyond the limits of Port Phillip. These areas impart identity to Melbourne as an international City and their management, as a consequence, places a heavy burden of responsibility on the shoulders of the community of Port Phillip and its Council. This burden is increased by the mounting pressures for change that reflect the desire of many to live in a coastal strip of limited capacity. The identification of these areas, therefore, represents an initial step in the development of the conservation strategy required to manage change in the interests of the very qualities which make them special places in which to live.

The heritage overlay areas are shown below and are described in the sections, which follow.



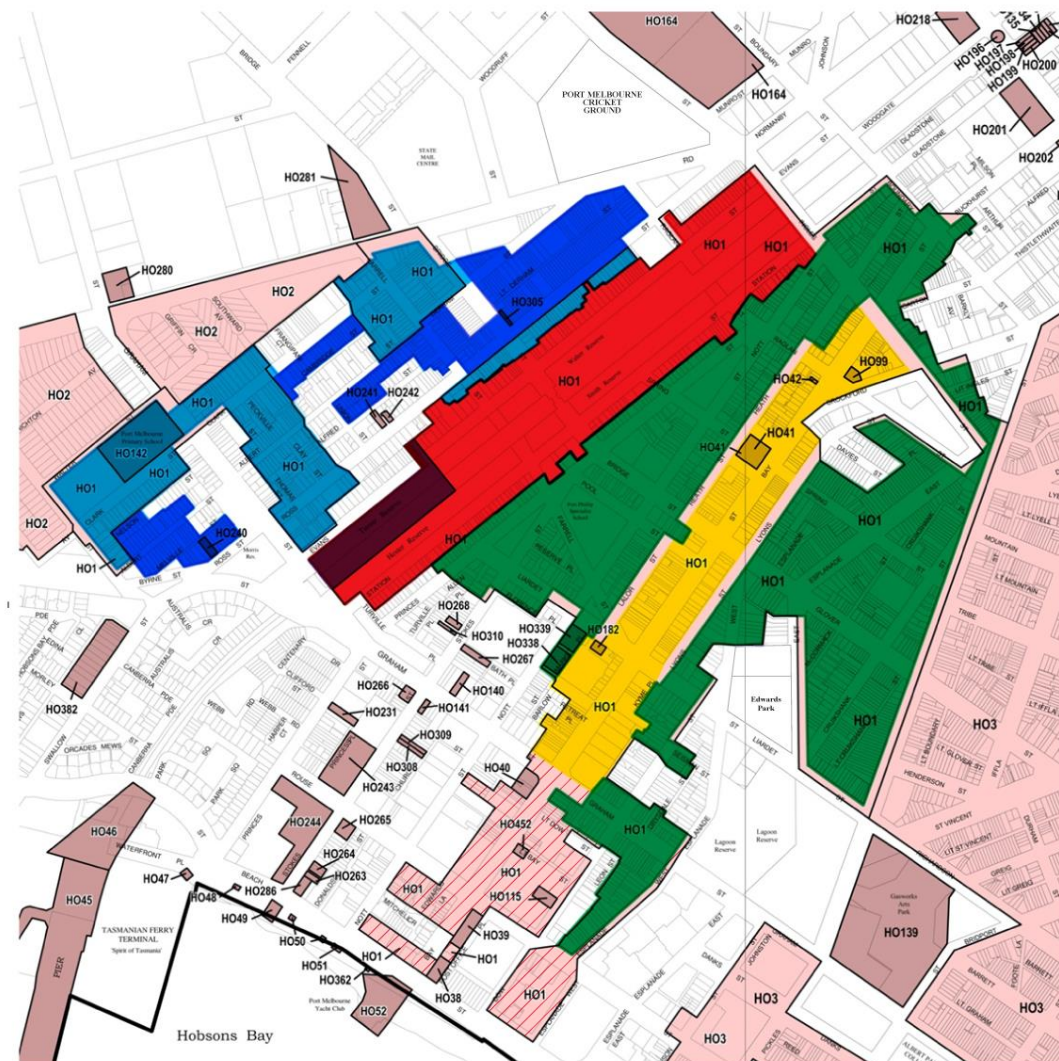
**Figure 6.1-1 – Heritage Overlay Areas**

## 6.2 Port Melbourne – HO1






### Existing designations:

Heritage Council Register:	N/A
National Estate Register:	N/A
National Trust Register:	N/A

### Location and extent



#### KEY TO SUB-PRECINCTS

	Port Melbourne West		Port Melbourne Railway Reserve		Area proposed to be excised from HO1
	Port Melbourne East		Bay Street Commercial		

**Figure 2** Map of Port Melbourne Heritage overlay precinct HO1

### 6.2.1 Introductory Note

#### Introductory note

The Port Melbourne Heritage Overlay Precinct (HOI) 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 HOI 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 HOI 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 preceding page (Figure 2)

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

The precinct citation was further reviewed and amended in early 2013 to reflect the proposed amendments of HOI to exclude the area south-west of Graham Street.

### 6.2.2 History

*Note that the following history makes reference to the broader history of Port Melbourne, including some areas and sites that are outside the boundaries of HOI.*

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 1859 plan shows the essential elements of the township (Figure 3). Initially, development was located close to the sea front, west of the present-day HOI. Early structures included 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 watch house. 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. Located just outside the boundaries of HOI, the court house, police station and lock-up were all erected during the early 1860s, on an allotment at the south-west corner of Bay and Graham Streets. 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.



Figure 3 Plan of the Township of Sandridge, March 1859.

Source: State Library of Victoria.



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 at 247-251 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. 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.

### 6.2.3 Statement of significance

#### What is significant?

The Port Melbourne Heritage Overlay Precinct (HO1) covers a large area of Port Melbourne. The 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 north-east boundary is Ingles Street and Boundary Street. Pickles Street marks the eastern boundary which is contiguous with the South Melbourne, Albert Park, Middle Park and part St Kilda area (HO3). Part of the southern boundary is formed by Graham Street, and the precinct extends north up Bay Street. Also forming part of the precinct are the residential areas developed from the late 19<sup>th</sup> century north-west of the railway line. These include Clark Street and Albert Street either side of Graham Street, as well as Poolman Street. The area also includes a small residential pocket which extends further over Graham Street, to the south-east, taking in properties facing Esplanade West.

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, but it is the diversity of the buildings along its length which sustain the visitor's interest. These include some public buildings, including the former post office, and the Port Melbourne town hall, which occupies a pivotal site surrounded by streets and houses and terminating the Spring Street vistas. Also of note are the hotels, including the Rex, the Prince Alfred, Chequers Inn, Quinn's and the Fountain Inn, which are given prominence by their corner sites. Banks and other commercial premises, including shop buildings demonstrate the street's historic character. 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 (outside of the precinct), some recent commercial and shop developments have been set behind and incorporated earlier shop buildings to Bay Street, north of Graham Street, within the precinct. 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.

### How is it significant?

The Port Melbourne Heritage Overlay Precinct is of historical and architectural significance to the City of Port Phillip.

### Why is it significant?

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.





Figure 4 The Howe Reserve, looking north to the city.

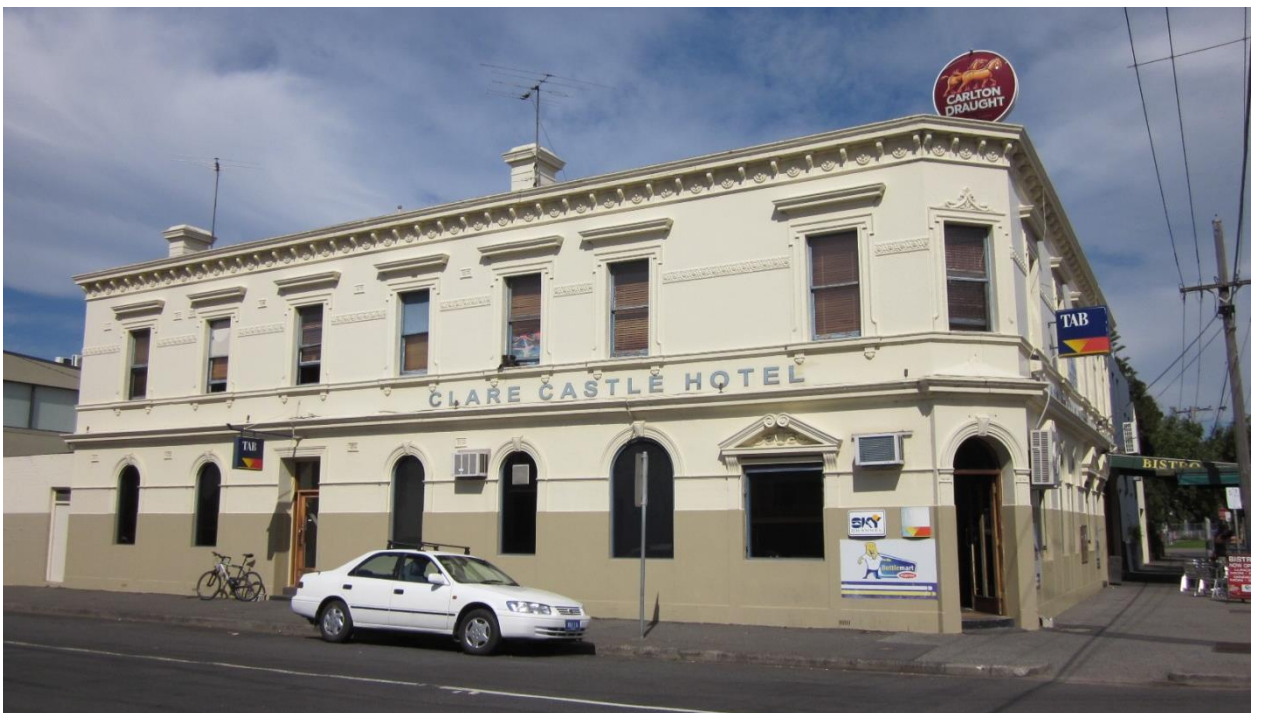


Figure 5 Hotels and other commercial buildings typically anchored the corners of blocks in residential areas of Port Melbourne, particularly west of Bay Street. The Clare Castle Hotel is at the north-east corner of Graham and Ross Streets.





Figure 6 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 7 Residential development to the north side of Raglan Street.



Figure 8 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)

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### Recommendations

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

Amend boundaries as per the recommendations of the Lovell Chen 2012 Stage 2 Review.

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### Assessment

Lovell Chen 2011

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### 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



## 6.3 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

### 6.3.1 Location and Extent

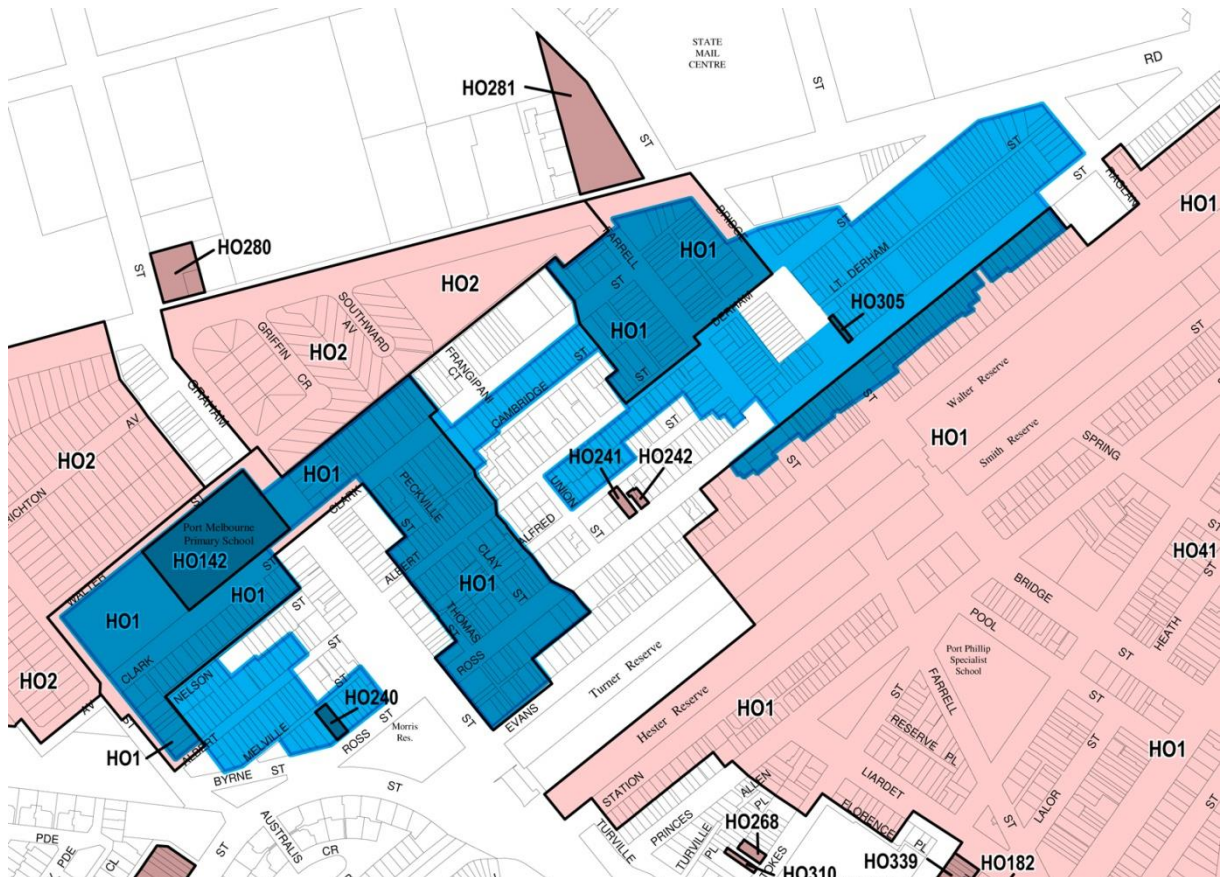


Figure 6.3–1 – Port Melbourne HO1 - Port Melbourne West Sub-precinct

### 6.3.2 History

Government surveyor Robert Hoddle proposed a village development at Sandridge in 1838.<sup>152</sup> By 1842, surveys of blocks close to the water front, including four blocks between Rouse and Graham Street, had been carried out.<sup>153</sup> 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.<sup>154</sup> 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

<sup>152</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. xi.

<sup>153</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 16.

<sup>154</sup> Jacobs Lewis Vines, *Port Melbourne Conservation Study*, Prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 20.

the proposal that a ship canal be cut from Sandridge to Melbourne.<sup>155</sup> While the land languished, enterprising Melbourne builders removed wagon loads of sand for use in construction.<sup>156</sup>

Parish Plans indicate that the land to the west of the railway was largely sold off in the late 1860s (Figure 6.3–2). 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. 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.<sup>157</sup>

Eventually, uncertainly 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.<sup>158</sup> By October 1886, new residents of Clark Street were reportedly complaining about the drifts of sand from the Bend.<sup>159</sup>

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 6.3–3 and Figure 6.3–4 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 6.3–5).

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<sup>155</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 84.

<sup>156</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, pp. 91-92.

<sup>157</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 84.

<sup>158</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 129.

<sup>159</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 129.



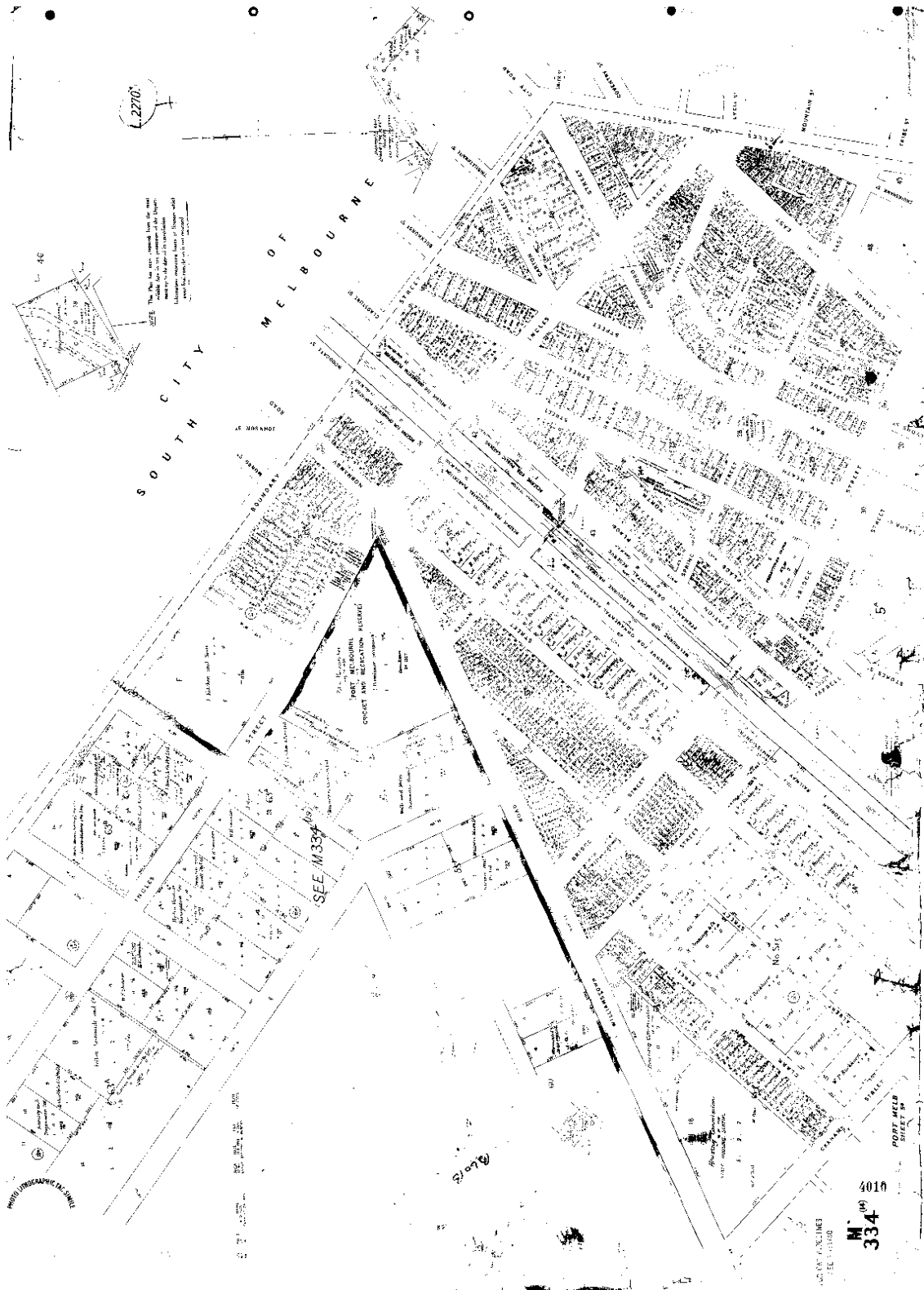


Figure 6.3-2 – Plan of the City of Port Melbourne. Date illegible.

Source: Lovell Chen Archives.





Figure 6.3-4 – Plan of allotments in Ross Street, 1884. Source: State Library of Victoria.



Figure 6.3-5 – 1945 Aerial showing the intersection of Williamstown Road and Inglis Street.

Source: University of Melbourne.



### 6.3.3 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 6.3–6).

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 6.3–7).<sup>160</sup> 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 6.3–9 Figure 6.3–10). 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

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<sup>160</sup> The 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.



such as Collingwood or Richmond. Compared with other areas, there are generally fewer and smaller street trees, except in Evans and Clark Streets.



**Figure 6.3–6 – Late Victorian block-fronted timber villas in Clark Street – a street with ‘Avenue’ characteristics.**



**Figure 6.3–7 – Paired timber villas in Ross Street, north of Bridge Street with central rendered brick chimneys.**



**Figure 6.3–8 – Typical single fronted weatherboard cottage in Albert Street, cheek-by-jowl with the neighbouring cottage.**



**Figure 6.3–9 – 25-29 Albert Street, three of a row of eight Federation-era cottages, set to the south end of the street.**





**Figure 6.3–10 – Atypical early 1920s timber bungalow at 234 Bridge Street.**

### 6.3.4 Statement of Significance

Forming part of the Port Melbourne area (HOI) 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.

### 6.3.5 Assessment

Lovell Chen 2011

### 6.3.6 References

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.





### 6.4.2 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.<sup>161</sup>*

Government surveyor Robert Hoddle proposed a village development at Sandridge in 1838.<sup>162</sup> Initial surveys of Sandridge concentrated on blocks close to the water front, including four blocks surveyed between Rouse and Graham Street by 1842.<sup>163</sup>

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.<sup>164</sup> 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.<sup>165</sup>

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.<sup>166</sup> 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.<sup>167</sup> 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

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<sup>161</sup> Charles Grimes, as cited in U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Auckland, New York, 1983, p. 6.

<sup>162</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. xi.

<sup>163</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 16.

<sup>164</sup> Government Gazette, 16 July 1860.

<sup>165</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 71.

<sup>166</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 123.

<sup>167</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 181.

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.<sup>168</sup>

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.

### 6.4.3 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, Lalor, 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.

### 6.4.4 Statement of Significance

Forming part of the Port Melbourne area (HOI) 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

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<sup>168</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 212.



the narrow, closely developed allotments and building stock comprised of relatively modest dwellings, predominantly but not exclusively timber.



**Figure 6.4–2 – Double-fronted cottages in Esplanade West.**



**Figure 6.4–3 – Single-fronted dwellings in Pickles Street.**

### 6.4.5 Assessment

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### 6.4.6 References

1. Charles Grimes, as cited in U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Auckland, New York, 1983, p. 6.
2. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. xi.
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7. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. 181.
8. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. 212.





### 6.5.2 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.<sup>169</sup> 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.<sup>170</sup> 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,<sup>171</sup> possibly to allow for further development of port infrastructure.<sup>172</sup> Most of the land south of Liardet Street had been sold by 1855,<sup>173</sup> 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.<sup>174</sup>

Tenders for 'raising, forming, pitching and metalling' Bay Street were called for in the *Victorian Government Gazette* in May 1853.<sup>175</sup> Deterioration of the surface led to the erection of a toll gate in 1862.<sup>176</sup> Sand drift presented a continual problem for maintenance of the roads and for residents, who frequently complained on the issue.<sup>177</sup> 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.<sup>178</sup>

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

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<sup>169</sup> Jacobs Lewis Vines, *Port Melbourne Conservation Study*, prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 11.

<sup>170</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 141.

<sup>171</sup> Jacobs Lewis Vines, *Port Melbourne Conservation Study*, prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 71.

<sup>172</sup> Jacobs Lewis Vines, *Port Melbourne Conservation Study*, prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 71.

<sup>173</sup> Plan of the Township of Sandridge, 1855, included in U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Auckland, New York, 1983, p. 27.

<sup>174</sup> Township plan of the City of Port Melbourne, 1876.

<sup>175</sup> *Victorian Government Gazette*, 4 May 1853, p. 622.

<sup>176</sup> *Victorian Government Gazette*, 9 July 1862, p. 1197.

<sup>177</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 129.

<sup>178</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 141.

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.

### 6.5.3 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 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.



Figure 6.5–2 – The market buildings at 191-219 Bay Street



Figure 6.5–3 – View of the west side of Bay Street



#### 6.5.4 Statement of Significance

Forming part of the Port Melbourne area (HOI) 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.

#### 6.5.5 Assessment

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#### 6.5.6 References

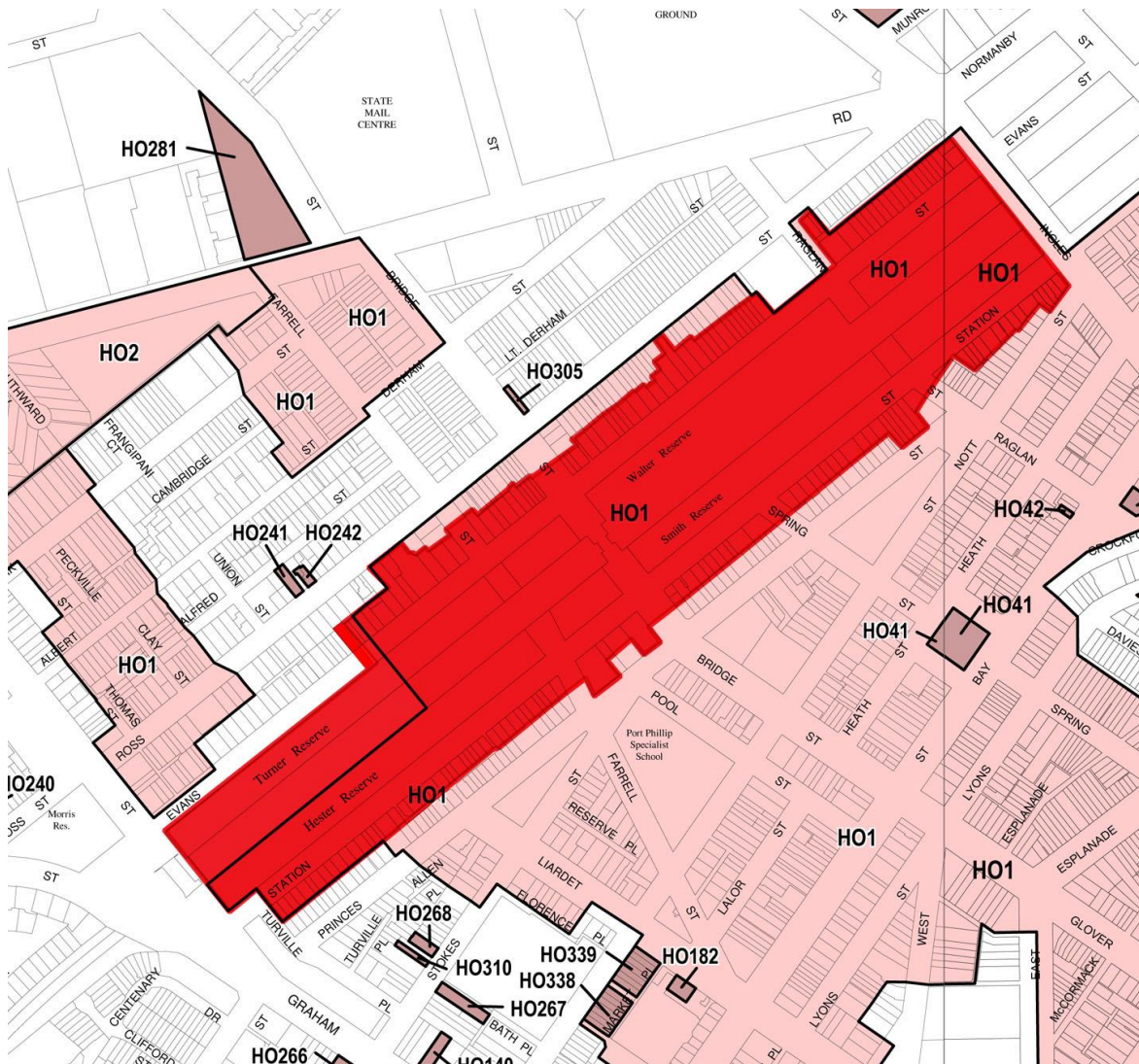
1. Jacobs Lewis Vines, Port Melbourne Conservation Study, prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 11.
2. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. 141.
3. Jacobs Lewis Vines, Port Melbourne Conservation Study, prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 71.
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5. Plan of the Township of Sandridge, 1855, included in U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Auckland, New York, 1983, p. 27.
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.
9. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. 129.
10. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. 141.

## 6.6 Port Melbourne HO1 - Port Melbourne Railway Reserves Sub-Precinct

**Existing designations:**

<b>Heritage Council Register:</b>	<b>N/A</b>
<b>National Estate Register:</b>	<b>N/A</b>
<b>National Trust Register:</b>	<b>N/A</b>

### 6.6.1 Location and Extent



**Figure 6.6-1 – Port Melbourne HO1 - Port Melbourne Railway Reserves Sub-precinct**

### 6.6.2 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.<sup>179</sup> 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.<sup>180</sup> 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.'<sup>181</sup> 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.<sup>182</sup> 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.<sup>183</sup> 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.<sup>184</sup> By 1895 there had been substantial residential construction – in both brick and timber - on the allotments on both sides of the railway line.<sup>185</sup>

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,<sup>186</sup> and made permanent reserves in 1886.<sup>187</sup> 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

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<sup>179</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, 1983, p. 30.

<sup>180</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 30.

<sup>181</sup> Extract from *An Act to incorporate a Company to be called "The Melbourne and Hobson's Bay Railway Company"* 1853.

<sup>182</sup> Plan of the Township of Sandridge, 1855, included in U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Auckland, New York, 1983, p. 27.

<sup>183</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 84.

<sup>184</sup> Plan of the Township of Sandridge, 1855 included in U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Auckland, New York, 1983, p. 27.

<sup>185</sup> MMBW Plan 18 of Port Melbourne, c. 1930, State Library of Victoria.

<sup>186</sup> *Victorian Government Gazette*, 25 February 1970, p. 381.

<sup>187</sup> *Victorian Government Gazette*, 10 September 1886, p. 2625.



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.<sup>188</sup>

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.<sup>189</sup> 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. 190*

Perhaps prompted by these remarks, in July 1869, the Council authorised for a loan fund major planting in the railway reserves.<sup>191</sup> 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.<sup>192</sup>

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.<sup>193</sup>

By 1908, historic images show parts of the reserve had been developed with ornamental plantings and curved pathways for promenading (Figure 6.6–2). 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.<sup>194</sup> 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.<sup>195</sup> The workshops did not eventuate, however, and the land was used for grazing until as late as 1912, and subsequently for timber loading.<sup>196</sup> 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.<sup>197</sup> 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

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<sup>188</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 100.

<sup>189</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 100.

<sup>190</sup> *Record*, 16 September 1869 quoted in U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 100.

<sup>191</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 100.

<sup>192</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 129.

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1987 when the line, railway station and sidings were removed and replaced with the present light rail service (Figure 6.6–3).



**Figure 6.6–2 – 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 6.6–3 – 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.**

### 6.6.3 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.<sup>198</sup>

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 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 where 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.

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\*\*Footnote Missing\*\*





**Figure 6.6–4 – The Howe Reserve, showing mature plantings, looking south.**



**Figure 6.6–5 – Remnants of the Railway Memorial, Cook Reserve, adjoining Graham Street.**





**Figure 6.6-6 – Station Street between Ingles and Raglan Street.**



**Figure 6.6-7 – Swallows Hotel, corner Ingles and Station Streets.**



**Figure 6.6–8 – Evans Street between Raglan and Bridge Streets.**

### 6.6.4 Statement of Significance

Forming part of the Port Melbourne area (HOI) 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.

### 6.6.5 Assessment

Lovell Chen 2011

### 6.6.6 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.



### 6.6.7 References

1. Aspect Melbourne Pty Ltd et al., Port Melbourne Light Rail Reserves Master Plan & Conservation Report, July 2002.
2. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, 1983, p. 30.
3. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 30.
4. Extract from An Act to incorporate a Company to be called "The Melbourne and Hobson's Bay Railway Company" 1853.
5. Plan of the Township of Sandridge, 1855, included in U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Auckland, New York, 1983, p. 27.
6. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 84.
7. Plan of the Township of Sandridge, 1855 included in U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Auckland, New York, 1983, p. 27.
8. MMBW Plan 18 of Port Melbourne, c. 1930, State Library of Victoria.
9. *Victorian Government Gazette*, 25 February 1970, p. 381.
10. *Victorian Government Gazette*, 10 September 1886, p. 2625.
11. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 100.
12. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 100.
13. Record, 16 September 1869 quoted in U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 100.
14. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 100.
15. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 129.
16. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, pp. 134, 180.
17. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 196.
18. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 134.
19. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, pp. 134, 203.
20. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 134.
21. The remainder of the structure has been relocated to the seafront at a date unknown. Pers. Comm., HOI Community Engagement Workshop, 23 March 2011.

## 6.7 Port Melbourne - the Garden City Housing Estates - Ho2

### Existing Designations:

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

### 6.7.1 Description

The Garden City Housing estates consist of five parts:

1. The State Savings Bank estate east of Tucker Avenue (1927-29)
2. The Public Works Department estate east of Graham Street (1936)
3. The State Savings Bank estate west of Tucker Avenue (1937-48)
4. The Housing Commission of Victoria “quartets”, east of Southward Avenue (1940)
5. The Housing Commission of Victoria Fisherman’s Bend estate (1939-42).

All of the estates demonstrate a pre-occupation with the creation of a new landscaped residential environment in contrast with the confined and blighted housing areas that they were designed to replace. As a consequence the roads are of minimum width with emphasis being given to the nature strips and parklands incorporated in the developments. The **State Savings Bank estates** consist of two parts separated by the Garden City reserve now facing a new housing estate but originally overlooking the railway line to Princes Pier and associated wastelands. They consist typically of attached two storeyed pairs of somewhat picturesque design repeated throughout the estates and characterized by the use of rough cast walls, originally unpainted, hipped tiled roofs and tiny Arts and Crafts influenced porches. The upper levels are divided from the lower by a plain cement band and many of the chimney stacks retain their paired terra cotta pots. Today, their original low front and side fences and gateways have been replaced and many owners have painted over the dull grey rough cast walls but in spite of these changes the level of integrity is high.

The **Public Works Department estate** east of Graham Street is, by comparison, small, consisting of two streets: Griffin Crescent and Southward Avenue. The houses are built as two storeyed duplex units in the prevailing English Domestic Revival or English Cottage style with steeply pitched gable roofs. Typical elements include picturesque round arched front porches, half timbering, stepped and angled chimneys, rusticated clinker brickwork with contrasting stuccoed finishes, plain red and cream brickwork and gable end motifs. The roads are narrow and the nature strips wide and there are low brick and wrought iron fences. In recent years many of the original timber windows have been replaced in aluminium and the low front fences have given way to higher picket fences and brick fences along the Williamstown Road.

The **Housing Commission of Victoria “quartets”** are located on the Williamstown Road and numbered 444A/B to 478A/B. They consist of nine two storeyed gable roofed blocks of four dwelling units with clinker brick facebricks and timber double hung windows. The terra cotta tiled roofs have plain central chimney stacks as their most dominant features, the strength of the estate’s design being attained through the simplicity of the “quartets” in conjunction with their garden forecourt formed by the manner in which they are stepped back from the Williamstown Road. Today, the forecourt is landscaped with a variety of mature trees including golden poplars and is further distinguished by the absence of front fences. There are later additions at the rear of each block.

The **Housing Commission of Victoria’s Fisherman’s Bend estate** is the largest of the estates, commencing at the western corner of the Garden City reserve and extending westward between Howe Parade and The Boulevard as far as Todd Road. The street layout is geometric with a central

landscaped avenue having the Garden City service centre at the Williamstown Road end and the Ada Mary A'Beckett kindergarten of recent date at the other facing The Boulevard and the Bay. The streets are either laid out as courts or enclose the expansive open space areas now known as the Buckingham and Julier reserves. The houses are either of brick or concrete construction and demonstrate a self-conscious avoidance of style in response to the influence of the emerging Modern Movement. Standard house types are repeated throughout the estate with planned relationships, the two storeyed units usually occupying the corner sites and the single storeyed units occupying the intermediate sites. At Central Avenue the two storeyed units are sited at an angle across their blocks either side of the entry to the avenue, thereby giving an architectural emphasis to it. Elsewhere, the courts are laid out symmetrically with one unit terminating the vista across the end of the court and flanking units of identical design facing each other across the roadway down to the corner units which are two storeyed. Design elements are gabled roofs with terra cotta tiles, clinker brick, red brick and concrete walls, plain centrally located chimney stacks in the manner of the "quartets" and timber gable ends. Original wire mesh fences survive although these have commonly been replaced with later brick fences. Many units have received minor and sympathetic changes, usually focusing on the entrance porches which were originally understated and are now larger affording a greater degree of weather protection. A number of houses along The Boulevard have sustained marked change. They are now unrelated to the cohesive architectural character of the estate and are characterized by the introduction of stylism in an otherwise architecturally "modern" environment. Recent public housing has also been completed between Barak and Beacon Roads.

### 6.7.2 History

The Port Melbourne Council, long aware of the over-crowded and sub-standard nature of some of the houses within the municipality, had identified the land at Fisherman's Bend as a possible future housing site from as early as 1912<sup>199</sup>. Its plans, however, were frustrated by the Harbor Trust which asserted its prior claim to the land. Nevertheless a 1914 Royal Commission into housing standards in Melbourne's inner suburbs focused attention on the need for improved worker accommodation and in 1920 the Housing and Reclamation Act authorised the building of homes by public bodies. The State Savings Bank was the first agency to participate in this scheme through loans made by its Credit Foncier Department. It purchased 45 acres of land at Fisherman's Bend between February 1927 and August 1929 and the first houses were built along Walter and Poolman Streets, Tucker and Crighton Avenues, east of the Garden City reserve in 1927. It became the first public authority to develop housing at Fisherman's Bend and was strongly supported in its endeavour by the Port Melbourne City Council. The new estate was known as Garden City and 154 houses had been built by 1929. The name was not surprisingly called "Garden City" because of the emphasis given to the landscaped garden setting for the dwellings in the European traditions of Letchworth (1903), and Welwyn near London and Vreewyke near Rotterdam (1918). The houses themselves also borrowed from English precedents, the London County Council schemes at the St. Helier Cottage estate, Surrey (1928) and the Roehampton Cottage estate at Wandsworth (1921) along with others being highly comparable. They used two and three storeyed housing blocks lining landscaped streets and facing parklands usually in the English Domestic Revival manner<sup>200</sup>. When the State Savings Bank first acquired the land in 1927, the Lands Department had stipulated that one acre in every ten must be reserved for 'plantation and recreational purposes'. The Bank thus planned to include a single two-acre park within the next stage of its estate. The lodged plan of subdivision, dated September 1931, shows the reserve as a large triangular area of vacant land, with frontages to Howe Parade and Tucker Avenue. It was the alignment of the navigation beacon, and not Beacon Road, that formed the western

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<sup>199</sup> See U'Ren, N., Turnbull, N., *A History of Port Melbourne* OUP, 1983, p.227.

<sup>200</sup> See Forshaw, J.H. and Abercrombie, P., *Country of London Plan* prepared for the London County Council, Macmillan and Co., London, 1944, pp.74-83.



boundary of the reserve. In April 1934, the Garden City reserve was transferred to the ownership of the 'Mayor, Councillors and Citizens of Port Melbourne'<sup>201</sup>.

The Bank continued its program of housing by commencing work west of the Garden City reserve after March, 1937<sup>202</sup>. Work was prolonged by the Second World War, the western portion being completed in 1947-48. During the latter years of the War, the notion of the Garden City reserve as an important focus for the community was further imprinted when two air raid shelters were erected there. The shelters fell into disrepair after the War and were later dismantled and filled in.

As a consequence of the Housing Investigation and Slum Abolition Board's work commencing in 1936, premier Dunstan instigated an experimental housing project on the Williamstown Road. It consisted of 44 houses in the Southward Avenue/ Griffin Crescent area and constituted the State Government's first housing scheme. It too owed something to the English Garden City tradition and to the precedents established by the State Savings Bank at Fisherman's Bend. Nevertheless the houses themselves, though adopting the English Cottage style, were more in the builders' vernacular of the day as it had been popularised in Melbourne rather than in line with English medium density housing practices better seen in the State Savings Bank estates.

In 1937 the Housing Act provided for the constitution of the Housing Commission of Victoria and the Slum Reclamation and Housing Act of 1938 set down its operational objectives which were to improve existing housing conditions, to determine minimum standards, to reclaim insanitary areas, to provide houses for persons of limited means and to determine areas for residential and other uses<sup>203</sup>. The Commission commenced immediately to secure land at Fisherman's Bend and proceeded to reclaim it prior to commencing building works. Its newly appointed panel of architects made up of Frank Heath, Arthur C. Leith, Best Overend and John F.D. Scarborough, developed a master plan for the site and a range of standard dwelling types. The street plan had the appearance of similar English projects of the period such as one at Bermondsey where a central avenue with semi-circular crescents and expansive areas of open space were prominent. The main elements were the entrance, a shopping centre and square, open play areas and the dwellings themselves. The houses also reflected English practices of the 1940's by demonstrating the abandonment of stylism in favour of somewhat austere gable roofed blocks and terraced rows. The architects panel successfully investigated the design and construction of houses in pre-fabricated concrete using a system developed by T.W. Fowler. They were built in groups to contrast with the more common brick dwellings that also conformed to standard designs. Work continued throughout the war years. By mid 1941 there were 68 houses in course of erection but the work had been completed and the estate finished by the middle of 1942.

The 1936-37 survey of the Housing Investigation and Slum Abolition Board disclosed that 15% of the occupants of substandard houses were couples without children. They were accommodated in one bedroom dwellings in groups of four called "quartets" on the Williamstown Road. The site was of two acres and there were nine blocks accommodating 36 separate living units. The project was carried out in 1939-1940.

### 6.7.3 References

Annual Reports of the Housing Commission of Victoria.

Refer footnotes.

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<sup>201</sup> Heritage Alliance, *Garden City Reserve, Beacon Road and Tucker Avenue, Port Melbourne – History*, July 2006.

<sup>202</sup> U'Ren, N., Turnbull, N., op.cit., p.236.

<sup>203</sup> First Annual report of the Housing Commission of Victoria for the period 1.3.38 to 30.6.1939

### 6.7.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs
- Living with slums, outcasts and homelessness.

### 6.7.5 Statement of Significance

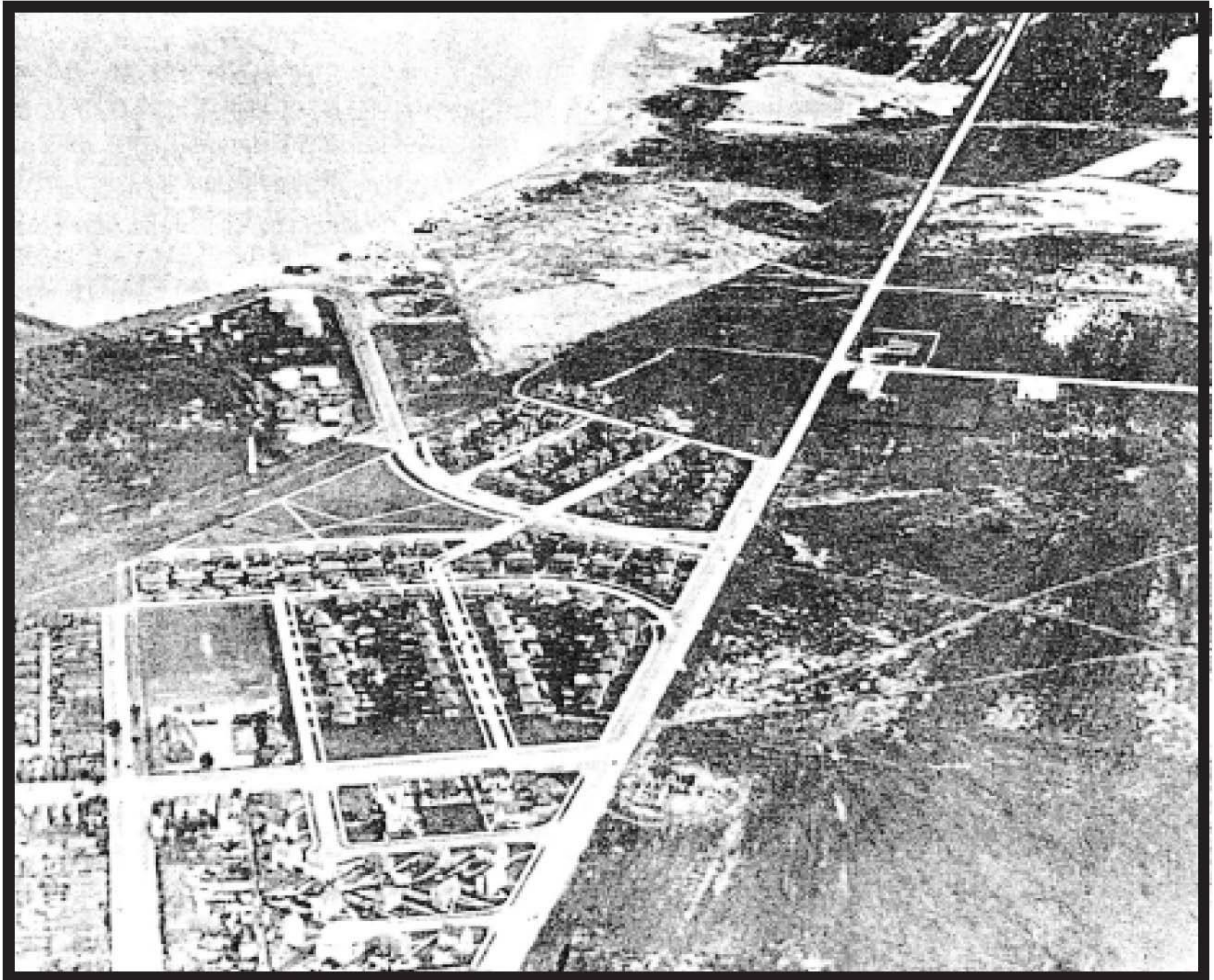
The Garden City housing estates are of historic importance in that they demonstrate the entry of public authorities into the provision of housing for the first time in Victoria's history (Criterion A). These authorities were initially the State Savings Bank of Victoria and the Public Works Department but from 1939 included the Housing Commission of Victoria which supplanted the Public Works Department in the field of public housing. In these respects the estates are symbolic of a watershed in government thinking whereby and as a consequence of earlier reports and enquiries the Government took on responsibility for accommodating persons of limited means at improved standards. The estates were also, for a period, the largest of their kind and demonstrated not only the elements of such estates (Criterion D) but also the extent to which the Commission and its panel of architects was influenced by English planning precedents. The areas had great social significance in Port Melbourne, representing the culmination of decades of agitation by the Port Melbourne Council for improved housing conditions within its municipality (Criterion G). Finally, the houses and their environments, including the Garden City reserve, demonstrate good design practices for their period and the Government's most advanced thinking in the field of public housing (Criterion E).

### 6.7.6 Recommendations

Recommended for inclusion on the schedule to the Heritage Overlay.

### 6.7.7 Assessment

Andrew Ward, May, 1998



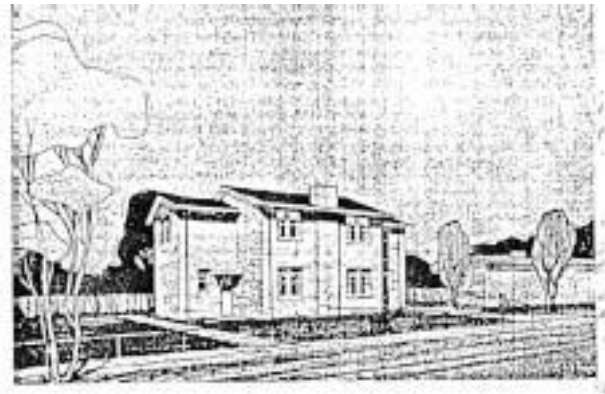
**Figure 6.7-1 – View looking west of the State Savings Bank’s Garden City development prior to the commencement of the work of the Housing Commission of Victoria.**

Source: “They can carry me out”, Vintage Port: Worth Preserving Project, 1991, p.41.



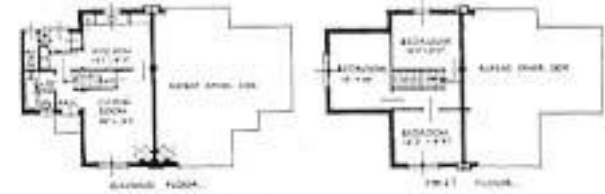


ELEVATION OF THREE-BED HOUSE.

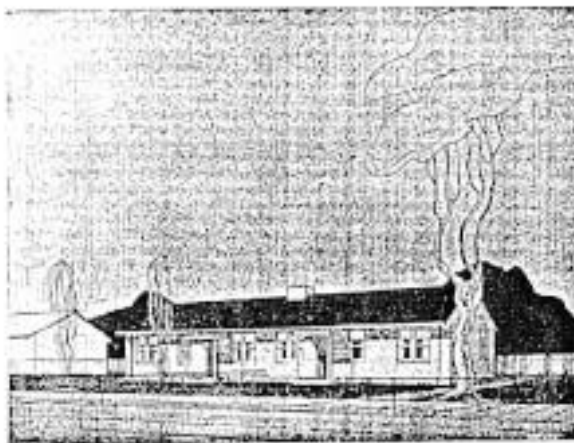


Plan of house for a childless couple.

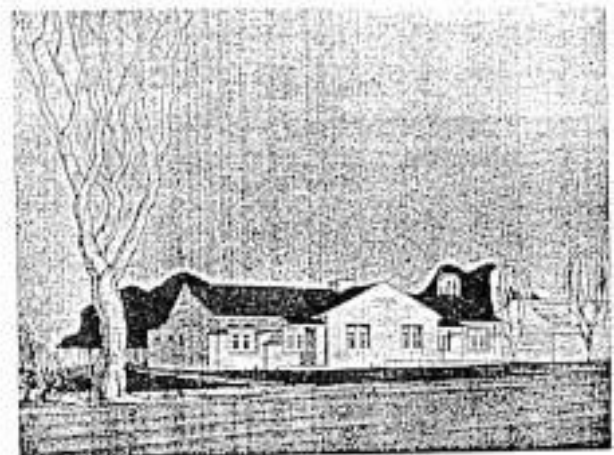
Plan of an eight-bed house.



PLAN AND ELEVATION OF A SEMI-DETACHED TWO-STORY UNIT.



A PAIR OF SEMI-DETACHED HOUSES.



ELEVATION OF A PAIR OF SEMI-DETACHED HOUSES.



PLAN OF SEMI-DETACHED HOUSES.

PLAN OF FOUR-BED HOUSE.



ALTERNATE PLANS OF THREE-BED HOUSE.

Figure 6.7-2 – Standard designs prepared by the architects panel of the Housing Commission of Victoria for use at Fisherman’s Bend and elsewhere.

Source: Annual Reports of the Housing Commission of Victoria.



**Figure 6.7-3 – Beacon Road, at the Crighton Avenue intersection, showing the narrow pavements and expansive lawns of the State Savings Bank estate commenced at this location in 1927.**



**Figure 6.7-4 – Unpainted rough cast duplex units in Crighton Avenue, complete with crimped wire front fences.**





**Figure 6.7-5 – The Public Works Department estate of 1936 off Williamstown Road, showing the English cottage style houses characteristic both of the era and the estate.**



**Figure 6.7-6 – The Housing Commission of Victoria’s “quartets” of 1939-40, on Williamstown Road.**





**Figure 6.7-7 – Looking across the Julier Reserve, Garden City, emphasising the garden suburb environment and the arrangement of the estate along English lines around a landscaped common.**



**Figure 6.7-8 – Plantation at the shopping centre in Centre Avenue, showing the siting of two storeyed blocks either side of the point of entry to this important thoroughfare within the estate.**

## 6.8 South Melbourne City Road Industrial Area - HO4

### Existing Designations:

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

### 6.8.1 Description

This Area is bisected by the St. Kilda light railway embankment and bordered by Ferrars Street on its west side, the Westgate Freeway on its north side and by Market Street on its south side. City Road is the principal thoroughfare through the Area and it is terminated at one end by the elevated Westgate Freeway and at the other by the former St. Kilda railway bridge and embankment. Its visual integrity has been recently compromised by large advertising sky signs erected on factory roofs and on freestanding poles within the Area to be viewed at speed by motorists passing on the nearby freeway. South City Holden, formerly the assembly plant and central administrative offices for the General Motors Corporation of America, is the dominant building at the north-east end of City Road. It is a large two storeyed showroom and office complex of the inter-war period in the Classical Revival mode and its façade survives in a substantially intact state. At the rear, Blackeney Place is a fully pitched lane overlooked by Holden's Quality Spare Parts building, formerly the premises of the Ballarat Brewing Company Ltd. No. 48 Cecil Street, which demonstrates the early-twentieth century origins of the Area, forms part of the former f Johns and Waygood, complex that occupies about half of the block bounded by City Road, Cecil Street and Whiteman Street

The former Johns & Waygood complex comprises a series of multi-story buildings along Cecil Street with single-storey sawtooth-roofed warehouse bays behind facing City Road. The City Road/Cecil Street corner is occupied by the post-war four-storey, curtain-walled, office building, with aluminium-framed windows and enamelled steel spandrels. The eastern half of the site has two three-storeyed red brick buildings on Cecil Street. The older (No 48) has rendered friezes, dentillated cornices and rectangular windows with projecting sills and timber-framed double-hung sashes, while the adjacent building (c.1920s) is of a simpler finish, with unadorned face-brick façade, wide bays of double-hung sash windows. Ground floor openings have been enlarged and replaced with aluminium frames. The City Road warehouses have brick gable ended bays extending through to Whiteman Street, constructed with large steel and timber columns and queen-post truss roofs supporting large ridge lanterns. The Whiteman Street façade is timber framed and clad in corrugated galvanised iron. The roofs are also clad in CGI, with the end trusses at Whiteman Street cut at an acute angle

The former Johns & Waygood complex is opposite the former cable tram engine house, which is not only of historical interest but also of architectural interest as an ostentatious late Victorian Renaissance influenced building not unlike other engine houses in Melbourne. The railway bridge is distinguished by its bluestone piers and riveted iron girders and the curved embankment, which survives as a reminder of the South Bank viaduct, demolished in 1993 to make way for the Casino complex. This alignment is given emphasis by the fully pitched lane known as Railway Place that follows the embankment on its west side linking the industrial buildings previously noted with no. 129 Douglas Street, once a stores building for Elder Smith and Co. Ltd. and 21 Meaden Street, formerly Dunne and McLeod's stores. Nearby, surviving early industrial buildings in Ferrars Street include the former premises of the Union Can Company Pty. Ltd. At the Ferrars Street / City Road intersection, the "Wayside Inn" of 1915 recalls the role of South Melbourne's hotels in accommodating, feeding and in other ways sustaining the local working population. Pitched kerbs remain in City Road and Cecil Street to complement the pitched lanes found frequently throughout this section of South Melbourne.

The name Ballantyne Street, formerly Grant Street, is an indicator of the presence of K.L. Ballantyne Pty. Ltd., wholesale grocers, whose clinker brick premises impart a domestic character to this

otherwise commercial Area. Nearby is the two storeyed offices and warehousing space at no.9, formerly the premises of Marrickville Margerine Pty. Ltd. and resplendent today for its prestigious Moderne façade treatment. At the back of Ballantynes' are massive industrial premises presently associated with Spotlight and a two storeyed bi-chrome brick (?) building occupied by H.W. Hoarse Pty. Ltd., motor engineer as recently as 1950<sup>204</sup>. On the other side of Market Street are the red brick premises formerly occupied by D. W. Dalton and Co., engineers alongside the Modernist façade of the old Herald and Weekly Times stores<sup>205</sup>.

### 6.8.2 History

Kearney's map of 1855 shows that the land north of City Road (then Sandridge Road) was poorly drained and avoided on account of its flood prone nature. To the immediate south was Emerald Hill. The Port Melbourne railway had been in existence for a year with the St. Kilda line following as far as Emerald Hill on 16.9.1858. Circumstances are substantially the same on Commander Cox's map of 1866. There are industrial premises on the Yarra River bank and walking tracks connect them with the Sandridge Road and Emerald Hill across the land subsequently developed as a part of Melbourne's industrial hub. The St. Kilda railway approached the Sandridge Road on a low presumably timber trestle bridge over a large pond, which in times of flood would have become a sheet of water. It was subsequently replaced by the present viaduct by the Victorian Railways when David Munro contracted to build the Southbank viaduct on 25.1.1886 between the surviving Falls Bridge and Clarendon Street followed by the City Road bridge erected by Mephan and Ferguson in 1899<sup>206</sup>.

The Port Melbourne cable tramway service was opened along City Road as the second last cable line to be opened on 20.6.1890. A new engine house was erected at nos. 357-61 City Road. Although a preferred location would have been at the junction of the Port Melbourne and South Melbourne lines, the present site was selected presumably on account of the inflated land prices of the day<sup>207</sup>. As a consequence, the South Melbourne cable had to be routed back through the Port Melbourne tunnels before being deflected back into Clarendon Street. When the Yarra River flooded, the tunnels and engine house pit would be filled leading to water damage to the cable. At this time, the south side of City Road was fully built up. West of the engine house were single storeyed terraces mixed with industrial enterprises running down to the level crossing at Whiteman Street. There were some houses on the north side of City Road and two industrial premises opposite the engine house. In Ferrars Street row houses were the order of the day. In Market Street houses were again numerically superior to factories and it can be concluded that South Melbourne's nineteenth century industrial ascendancy was achieved without a significant impact on the land in this Area.

Priestley notes that "regenerated industry and business provided the basis for South Melbourne's swift rise in population during the first decades of the twentieth century"<sup>208</sup>. The flood prone land around the railway line played a role in this growth. Port development at the time was paralleled by an extension of the riverside industry prompting the Council to embark on a program of pitching the main roads in the Area. In 1908 the Union Can Company purchased the terraced houses in Ferrars Street at the railway line and commenced building its manufacturing premises, close by the docks where its sheet metal was offloaded. By 1938, this company had expanded to cover most of the block between Ferrars and Meaden Streets. W.H. Johnsons James was also in Meaden Street, next door was a paint manufacturer Brolite Pty Ltd, which had a spectacular explosion destroy much of the factory in 1947, but it continued to operate at least until the late 1950s.<sup>209</sup>

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<sup>204</sup> Sands and McDougall directory.

<sup>205</sup> Now occupied by Australia Post.

<sup>206</sup> See Ward, A., "The St. Kilda Railway", 1981.

<sup>207</sup> Keating, J.D., *Mind The Curve! A History of the Cable Trams*, MUP, 1970, p.77.

<sup>208</sup> Priestley, op.cit., p.240.

<sup>209</sup> Fisherman's Bend additional heritage place assessments (Biosis Pty Ltd, 2015), p.99



Johns and Waygood, later Johns Perry, established their premises in City Road in 1910, which comprised offices, stock stores, blacksmith's shop, structural shop, fitting and machine shop, power house, stables, store sheds and a caretaker's cottage along Cecil Street. The complex was later extended along City Road. Additions carried out in 1954 by noted commercial architects Bates, Smart & McCutcheon culminated, in 1960, with the complete rebuilding of the main office, on the corner on Cecil Street and City Road, as a four-storey curtain-walled building. At that time, the western portion was used for structural fabrication and a plate yard, and the buildings on Cecil Street as a general store, machine shop and fitting shop. Towards the end of that decade, the firm sold off the western half for private development with the buildings being occupied by a variety of engineering works and later automotive auctions. It was Peter Johns who built at least one of the iron houses in Coventry Street and the footbridge at South Melbourne station<sup>210</sup>.

By 1926 the General Motors Corporation of America was building its assembly plant and national administrative headquarters in City Road. By the late 1930's motor buses were seen to be an effective alternative to the provision of electric tramway services and when the Port and South Melbourne cable services closed on 13.3.1937, they were replaced by buses. The road surface in City Road was eventually reconstructed without the tramway lines that continue to be typical of Melbourne's principal thoroughfares.

In recent years, the original builders of the factories in the Area have, with exceptions including General Motors Holden, merged or moved out, leaving their buildings to be torn down for redevelopment or converted into modern offices.

### 6.8.3 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs
- Supplying urban services (transport)

### 6.8.4 Statement of Significance

The South Melbourne City Road Industrial Area occupies industrial land also containing some rare surviving examples of remnant residential buildings between the Westgate Freeway and the St. Kilda railway bridge over City Road. It is historically important (Criterion A) for its capacity to demonstrate South Melbourne's industrial growth on the low lying land south of the Yarra River during the first four decades of this century. Some of the buildings demonstrate South Melbourne's pre-eminence as a location for Melbourne's leading manufacturing companies during this period. The Area is also of interest for the surviving evidence of the South Melbourne Council's public works associated with the paving and draining of the Area as a necessary pre-cursor to its development. Finally, the survival of the railway bridge and embankment and the cable tramway engine house demonstrate the nineteenth century's answer to transport problems, as does the Westgate Freeway demonstrate contemporary solutions.

### 6.8.5 Recommendations

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

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<sup>210</sup> Notes prepared by Dr. Peter Milner for the National Trust Industrial History Committee.

6.8.6 Assessment

Andrew Ward, July, 1998.

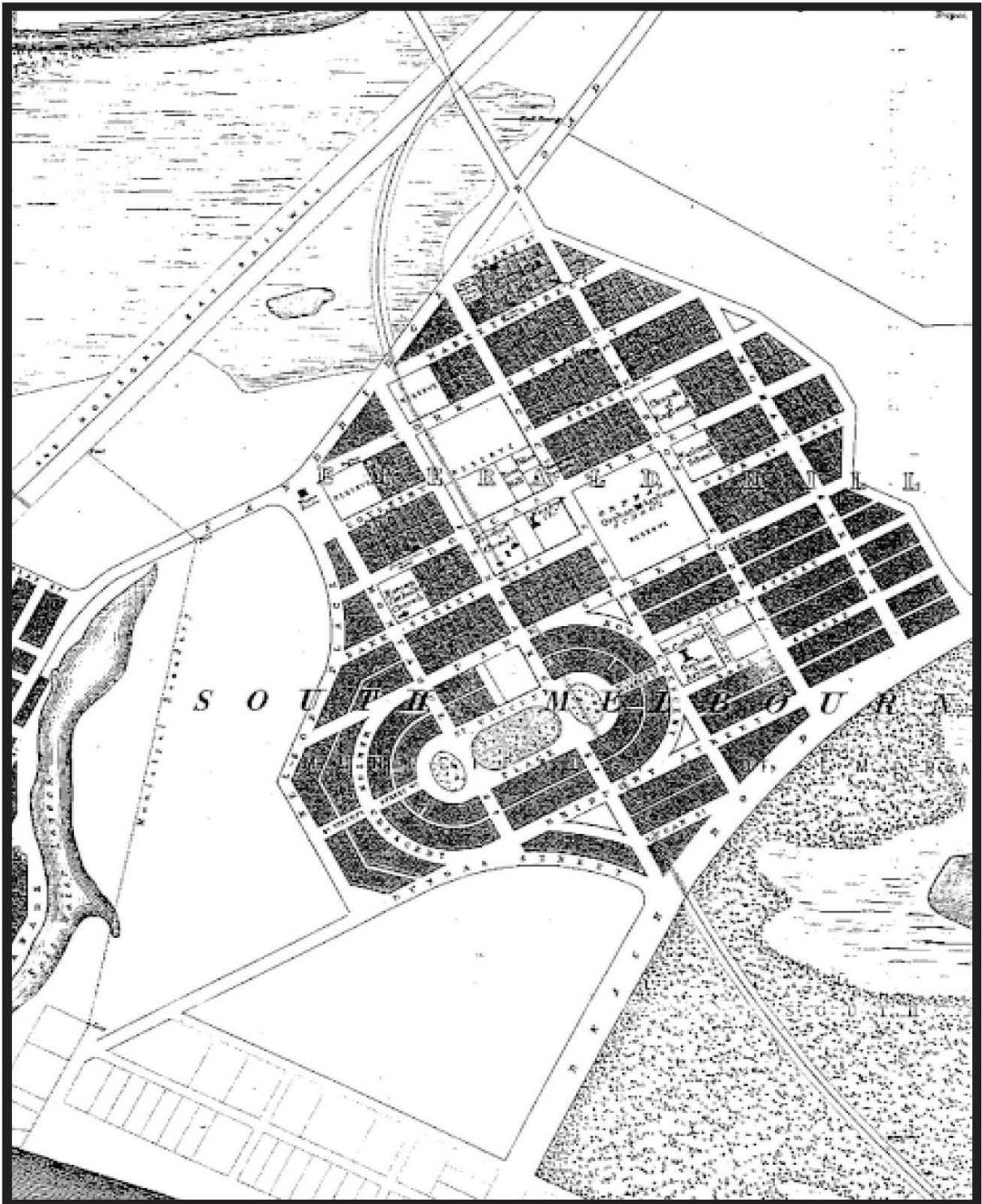


Figure 6.8-1 – Extract from Kearney’s 1855 Map of Melbourne prepared by Captain Andrew Clarke, Surveyor General.

Source: SLV



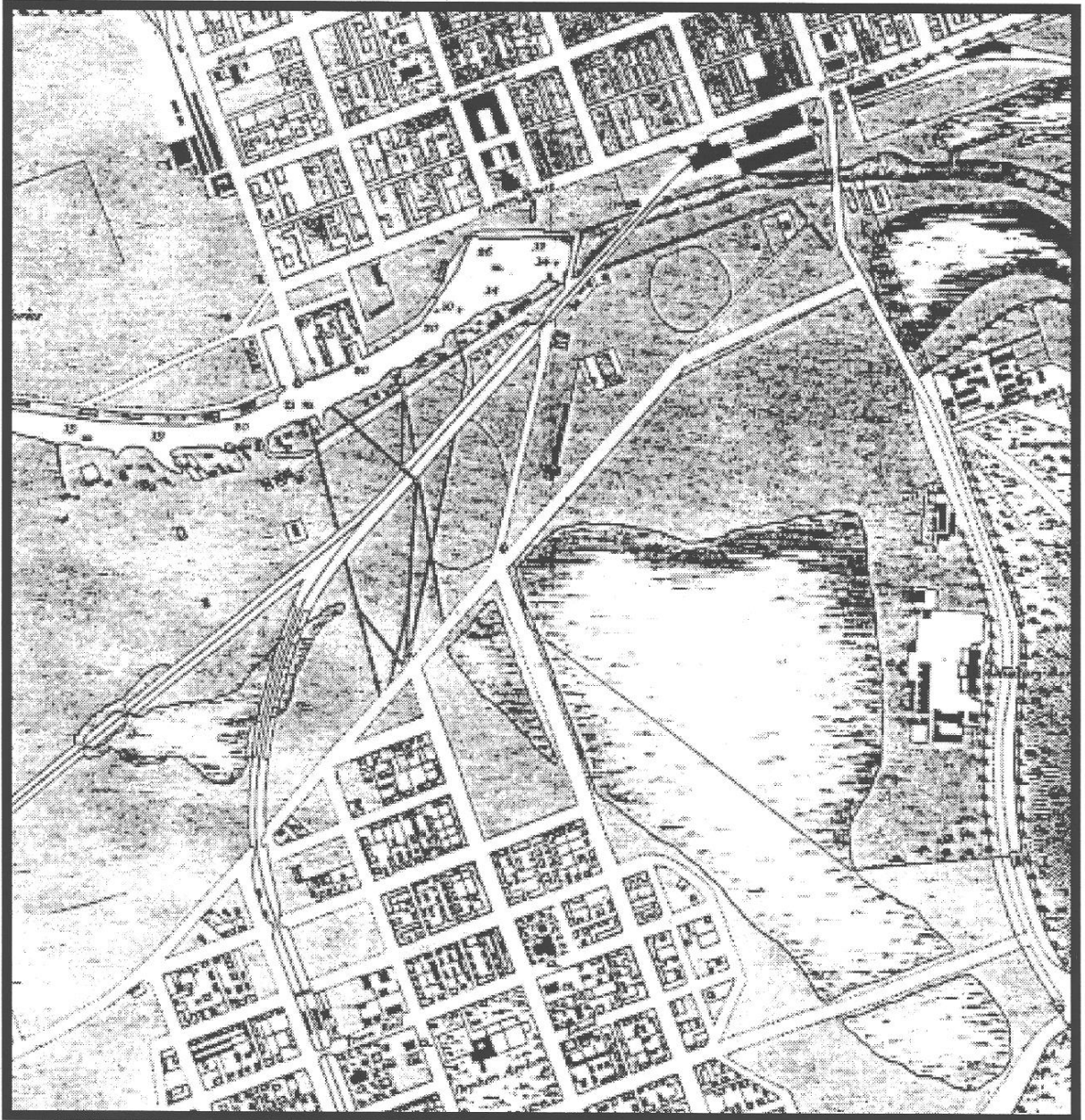


Figure 6.8–2 – Extract from Commander Cox's 1866 Survey of Hobsons Bay and the Yarra River.

Source: SLV





**Figure 6.8-3 – City Road in 1890, showing the cable tramway being installed with the engine house at left. Notice the absence of development on the right hand side of City Road.**

Source: Cranston, J., *The Melbourne Cable Trams 1885-1940*, Craftsman Publishing, Melbourne, 1988, p.42.







**Figure 6.8–5 – City Road, with the former cable tramway engine house at left and the former Johns and Waygood factory at right.**



**Figure 6.8–6 – Former General Motors Corporation headquarters, City Road, looking towards the railway overbridge.**



## 6.9 St Kilda Hill – Ho5

### Existing Designations:

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

### 6.9.1 Description

This Area is bounded by Fitzroy Street to the north, Barkly Street to the east, Carlisle Street to the south and Port Phillip Bay to the west. These streets and the shoreline surround the area identified since the 1840's as St. Kilda Hill.

Whereas Fitzroy Street has attracted commercial development with buildings surviving from periods representative of its entire history, The Esplanade is lined on its east side with apartment blocks erected principally during the inter war years. There are also some post war apartment developments and two hotels, being "**The Esplanade**" of 1875 and the recently built "Novotel Bayside" tower overlooking Alfred Square. The square itself is made up of lawns sloping towards The Esplanade with Arthur Peck's remarkable Art Nouveaux influenced glazed ceramic tiled war memorial in the centre. It is overlooked on all sides by recent apartment developments, the surviving cottages at nos. 1 and 2 Alfred Square being extraordinary exceptions. Inter war apartments of note on The Esplanade include "Mandalay" in the Art Deco manner and "The Esplanade" (formerly "Belvedere") at the Robe Street corner, being an arresting Spanish/Mediterranean block with faceted corner tower. Victorian period residential buildings on The Esplanade are well represented by "Hill Terrace" at the south end, complete with iron palisade fence and by "Marli Place" (1858) to the north.

The shoreline has the Carlo Catani memorial whilst further to the south is the Palais Theatre (1927) and the absurd architecture of Luna Park (1912) alongside the O'Donnell Gardens and the Baths, all of which amount to a supreme cultural statement from the inter war era. At the north end there is the St. Kilda pier which continues to attract metropolitan Melbourne in all seasons and has the fine Pavilion (1904) at the seaward end to beckon visitors.

**Fitzroy Street** is made up of commercial and apartment buildings with the "George" (former "Seaview") hotel (1857, 1885, 1925) constituting a prominent monument representative of various periods in the evolution of the thoroughfare. The former Wesleyan Church (1857-58) at the Princes Street corner has long since ceased to be used for its original purpose but this massive bluestone and sandstone church in the Early English Gothic manner continues to occupy a pivotal site at the north-east end. There is a rash of multi storeyed inter war apartments and hotels on Fitzroy Street including the "Regal" private hotel, the former "Cricket Club" (now "The Ritz"), the "Ritz Mansions", the "Kingsclere" private hotel and "Summerland Mansions", facing "The Prince". Interspersed amongst them are some opulent Victorian survivors including the Boom Style masterpiece now known as "Brooklawn Mansions", "Clendore, and the State School (1882)" on the north side. St. Kilda railway station, now frequented by trams, tells a story of transport commencing with the opening of the line in 1857 and punctuated by the arrival of the Victorian Railways electric tramway in 1906.

The centre span poles (1925) in Fitzroy Street enrich the scene, in spite of the defacement sustained over the years.

The **Hill** itself is occupied by highly distinguished residential developments representative of the major periods in the history of the Area. Amongst the earliest surviving houses is the architect, Samuel Jackson's "Wattle House" (1840's) in the Cottage Orne tradition of the mid Victorian gentry and "Eden Terrace" (1858) in Dalgety Street. Other mid Victorian terraces in this remarkable street

are at 5-7, 9-13 and 15-17. “Marion Terrace” (1883), though slightly later and obviously so, is nearby in Burnett Street along with 6-8 (1866), the detached villa at no.7 (pre 1855), no.12, 30 and 34 “St. Leonards”. Other Victorian period villas include “Oberwyl” (1856), borrowing stylistically from Regency precedents in the mother country and “Berkeley Court” (1882), both of which uphold the hill’s reputation as a location for Melbourne’s gentry from the commencement of settlement. So too do the churches. There is Christ Church (1854, 1874, 1881) built from Point King Sorrento sandstone, on Church Square, and the associated hall and parsonage. On top of the hill, in Barkly Street, the Presbyterian Church (1885) in bluestone and freestone is a dominant element whilst the manse, originally “Stanthorpe” of c.1875, is of equivalent architectural status, though unlike the Gothic Revival church, in the Classical tradition. It is a large building placed in spacious grounds with a central pediment supported on Ionic columns and having flanking verandahs terminated by rusticated wing walls. The Sacred Heart Cathedral (1884) complex on Grey Street includes one of the City’s finest Italian Renaissance churches. These streets, which speak so eloquently of the past century, are by no means unique on the hill, Grey Street, Acland Street and Princes Street being highly comparable.

As the elevation drops, so too does the great age and aesthetic quality of the building stock. In Clyde Street, there are examples of the ubiquitous single storeyed late Victorian terrace, such as “Wawn Terrace”, 34-46 and 53-57. There are similar buildings in Jackson Street. Evidence, though, of the Area’s capacity to retain its prestigious position on Melbourne’s social scale is given by the Federation period houses and later apartments. The house at no.27 Gurner Street is a remarkable essay in the Arts and Crafts tradition, as are other houses in the same street. On Eildon Road, there are some exemplary inter war apartments and villas including nos.7-9 in the English Domestic Revival mode, no. 11 (Mediterranean), no 28 (Spanish Mission), and no. 39 (French Provincial?) whilst “Biltmore” at no.36 may well be earlier.

The south-east corner of the Area has the “National” theatre as a focus at the Carlisle Street Barkly Street intersection. It has a massive opulent façade suggestive of the Beaux Arts School. Further north, Grey and Inkerman Streets intersect at the Barkly Street shops. They are overlooked by large inter war apartment blocks bearing such evocative names as “The Atlantic” (no.101) and “The Pacific” (no. 103). Today, Barkly Street as a residential location has been compromised by the heavy traffic which it carries, but the hostility of the other perimeter thoroughfares – Fitzroy Street, The Esplanade and Carlisle Street – is softened by Melbourne’s somewhat eccentric electric tramways.

### 6.9.2 History

The development of St. Kilda during the 1840’s and 50’s has its origins in the attraction which the place projected as a residential location by the sea and after the 1850’s as a well connected residential area, served by a suburban railway from 1857 and with Yan Yean water from 1860. Lewis notes<sup>211</sup> that being outside the influence of the *Melbourne Building Act* (1850), St. Kilda attracted its share of cheap pre-fabricated iron and timber cottages along with the prestigious villas that have stood the test of time. They have been almost completely swept away by apartments and replacement structures, the surviving house at no.7 Burnett Street offering a rare insight into this forgotten aspect of the hill’s history. Kearney’s Plan of 1855 shows that by this time development was concentrated along Acland Street and to the west, along Fitzroy Street, Robe Street and to the south. The sparse occupation of Grey Street was no doubt due to the large size of the holdings whilst the west side of Barkly Street, Dalgety Street, the triangles north of Princes (then Collegiate) Street and south of Fawkner Street and the ground now traversed by Eildon Street were mostly unoccupied. By 1866<sup>212</sup> circumstances were not remarkably different. The Vardy Plan of 1873 gives an accurate account, showing that development in Havelock Street was finally underway and the consolidation of development along the principal thoroughfares with the exception of Barkly Street was also well advanced. By the time the Melbourne and Metropolitan Board of Works had prepared

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<sup>211</sup> Lewis, Dr.M., “An Historical Introduction” in *St Kilda Conservation Study Area One Final Report 9/82*, pp.34-35.

<sup>212</sup> Commander H.L. Cox R.N., Surveyor, Plan of Hobson Bay and River Yarra: 1866, SLV.

its drainage plans in 1896, little had changed: the Eildon Street area was still vacant and Barkly Street had only attracted minimal development.

It was not until the interwar years that these areas were finally sold off for development. By this time, St. Kilda's place in the metropolis as a resort and place of entertainment had been founded on a shore footing, confirmed by the electric tramway network. The Victorian Railways' electric "street railway" service commenced at the railway station from 1906 and climbed up the Grey Street hill on its way to the "Village Belle" and points south. The Prahran and Malvern Tramways Trust even ran its own café on the site of today's MacDonalDs store at the terminus of the circuitous cross suburban route from Kew/Cotham Road. Luna Park had been an attraction since 1912 and the Palais Theatre from 1927. Apartment blocks, guest houses and private hotels were built in response to the demand for accommodation. The St. Kilda Council continued its program of foreshore improvements.

The development impetus has been sustained on the hill and especially on its seaward side in recent years. Today, the historic attraction of the sea and the elevated prospect offered by the St. Kilda Hill continue to attract the property investor's dollars and a cross section of society more diverse than is found in the surrounding inland suburbs.

### 6.9.3 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs
- Learning to live with property booms and busts

### 6.9.4 Statement of Significance

The St. Kilda Hill area encompasses the Port Phillip Bay shoreline and is further defined by Fitzroy Street, Barkly Street and Carlisle Street. It has historical importance (Criterion A) as a seaside resort for the metropolis and location for marine villas since the commencement of settlement during the 1840's. This importance is demonstrated primarily by the privately owned building stock of houses, hotels and apartments but also by places of entertainment and other recreational facilities.

Government and to a lesser extent privately funded infrastructure such as transport facilities, schools and churches also make a crucial contribution to the interpretation of life on St. Kilda Hill at various times in its history. The long history of the place has combined with its role as a resort to impart a diverse architectural character to the area that reflects its socioeconomic profile and is highly valued by the community (Criterion G). Today, the Hill offers valuable insights into the housing styles of the rich from the 1840's onwards, retaining important examples of architectural styles from each period in its history (Criterion C). It also includes unusual street layouts, with Alfred Square and Church Square demonstrating past planning practices.

### 6.9.5 Recommendations

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

### 6.9.6 Assessment

Andrew Ward, June, 1998.



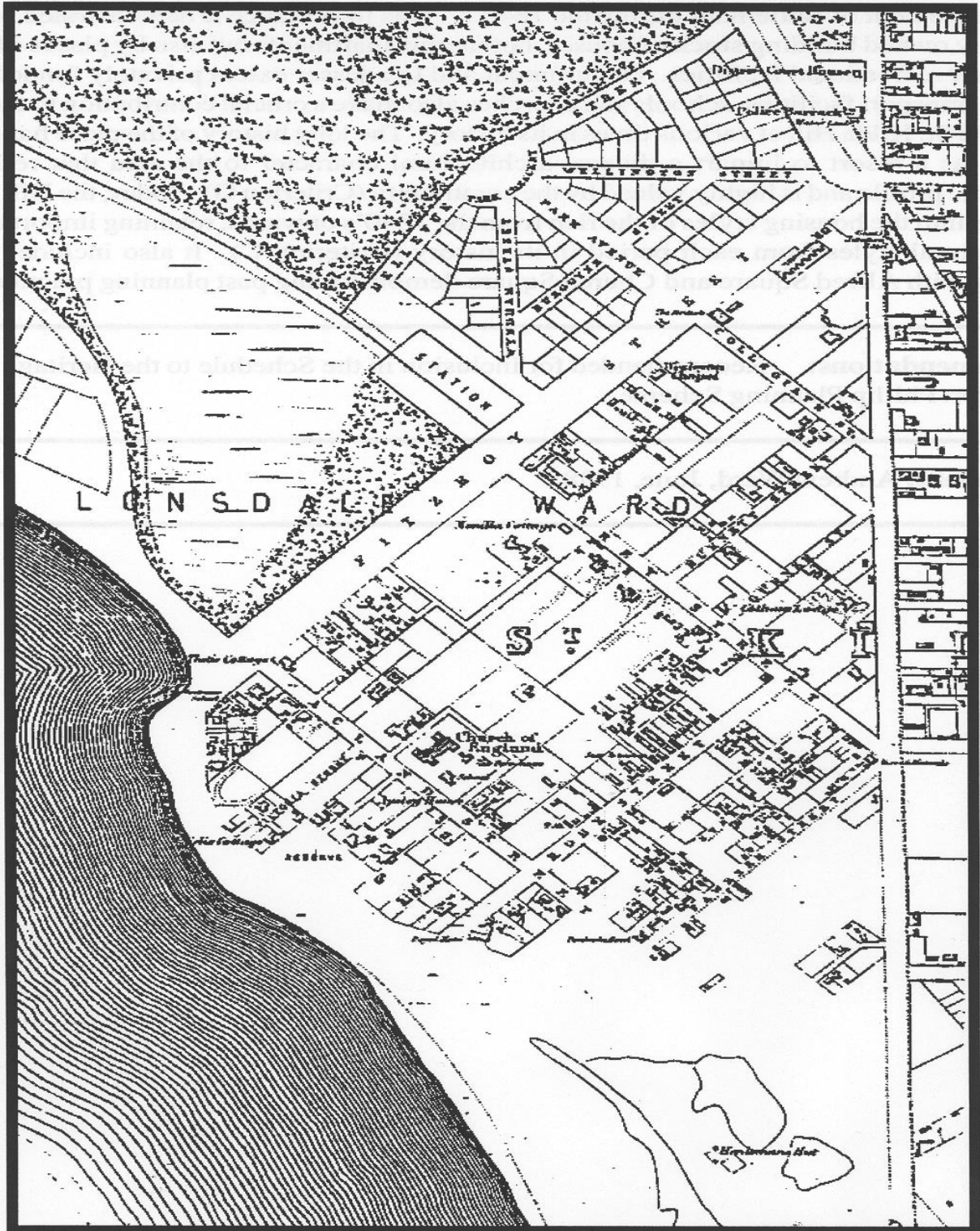
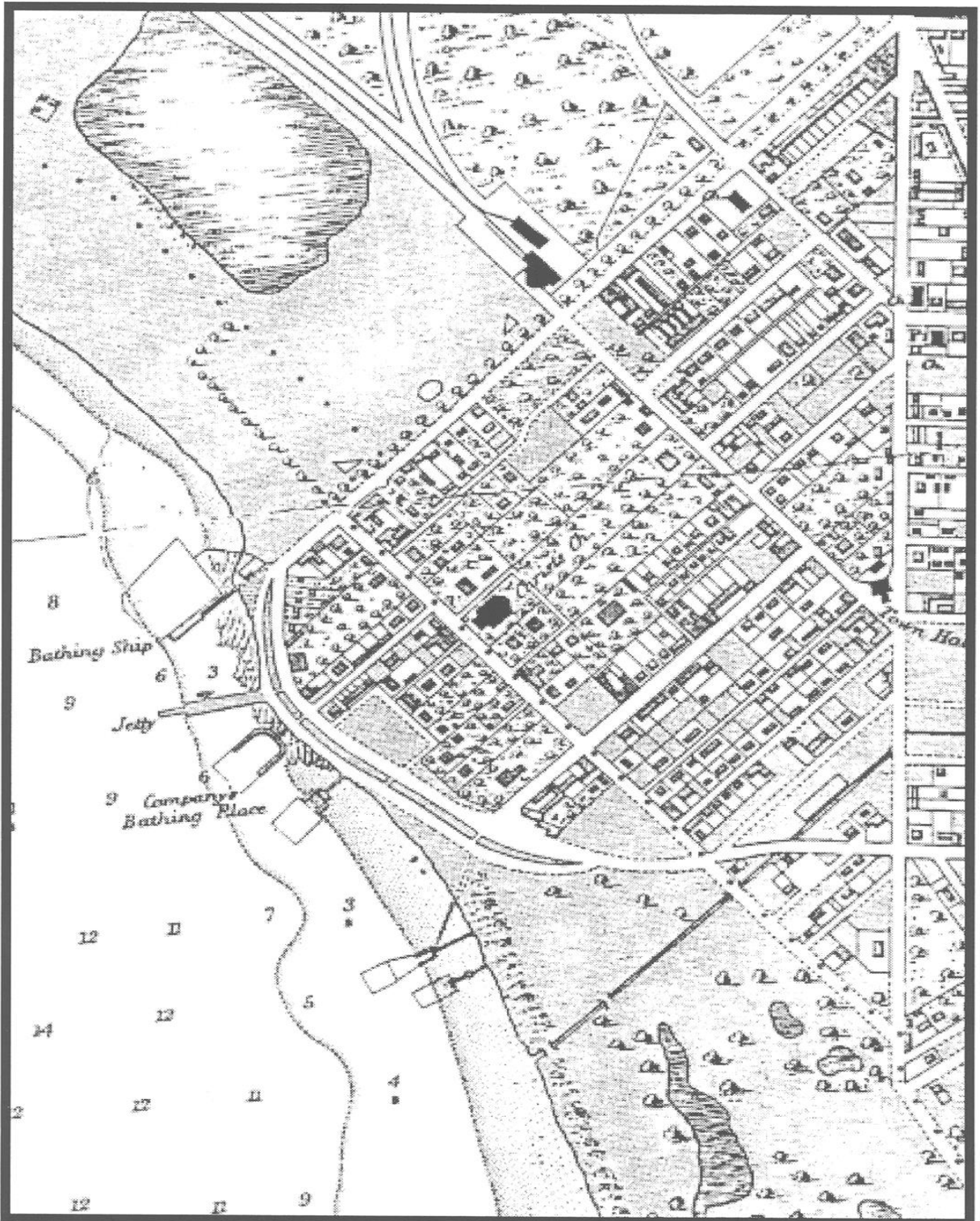


Figure 6.9-1 – Extract from Kearney's 1855 Map of Melbourne prepared by Captain Andrew Clarke, Surveyor General, 1855.

Source: SLV





**Figure 6.9-2 – Extract from Commander H. L. Cox's Map of Hobson Bay and River Yarra (1866).**

Source: SLV





**Figure 6.9-3 – J. Vardy Plan: 1873**



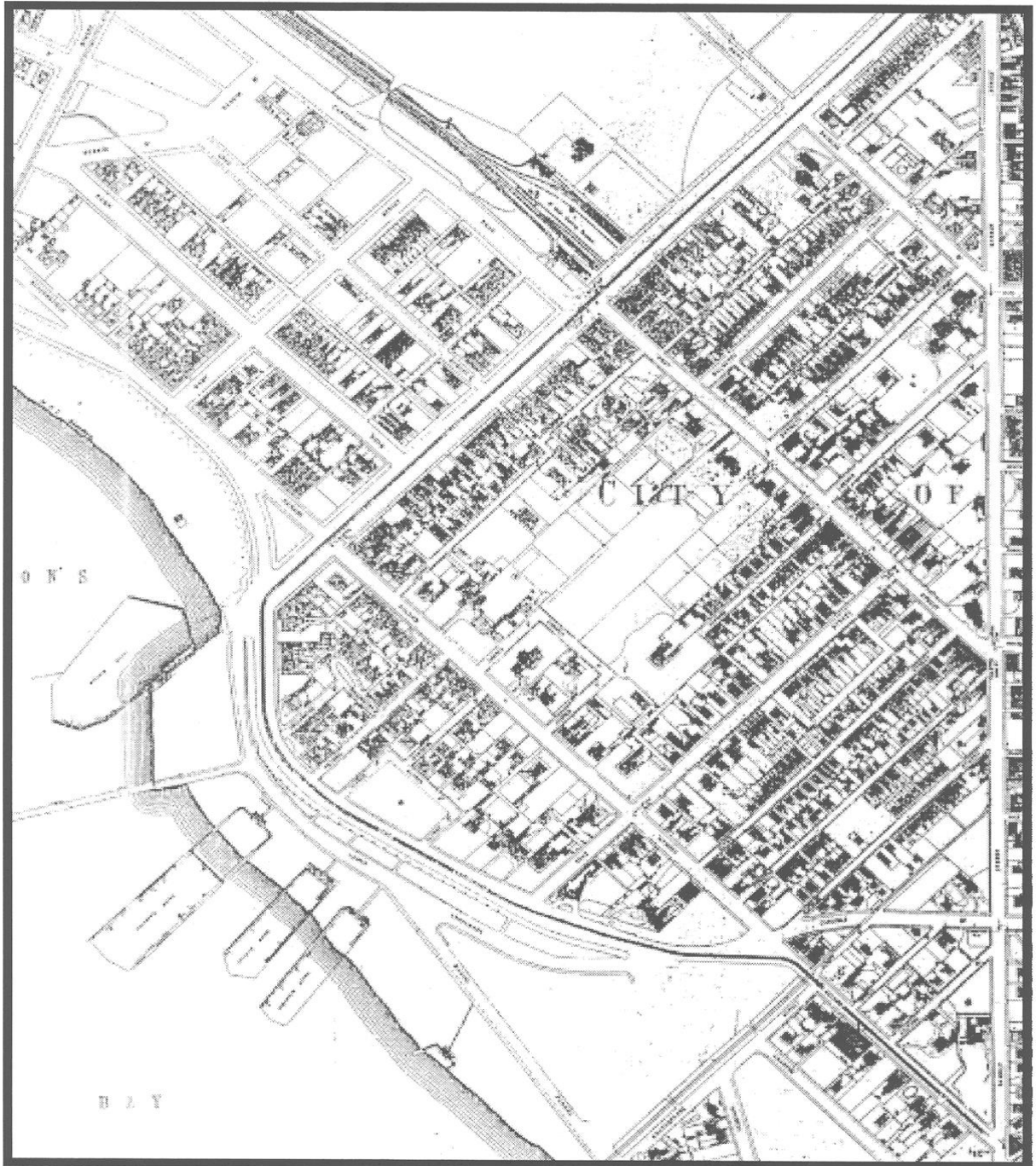
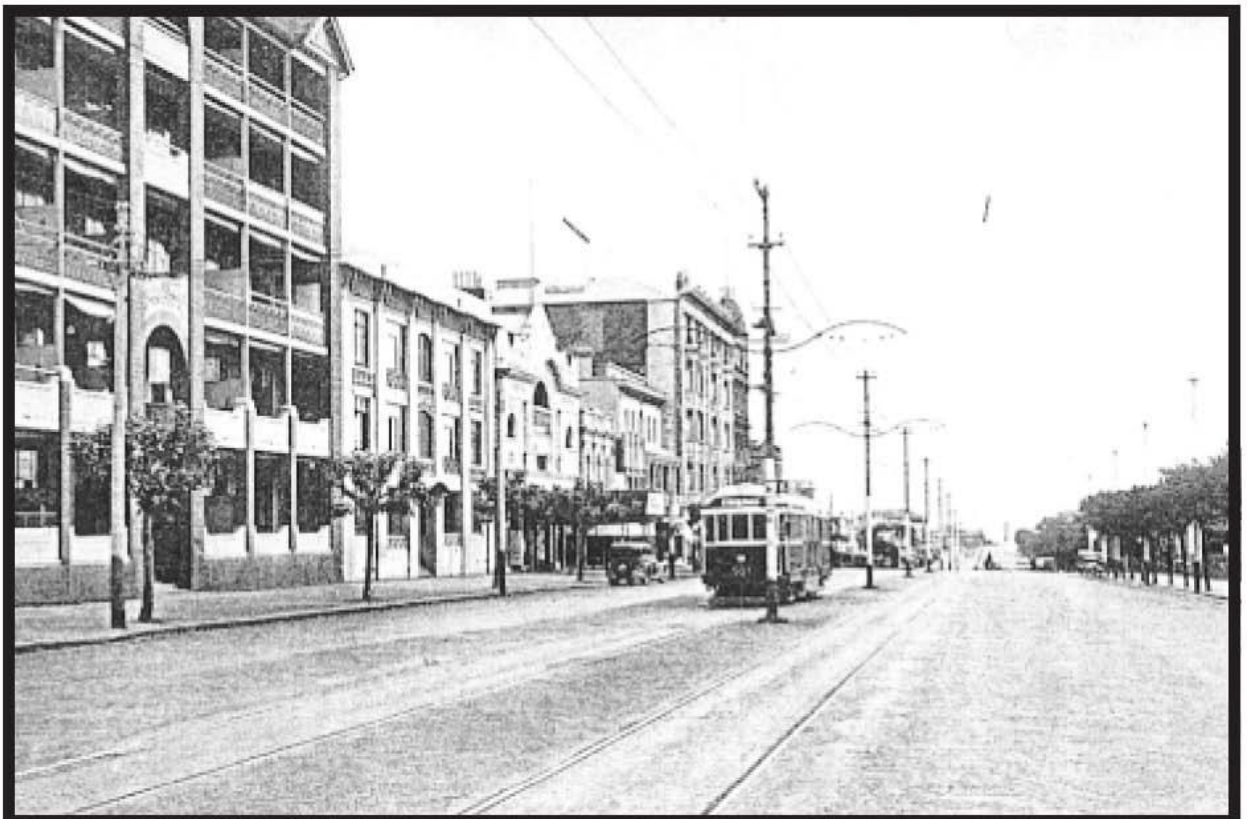


Figure 6.9-4 – Extract from MMBW Litho Plan: 1896



**Figure 6.9-5 – Fitzroy Street: c.1864 (upper) and 1930 (lower).**



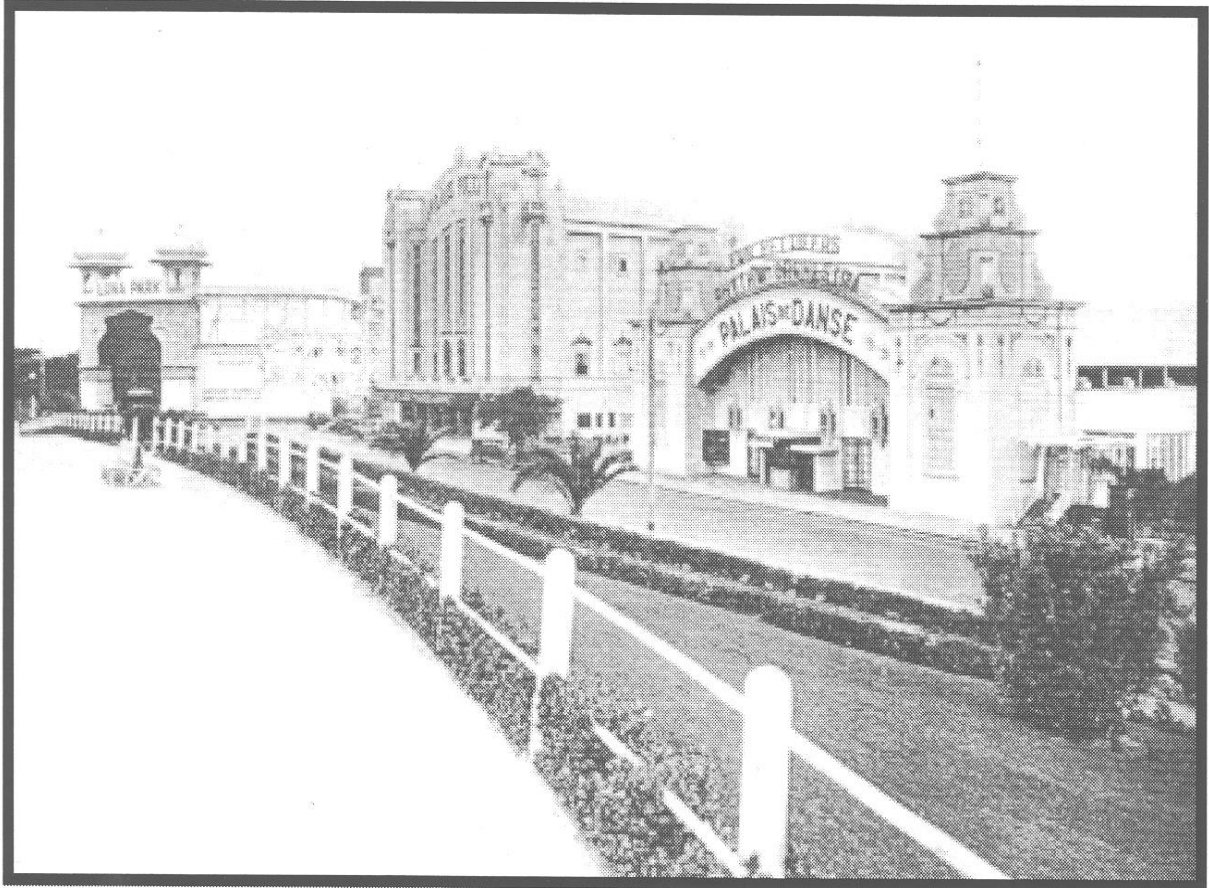


Figure 6.9–6



Figure 6.9–7 – Fitzroy Street at the Grey Street hill, showing the “George” hotel of 1889, erected on the site of the “Terminus” hotel, with the tracks of the St. Kilda light railway in the foreground and the former St. Kilda station building at right.





**Figure 6.9–8 – Fitzroy Street, showing “The Prince of Wales” hotel, designed by R.H. McIntyre and built in 1937 with “Summerland Mansions”, designed by Christopher Cowper and built in 1920-21: both temples to St. Kilda’s role as a seaside resort.**

## 6.10 St. Kilda East - Ho6

### Existing Designations:

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

### 6.10.1 Description

This Area has Wellington Street and the Dandenong Road as its northern boundary and it extends to varying degrees southward to Alma Road and beyond. Its westernmost extremity is St. Kilda Road and its east end is at Orrong Road at the municipal boundary. The Area is dominated by the Dandenong Road as its principal thoroughfare and the development associated with it. Key sub-areas include the public buildings and villas situated on the high ground in Chapel Street and its vicinity, the St. Kilda cemetery, Alma Park (East and West) and the residential areas of Charnwood Crescent and Alma Road. Associated but geographically detached is the group in Alma Road at the Ravens Grove intersection.

The Dandenong Road is a remarkable boulevard on account of its very great width and landscaped plantation with central tramway reservation enriched by the row of decorative centre span poles. It is overlooked on its south side by an important ecclesiastical complex, the St. Kilda cemetery and some notable inter-war residences. St. Mary's Church is an imposing bluestone building in the Gothic style set in spacious grounds with a presbytery and Elizabethan influenced red brick and stuccoed school building at no. 208A. These buildings occupy a corner of Alma Park East. The northern part of this reserve has an oval but the southern section has mature trees including *Quercus suber*, large *Ficus macrophylla*, *Araucaria columellaris*, *Eucalyptus cladocalyx*, *Salix* sp., *Ulmus parvifolia* and *Quercus robur*. The main path has an elm avenue alternating with *pinus radiata* and there is a mature row of *pinus radiata* near the rail cutting that marks the western edge of the park. Alma Park West adjoins on the west side of the same cutting and consists of more exotic garden elements. Much of the garden beds along the centre of the park are edged with volcanic rock typical of the nineteenth and early twentieth centuries. At either side of the central garden beds are rows of mature elms and other trees. The park keeper's lodge is a cottage in the domestic Gothic Revival mode at the Dandenong Road entrance. The garden pavilion near an avenue of olive trees is a distinctive element.

Further east along the Dandenong road is the St. Kilda cemetery, the memorials being glimpsed over the high brick fence along the roadway. There is an iron palisade fence to the entry gates set in a wide semi-ellipse with finely carved stone gate pillars. To the immediate south of the cemetery on Alma Road is "Olgmend Court" in a conservative Georgian influenced style with the Arts and Crafts bungalow at no. 145 alongside. Though unpretentious, it is remarkably intact, complete with front garden layout and fence. "Holmwood", now the Rabinical College Australian War Memorial premises at 61 Alexandra street is an important Victorian villa set in spacious grounds. They include six *Phoenix canariensis*, two *Jacaranda mimosifolia* and other trees accessible through a timber entry archway. The neighbourhood is made up of representative inter-war houses.

Between Wando Grove and Orrong Road is "Broxted", one of a group of five large houses noteworthy for the manner in which they explore the potential of the Arts and Crafts Movement as it was popularised during the inter-war period.

Chapel Street is an ordinary thoroughfare by contrast with Dandenong Road, but one which is made especially noteworthy on account of the architectural quality of the public and residential buildings between Dandenong Road and Alma Road. Albert Purchas' design for the St. Georges Presbyterian (now Uniting) Church is extraordinary on account of its slender bell tower and Siense banded brickwork. To the south is the Municipality's largest timber building: the drill hall, arranged in a manner representative of many but distinguished not only by its company in the street but also by its

intact state. All Saints Anglican Church in this group is an imposing bluestone church with a stylistically innovative Arts and Crafts Hall, erected in 1909-1911 in red brick and stucco and having a pressed copper cartouche. They face the “Astor” theatre which has landmark status on the Wellington Street corner, adopting the late inter-war period’s penchant for variegated brickwork. There are also important early Renaissance influenced villas on Chapel Street and in the area, demonstrating the attractiveness of the higher ground to Melbourne’s elite last century. To the south and south-west there are also large late Victorian houses, particularly in Alma Road and inter-war houses and apartments throughout the area. This is particularly true of Charnwood Road. There are workers’ cottages in the side streets as one proceeds further down the hill from Wellington Street.

The Alma Road group at Ravens Grove is dominated by the early two storeyed villa: “Alma House”, at no.134, and by the English Domestic Revival apartments: “Clovelly”, at no. 136. It is architecturally rich, also including a noteworthy bungalow on the south side.

### 6.10.2 History

A focal point of this region is the St. Kilda Cemetery. Established in 1855, it is one of Melbourne’s oldest cemeteries and is closely associated not only the settlement of St. Kilda, but of greater Melbourne, being the principle cemetery during the nineteenth century south of the Yarra River. Settlement during this period was generally spreading in a south easterly direction, and by this time the area west and north of Chapel and Argyle Streets respectively was subdivided to some extent<sup>213</sup>.

One of the early residences from that time is an unusually intact timber cottage at 63 Argyle Street, which was built in 1853. It is representative of the large number of timber houses erected during the first period of major growth in Melbourne. Most have now disappeared and the survivors invariably have been substantially altered. This building is illustrative of the first buildings erected in this area: modest cottages, generally housing people in the services sector, which is in contrast to the large terraces and houses on the nearby St. Kilda Hill.

Nearby Lambeth Place has a distinctive environmental character as a result principally of the row of Edwardian semi-detached houses. Number two is very unusual and important timber portable house built in the 1850’s. “Oberon” has planning and design unlike any other portable building in Victoria and most probably Australia<sup>214</sup>.

Immediately to the east, Odessa Street contains a variety of late nineteenth century houses, creating a street of particular local interest. In accordance with the historic development of this general area, buildings generally become less affluent the further away they are from Alma Road. On the corner of Odessa Street and Alma Road is a residence of state importance. Originally a boarding house for Priory Ladies’ College, this 1890 building is in the American Romanesque style and a very early example of its type. Almost all of the detailing bears little or no similarity to contemporary practice in Victoria. Architect E.G. Kilburn designed this residence on return from the United States in 1889.

In 1911 the Prahran and Malvern Tramways Trust opened its route to Windsor along Dandenong Road, facilitating the construction of inter-war houses and especially apartment blocks. “Belmont Flats”, in Alma Road, were constructed in 1923. They were designed by Architects Richardson and Wood and constructed in 1923. The iron palisade fence served the previous building on the site and was retained with some modifications when the flats were built.

The Government had reserved the area of land bounded by Chapel and Westbury Streets, and Dandenong and Alma Roads. From this land the Government excised reservations for churches. The Catholic Church was first to build, and St. Mary’s Catholic Church was opened in 1853. It was the oldest church in St. Kilda and was originally a small brick construction. The completed present

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<sup>213</sup> 1855 Map.

<sup>214</sup> Bick, D, et. al., *St. Kilda Conservation Study: Area Two*, (vol. I; [unpublished], 1984), p. 189.



church was dedicated in 1871, and consecrated in 1887, the first church consecrated in Victoria, and the second in Australasia<sup>215</sup>.

By 1866 there had been little further development of this eastern region. However the railway had been built, opening in 1859. St. Mary's had since been joined on that block by All Saints Anglican Church and the Free Presbyterian Church. The latter both fronted Chapel Street. All Saints was opened in 1861, and after two additions, was consecrated in 1892, whereas the new Presbyterian Church was opened in 1864. The opening service of St. George's Presbyterian church was in 1877, also on the Chapel Street frontage of this block. They had been meeting in the "Orderley Room" just to the south of the present church since the previous year.

"Holmwood" which is now the Rabbinical College of Australia and New Zealand situated at 61 Alexandra Street is significant for its internal arrangement around a central hallway. Although fairly typical of the last years of the 1880's, unusual features including a room with elaborate boarded timber ceiling supported by trusses, and an Egyptian mantelpiece reinforce the building's importance.

### 6.10.3 Thematic Context

- Building settlements, towns and cities:
- Planning urban settlement
- Making suburbs

### 6.10.4 Statement of Significance

The East St. Kilda Area is located south of Dandenong Road and Wellington Street, extending to Alma Road and beyond. It is historically important (Criterion A) for its capacity to demonstrate how the high ground associated with Dandenong Road and Alma Road attracted the finest public buildings and residences last century whilst the lower land to the south was populated by workers' cottages. The reservation of land in the vicinity of the Alma Parks is unusual in Melbourne for the extent to which it attracted the imposing church complexes that today dominate the locality and are close by the St. Kilda Cemetery. This area recalls the status enjoyed by the Churches at the time (Criterion A) and expresses it not only in architectural terms but also in the number of churches located within close proximity of each other. The presence of the synagogue in Charnwood Crescent recalls the long standing presence of the Jewish community in the Area. The Area is important also to the extent that Dandenong Road is expressive of the pioneering work of the local councils that combined to form, the Prahran and Malvern Tramways Trust, the resultant boulevard still being recognised today as a high point of urban planning achieved in the years immediately prior to the Great War. Finally, the Area demonstrates the popularity of apartment living introduced during the inter-war period.

### 6.10.5 Recommendations

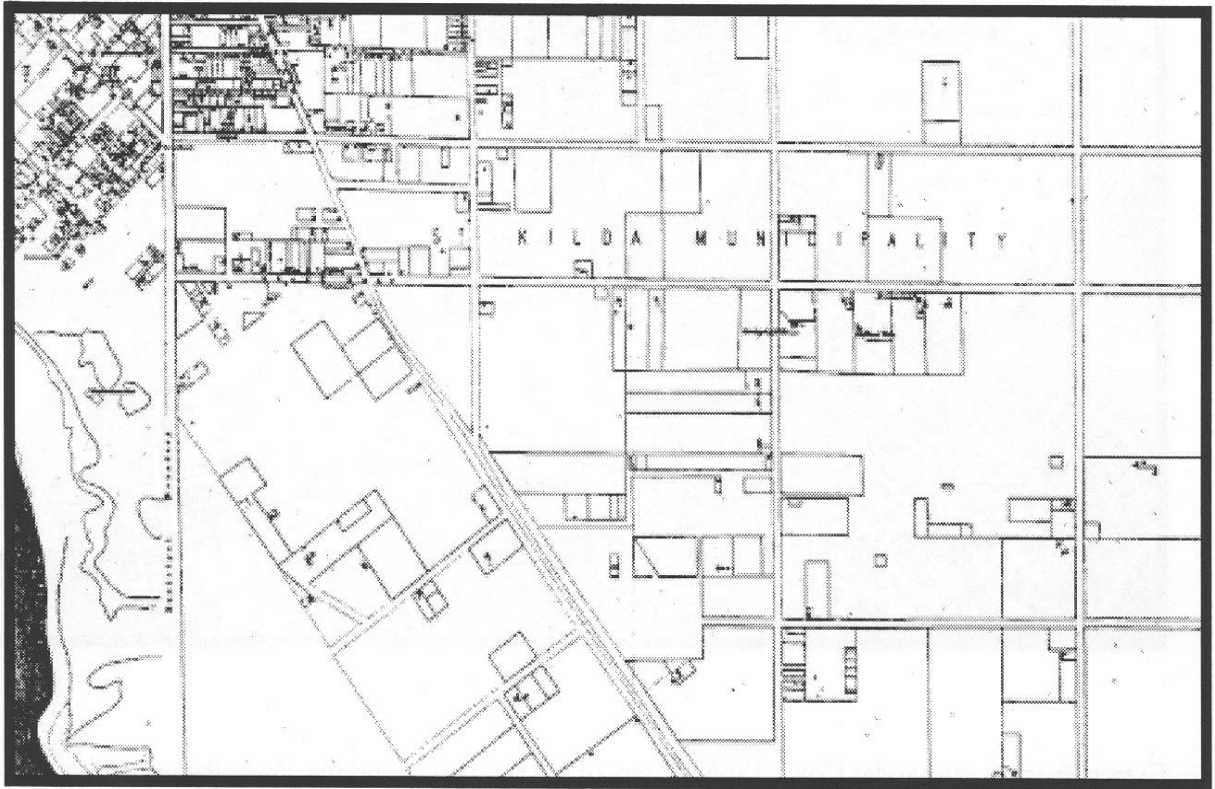
Recommended for inclusion in the Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme.

### 6.10.6 Assessment

Andrew Ward, July, 1998. (Revised August, 2000)

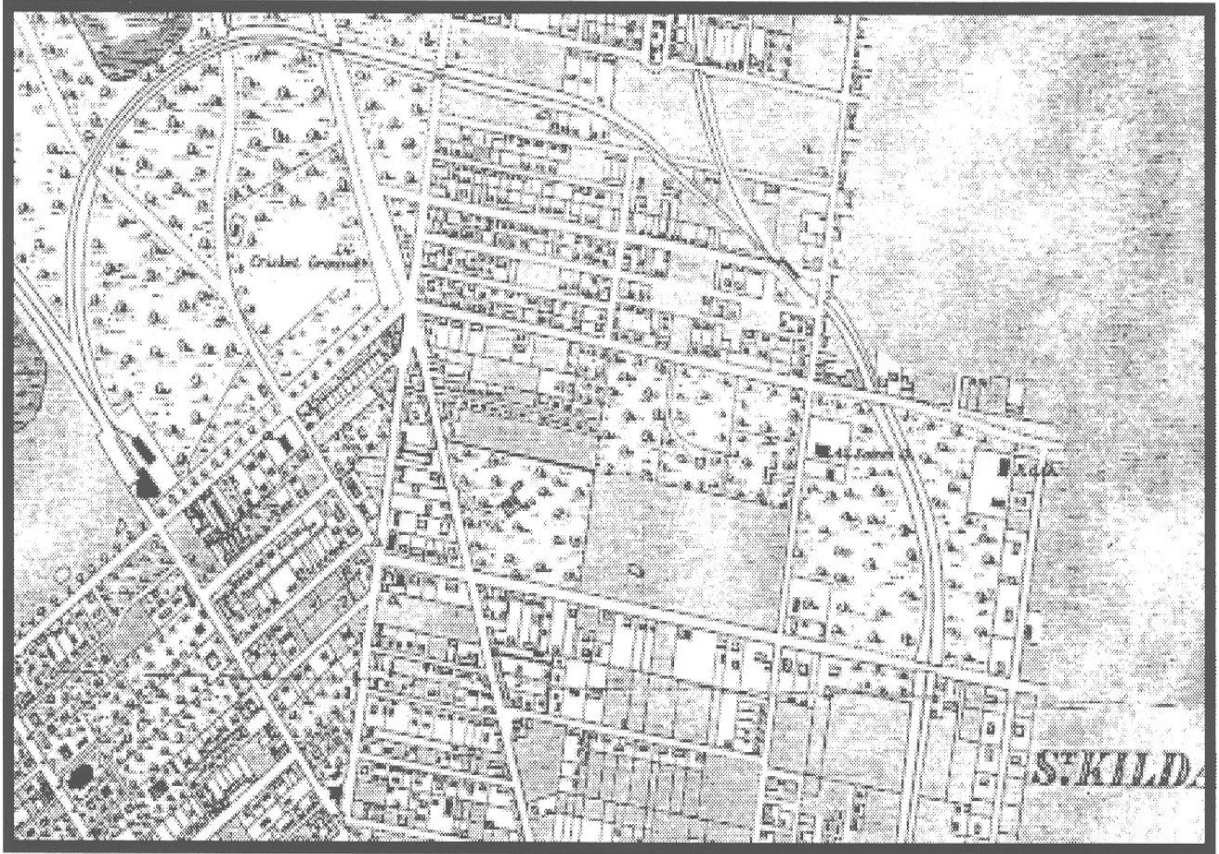
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<sup>215</sup> Cooper, J.B., *The History of St. Kilda: From its First Settlement to a City*, (vol 1; Melbourne: Printers Oproprietary Limited, 1931), p.352.



**Figure 6.10-1 – Extract from Kearney’s 1855 map of Melbourne prepared by Captain Andrew Clarke, Surveyor General.**

Source: SLV



**Figure 6.10-2 – Extract from Commander Cox’s 1866 Survey of Hobsons Bay and the Yarra River.**

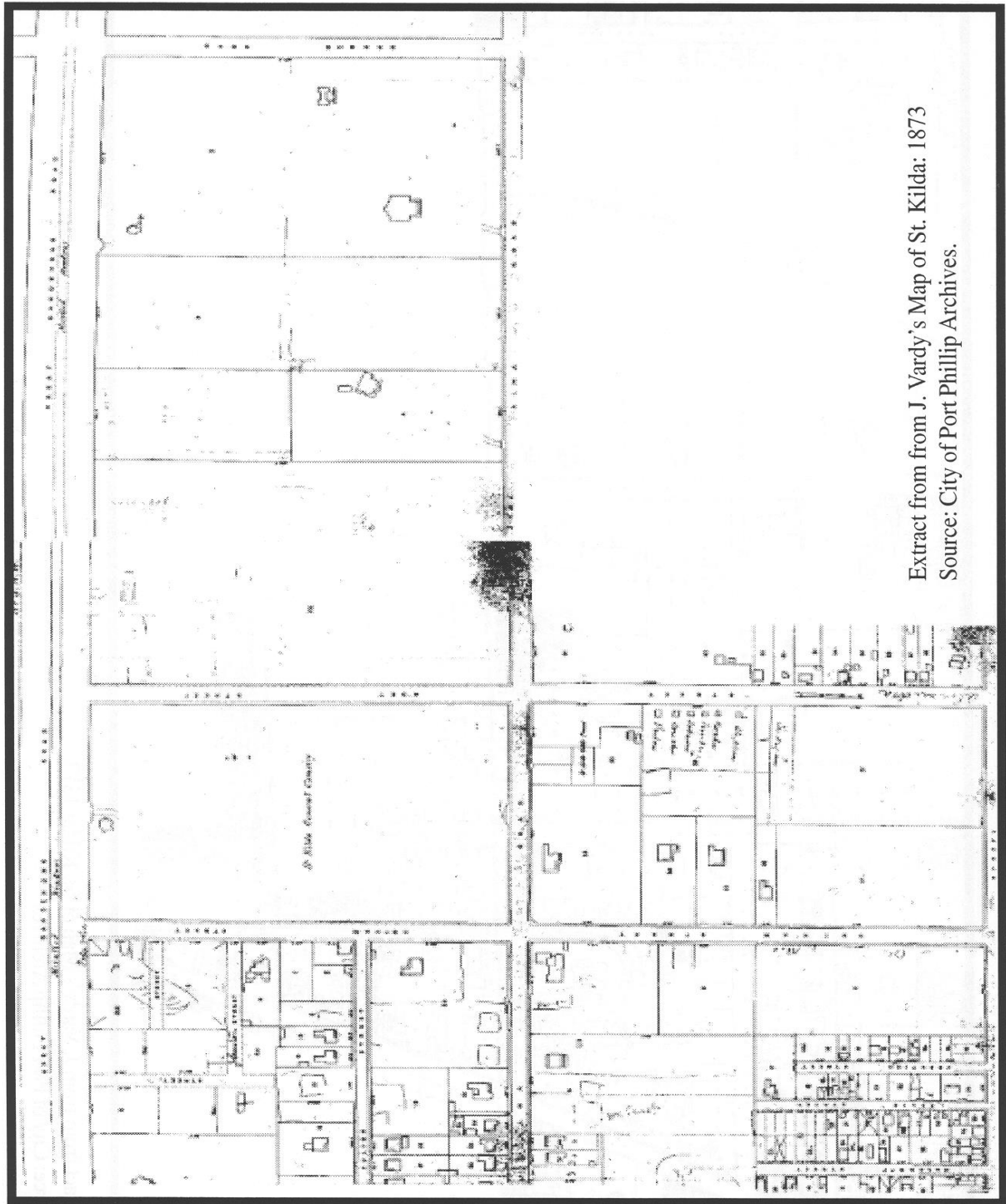
Source: SLV.





Figure 6.10-3 – Extract from J. Vardy’s map of St Kilda: 1873

Source: City of Port Phillip Archives



**Figure 6.10-4 – Extract from J. Vardy's map of St Kilda: 1873**

Source: City of Port Phillip Archives





**Figure 6.10-5 – Dandenong Road, pre-eminent among Melbourne’s Boulevards, marks a northern boundary of the Municipality and imparts civic importance to the buildings on either side.**



**Figure 6.10-6 – St. George’s Uniting (former Presbyterian) church of 1877-80 and the former St. Kilda Orderly Room dominate the Chapel Street hill along with All Saints Anglican Church and some of St. Kilda East’s finest villas.**



## 6.11 Elwood, St Kilda, Balaclava, Ripponlea - Ho7

### Existing Designations:

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

### 6.11.1 Description

This Area, though fragmented, occupies the land generally bounded by Carlisle Street in the north and Glenhuntly Road in the south, extending to Hotham Street in the east and Mitford Street/Broadway in the west. It has the Brighton Road as its principal north-south thoroughfare but is also traversed in the same direction by the Sandringham railway. “Corridors” of architecturally important buildings radiate from the St. Kilda Botanical Gardens whilst other parts of the Area are oriented on the Brighton Road and Carlisle Street.

Important elements include the St. Kilda Botanical Gardens, the public buildings precinct and the Ripponlea and Carlisle Streets shopping centres. The Botanical Gardens, formerly known as the Blessington Street Gardens, contain many mature exotic and some native trees and shrubs including golden privet hedges, *Ficus macrophylla* (c.1916), two *Quercus suber*, *Podocarpus falcatus*, *Phillyrea latifolia* and *Olea europea* ssp. *africanus*. There is a rose garden, ponds and path system of rolled gravel with red brick spoon drains. There are gates with decorative cast iron and masonry pillars at the north end, a red brick and timber lattice pavilion (1929) and a recent conservatory. The streets enclosing the Gardens have been a favoured location for villas since the Victorian period, the Blessington Street frontage being especially noteworthy in this respect. “Sun Blest” at no 42, nos.50, 62 and 74 (“St. Albans” – now much altered) are examples. The street maintained its popularity during later periods, no. 57 being an ostentatious Federation period villa, whilst “Garden view” at no. 60 is a distinctive cement and clinker brick Art Deco apartment block. “Clairvaux” at no.44 is in the Arts and Crafts manner of the inter-war period with circular shingled corner bay windows and a shady two storeyed porch. Tennyson Street on the east side of the Gardens is distinguished primarily for its apartments and inter-war villas. “Himalaya” at no.10 has its origins as a large Victorian villa, transformed into apartments during the inter-war period whilst the house at no.8 has the symmetry of the Australian Colonial Revival. The absence of high front fences in these streets reinforces the link between buildings and Gardens. Dickens and Herbert Streets have experienced substantial redevelopment during the post war period although the apartments at nos. 23 and 25 are important survivors from the inter-war years, the former having a Mediterranean touch and the latter being Moderne with curved and stuccoed banding contrasting with clinker brickwork giving vertical emphasis.

The public buildings precinct is a pivotal element in the Area and well known throughout the metropolis. The façade of the massive Classical Revival Town Hall built for the Borough of St. Kilda in 1888 (portico 1925) looks back to Palladian Classicism and the English post Renaissance period and faces expansive public gardens with mature exotic trees that separate it from the Brighton Road/Carlisle Street intersection. Alongside is the old Brighton Road State School complex, representative of the best work of the Education Department in the mid – late Victorian period and having a characteristic bell tower surmounting the principal entry. The third important building attracted to this site and also taking advantage of the Brighton Road prospect is the freestone Holy Trinity Anglican Church with conical tower over the baptistry as its most unusual feature. To the north facing Chapel Street is the former Wesleyan (now Uniting) Church with a façade ascending from its north end to the bell tower on the south-east corner. These architecturally and historically noteworthy public buildings are encircled by main roads and electric tramway services, thereby creating a prominent island site.

The Ripponlea shopping centre has the timber Arts and Crafts influenced station buildings and footbridge overlooking the railway gardens at its west end. The shops along Glen Eira Road commence at this point with nos.15-27, built with a corner tower in the fashion of the day and extending in a consistent row along the north side of the street to no.73; Brinsmead's remarkable pharmacy having domed entries and show cases, lead light work and metal framing (1913). The south side of Glen Eira Road is also distinguished for its high level of integrity and is enhanced by the group of three former banks built for the State Savings Bank, the English, Scottish and Australian Bank and the Bank of Australasia.

The Carlisle Street shopping centre extends from St. Kilda Road to Westbury Street and is punctuated by the Chapel street tramway and the railway overpass, with its metal girders and sweeping bluestone abutments, now mostly concealed by shops. The public buildings precinct is located at its west end facing the recent municipal library, the discordant additions to the north wall of the Council Offices being strange companions with the self conscious pretensions of the library. Proceeding east, prominent buildings include the two storeyed red brick and stuccoed shops at the north-east corner of Carlisle and Chapel Streets. They were designed to address this important intersection and mark the point of entry to the main part of the centre when approaching from the west. These face a row of shops of similar date on the south side of the street at nos.109-123. There is powerful evidence of the centre's nineteenth century origins between this point and the railway bridge. On the north side, no.232 is a two storeyed Boom period row of three shops whilst on the south side there is the "Balaclava" hotel and the shops at nos. 153-157 and 173-175. Nearer to the bridge are the very simply stated two storeyed shops at nos. 187-189 and 191-193 alongside. In this "hub" area of the centre is the "Carlisle Hall", imparting historic interest as well as architectural presence to the street. Beyond the bridge, the ostentatious offices of William H. Creed, estate agent of c.1889 stand tall with their French style mansard roof and cast iron "widow's walk" from which one might well see the sea. "Pittard's Buildings", possibly built around the turn of the century are nearby as one moves eastward out of the identified Area.

The residential areas associated with the key elements described vary greatly. To the west of the Brighton Road, and especially on this boulevard, there are imposing residential buildings of all periods, demonstrating that it has always been a sought after locale. "Sherwood Hall" at 14 Hennessy Avenue is an exceptionally large Boom period villa residence in the grand manner, foreshadowing the high standard of construction that was to follow and being noteworthy for its two storeyed loggias, one of which, facing west (formerly to Tennyson Street) is bayed. It is, however, the inter-war apartments which overwhelm the neighbourhood. "Arawa" at 15 Wimbledon Avenue retains its unpainted rough cast surfaces and is characteristic of many with its shady balcony, low front fence and name, artistically placed over the lower porches.

The cul-de-sac development as a distinct and recurring pattern of subdivision in the area during the 1930's and 40's is evident in Garden Court, McCrae Street, Avoca Court and Southey Court. These inter-war cul-de-sac developments tend to be dominated by low-rise multi-dwellings such as flats, maisonettes or duplexes. Garden Court remains as a representative and intact example of such a development<sup>216</sup>.

There are two triangular corner parks in Broadway which have mature *Platanus* sp., as does the street, and were planted during the inter-war period. They are overlooked by inter-war apartments and successfully demonstrate the highest civic planning and architectural standards of the period. "Belmac", at 77 Mitford Street facing the Dawkins Reserve as if it were the expansive domain of its residents is an example. Amongst the many extraordinary apartments in the neighbourhood are "De Mont Rose" at 1 Broadway, "Sante Fe" at 45 Mitford Street and "Las Palmas" alongside. They either face the reserves or are nearby. The tradition of apartment living has been carried through to the post-war period, the blocks at 76 Mitford Street, 39 and 44 Southey Street being exemplary.

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<sup>216</sup> Heritage Alliance, *Heritage Assessment, Nos 1, 3 & 5 Garden Court, Elwood*, December 2007.

Circumstances are different on the east side of the Brighton Road where the railway made possible suburban living from an early date. The houses to the north and east of the public buildings precinct are predominantly nineteenth century workers cottages. To the east, in the area subdivided c.1890 as “Blenheim Park”, there are many late Victorian and Federation period cottages, now invariably defaced whilst apartment blocks have made significant inroads in recent years. Nevertheless, the terraced row in Gourlay Street at nos. 4-22 has withstood the pressures for change, presumably on account of its size and aesthetic appeal, and now forms the boundary of the identified Area in its neighbourhood. Nearby, the terraced rows facing the railway embankment running south from the Nightingale Street railway bridge form a discrete area, the bridge itself being unique for its evidence of knee braces in the bluestone abutments. “Grosvenor Mansions” at nos. 74-88 William Street show that apartment living found its way into this area during the inter-war period alongside the terraced row at nos. 58-72. To the north in the same street there are some fine Victorian detached villas demonstrating that Williams Street was and still is seen to be an attractive location. Still on the east side of the Brighton Road / St. Kilda Road alignment, the workers’ housing in Duke, Lynott, Glenmark and a section of Pakington Streets survives with a high level of integrity and is enhanced by the pitched drain and park at the north end of Lynott Street.

The nature of the urban landscape changes to the south of the old “Blenheim Park” area. Grosvenor and Bunning Streets mark the end of the period of late nineteenth century development. The area between Brighton Road and the railway line in the vicinity of Ripponlea station, including the area known as “Brunnings Estate” as subdivided in 1926, merges into a predominantly inter-war areas with spacious tree-lined streets are detached villas. The Victorian villas in Glen Eira Road including “Tringingham” at no. 2 are more the exception than the rule, the apartments at no. 3 and the detached houses in Monkstadt Avenue being more typical. To the east of the railway station the houses to the north of Glen Eira Road are more commonly of the Federation period with some late Victorian villas. To the south, inter-war bungalows surround “Quat Quatta”, demonstrating the sequence in the development of the area in a manner not unlike Glen Eira Road.

### 6.11.2 History

Kearney’s map (1855) of this Area shows Carlisle Street, then “Beach Road” passing through open country with isolated residences until reaching St. Kilda Road at which point it takes on the character of a suburban street, but only on its north side. To the south were isolated houses located on extensive holdings. Around this time, though, Council was clearing the tree stumps in Southey Street, erecting street lamps, constructing pitched crossings and paving the streets in the vicinity of the Gardens with red gravel obtained from the Blessington Street area<sup>217</sup>. The St. Kilda Botanical Gardens had been mostly laid out by 1861. By the time Cox’s map of 1866 had been published the St. Kilda and Brighton Railway Co had extended its line from St. Kilda through Albert Park to Chapel Street (Windsor) and on to Beach (Brighton Beach)<sup>218</sup>. It passed mostly through open country between Carlisle Street and Hotham Street. The map also shows that there were many new houses facing Carlisle Street and many cottages had sprung up in Marlborough, Rosamond and Nightingale Streets. Further south between Grosvenor and Maryville Streets there are several houses on land that was on land that was mostly vacant in 1855. Extant public works include the main drain running via Bothwell Street and through the market reserve (the present public buildings precinct) and, of course, the Botanical Gardens. Finally today’s street grid can be much more easily recognised in the 1866 map, demonstrating that by this stage the principal thoroughfares had been laid out to serve a small number of property owners. The “Grosvenor” hotel, situated at the Grosvenor Street intersection, is a second early landmark, having been built in 1860. Another early hotel is the “Village Belle” at the Acland Street / Barkly Street intersection. The original building was erected in 1855 and the present structure in 1891. Bonwick’s “Hofwyl House Academy”, opened in 1862, was

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<sup>217</sup> Cooper, J.B., *The History of St.Kilda* (1931), v.1, p.140.

<sup>218</sup> The line was opened in its entirety on 21.12.1861.



accommodated in the surviving bluestone building at 188 Barkly Street just up from the “Village Belle” from late in 1866 or early in 1867<sup>219</sup>.

J. Vardy’s map of 1873 confirms that the northern half of the identified Area was expanding rapidly at this time. All of the land north of Carlisle Street and west of the Westbury Street is closely subdivided. Development is continuing to occur in the “Blenheim Park” estate and William Street and, curiously, there is a house on the present reserve in William Street next to the railway. To the east, the blocks are large and the occupants few. The market reserve is vacant and there is a small building noted as the “Trinity Church”, facing the Brighton Road / Chapel street intersection. To the north of the Botanical Gardens there is considerable suburban development whilst to the south circumstances are relatively unchanged from the time of Cox’s map. There are two houses on large lots facing the Gardens on the Tennyson Street side. The northern house appears to be unpretentious and was presumably demolished at the time of the Bundalohn Court subdivision but the southern house, “Corinella” had a verandah to its triple fronted façade overlooking the Gardens and appears to have been on the site of present Mozart Street. These houses, now long demolished, represent the first stage in the use of land facing the Gardens. It would appear that only the house at no. 55 and possibly “St. Albans” at no. 74 Blessington Street survive from this time.

On the old market reserve, the State School had been opened in 1874 and the addition of a second floor followed in 1887. The present Holy Trinity Church was built in 1882-83 and the municipal chambers and hall followed in 1890.

The consolidation and expansion of housing and commercial development throughout the Area continued throughout the late nineteenth and early twentieth centuries. The Brighton Road cable tramway was opened on 11.10.1888 with a depot at the Brunning Street terminus alongside the “Grosvenor” hotel. The Prahran service, which terminated in Chapel Street outside the present Holy Trinity Church from 26.10.1888, had a depot close to the Carlisle Street intersection on the site of the present two storeyed shops. The surviving nineteenth century housing stock and the shops in Carlisle Street and Brighton Road owe their existence, in part, to the opening of these routes. To the west, development was greatly facilitated by the opening of the Victorian Railways’ “electric street railway” from St. Kilda station down Barkly and Mitford Streets in 1906. By this time, Mitford Street, and Southey Street north of Milton Street was quite intensively occupied. There was a railway station at Ripponlea. Several houses on Glen Eira Road east of the railway had been built but the land on which the Glen Eira Road shops were to be built remained vacant. The new MMBW sewage map, 1889, shows an extensive holding for Brunnings Nursery, occupying the majority of the land from Maryville Street through to Brunnings Street’. Carlisle Street was intensively built up as a shopping street, commencing at Chapel Street and finishing at Blenheim Street, just east of the railway bridge. The William Street and Gourlay Street terraces noted above had been built and the house by the railway embankment, situated on the present gardens in William Street, was soon to have another three houses to its immediate north. Gourlay Street and The Avenue were almost fully built up all the way to Hotham Street whilst the land to the north as far as Carlisle Street was, with the exception of the big houses facing the principal thoroughfares, unoccupied. At the State school on the Brighton road an infant school building was provided in 1914.

It was during the inter-war years that the character of the remaining undeveloped land was transformed by the construction of detached villas and apartments. The route of the Victorian Railways tramway and its immediate surrounds was popular for apartments and houses as was the land between this area and the Brighton Road. “Hartpury Court” at 11 Milton Street is of special note as an Elizabethan style complex, having been erected in 1923. The electric tramways of the Prahran and Malvern Tramways Trust tapped the cable routes at their termini and eventually took over altogether. The Brighton Road cable tramway was replaced on 29.8.1926. Its extension beyond the old terminus facilitated the development of the vacant land south of Brunning’s extensive nursery in Maryville Street all the way to Glenhuntly Road. Brunnings Nursery was sold in 1926 to be subdivided for housing in stages including the creation of Los Angeles Court and Somers Street, and

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<sup>219</sup> Bick, D., *op.cit.*, p.103.

the incremental / phased development of Albion Street. The southern side of Albion Street, west of the railway through to the pedestrian laneway was developed prior to 1926; west of the pedestrian laneway was developed for housing as part of the Brunnings Estate subdivision in 1926, along with no. 3 – 9 on the north side. The remainder of the north side of Albion Street, including west of the railway line and the property fronting Brighton Road were developed prior to 1926. The “Queens Arms” hotel recalls the expansion associated with the improvements to public transport services having been opened in 1924.

In recent years, the popularity of the land around the Botanical Gardens has attracted considerable re-development resulting in a post-war transformation in the character of Herbert, Dickens and Tennyson Streets. The same is true elsewhere to the west of the Brighton road whilst on the east side, the old “Blenheim Park” subdivision has sustained considerable change, together with the workers’ cottages east of the railway.

### 6.11.3 Thematic Context

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

### 6.11.4 Statement of Significance

The Elwood – St. Kilda Botanical Gardens – Balaclava Ripponlea Area is both extensive and architecturally diverse. It is culturally important especially on account of the influence of the St. Kilda Botanical Gardens, the Brighton road, the Brighton Beach railway and the public buildings precinct at the site of the former market reserve which collectively impart civic distinction. The residential areas are noteworthy for their late Victorian, Federation period and inter-war housing; the apartments of the latter period and the terraces of the former being especially noteworthy. The intact inter-war buildings within the Brunning’s Estate demonstrate the development of that nursery post 1926. The capacity of the Area to inform the observer about past lifestyles and living standards is important, there being great diversity evident during the major contributory development periods. The Brighton road has further distinction for the manner in which it has attracted residential development of a high standard. Finally, the street trees and smaller parks are invariably important elements, having their origins in the inter-war period and on occasions being also overlooked by buildings of the period to create urban landscapes representative of the highest urban planning standards of the day. The shopping centres are also distinguished for their high levels of integrity, Carlisle Street reflecting through its buildings the phases in its growth. The Glen Eira Road centre, in conjunction with the railway station and railway gardens, is highly representative of the era of the Great War, enhanced by the group of inter-war banks towards its east end.

### 6.11.5 Recommendations

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

### 6.11.6 Assessment

Andrew Ward, July, 1998. (Revised August, 2000)

Source: SLV Extract from Commander Cox’s 1866 Survey of Hobsons Bay and the Yarra River.  
Source: SLV.

Extract from H. Vardy’s Map of St. Kilda: 1873. Source: City of Port Phillip Archives.

Port Phillip Heritage Review, Version 2, 2000

ANDREW WARD Architectural Historian

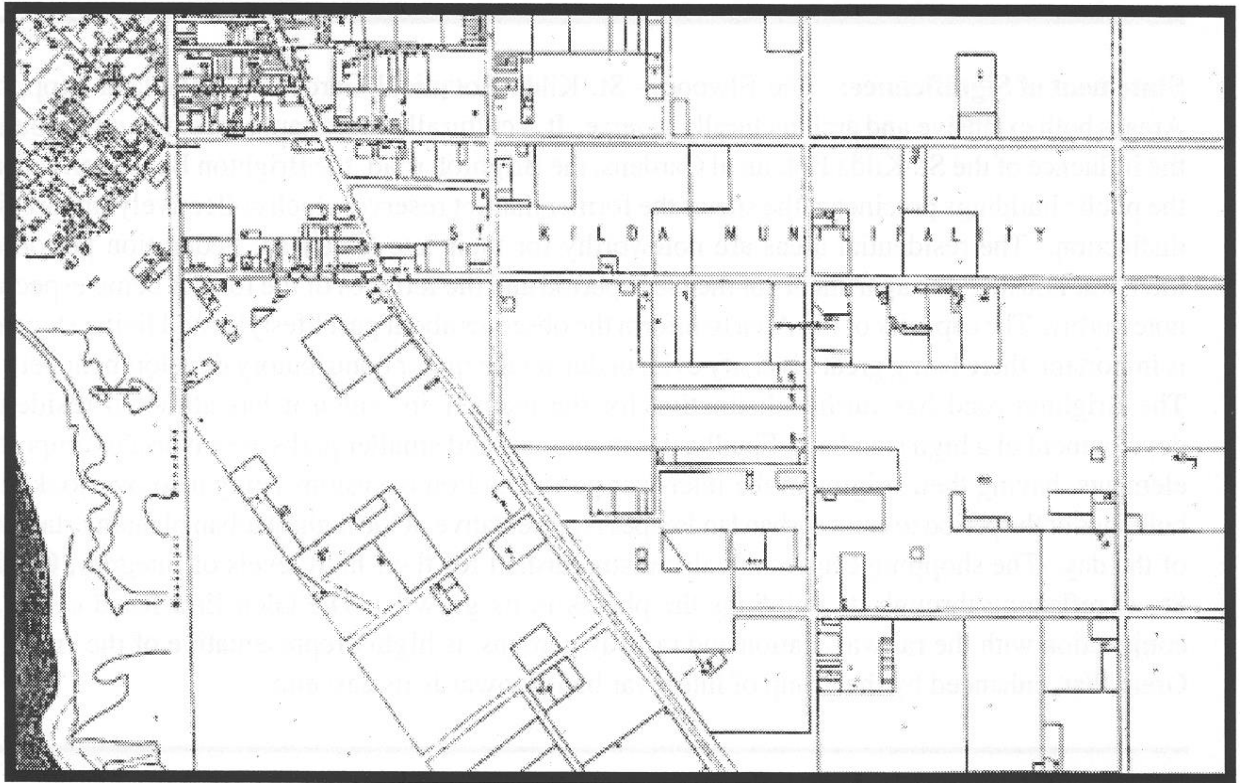
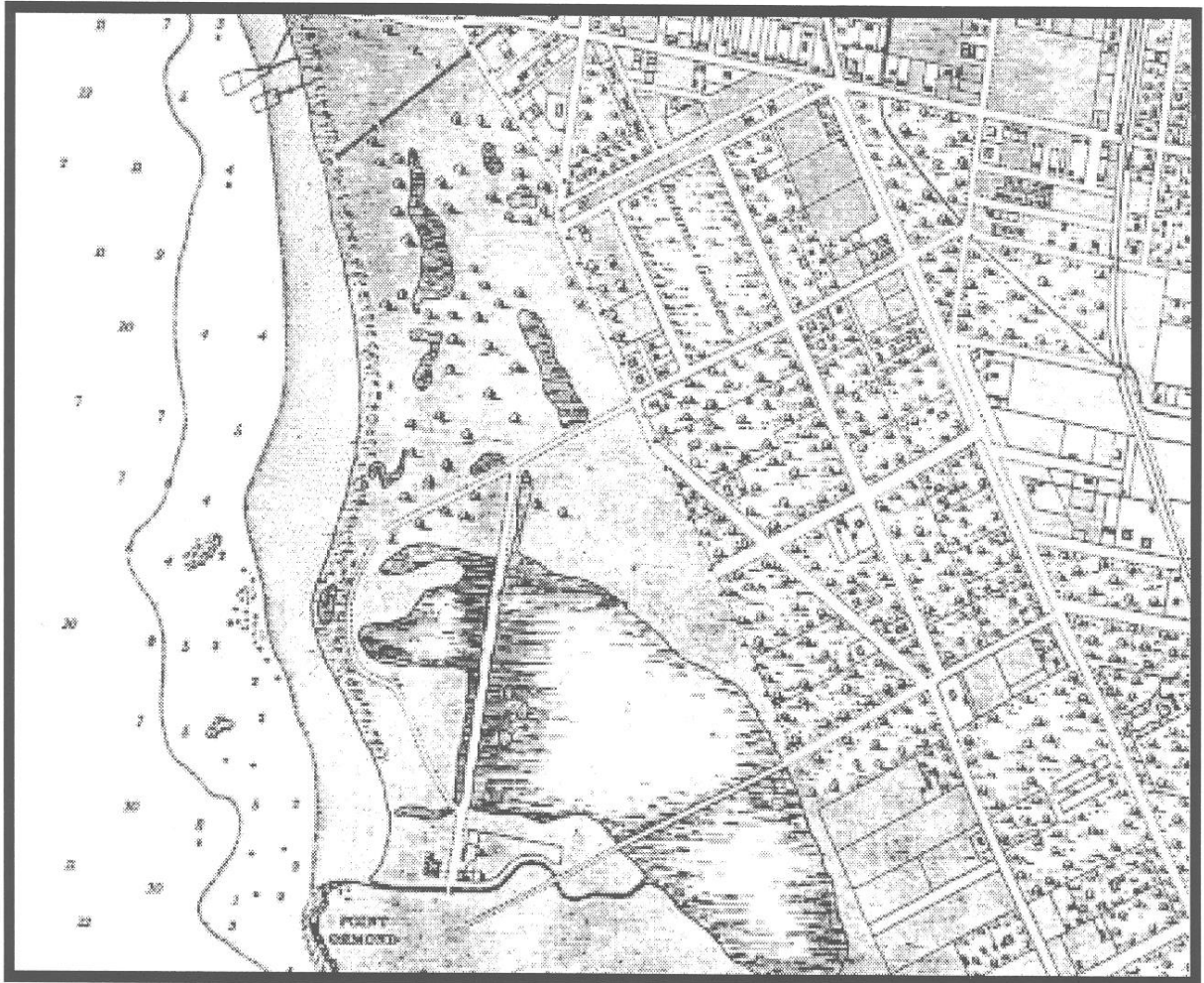


Figure 6.11-1 –

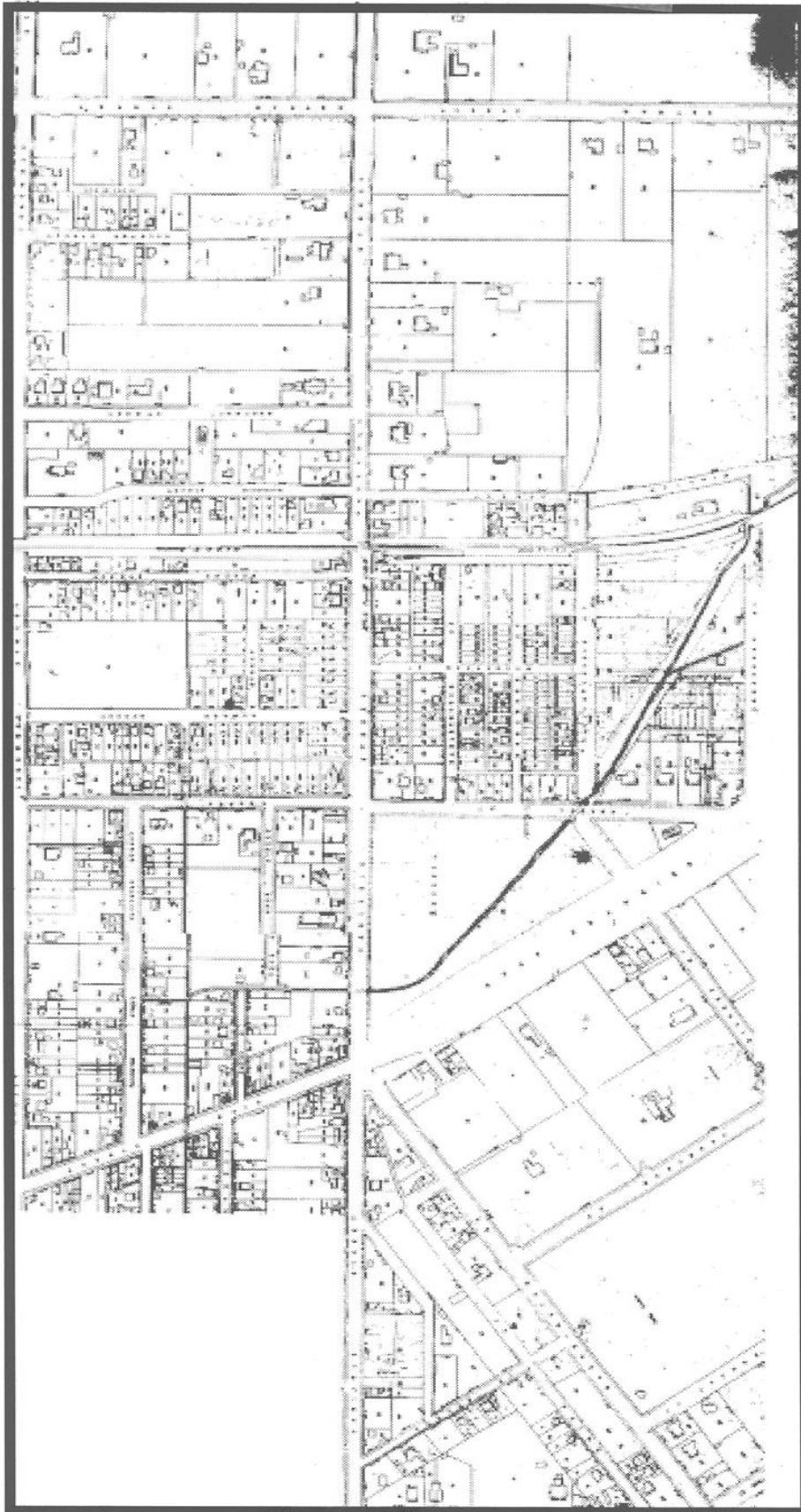
Extract from H. Vardy's Map of St. Kilda: 1873. Source: City of Port Phillip Archives.





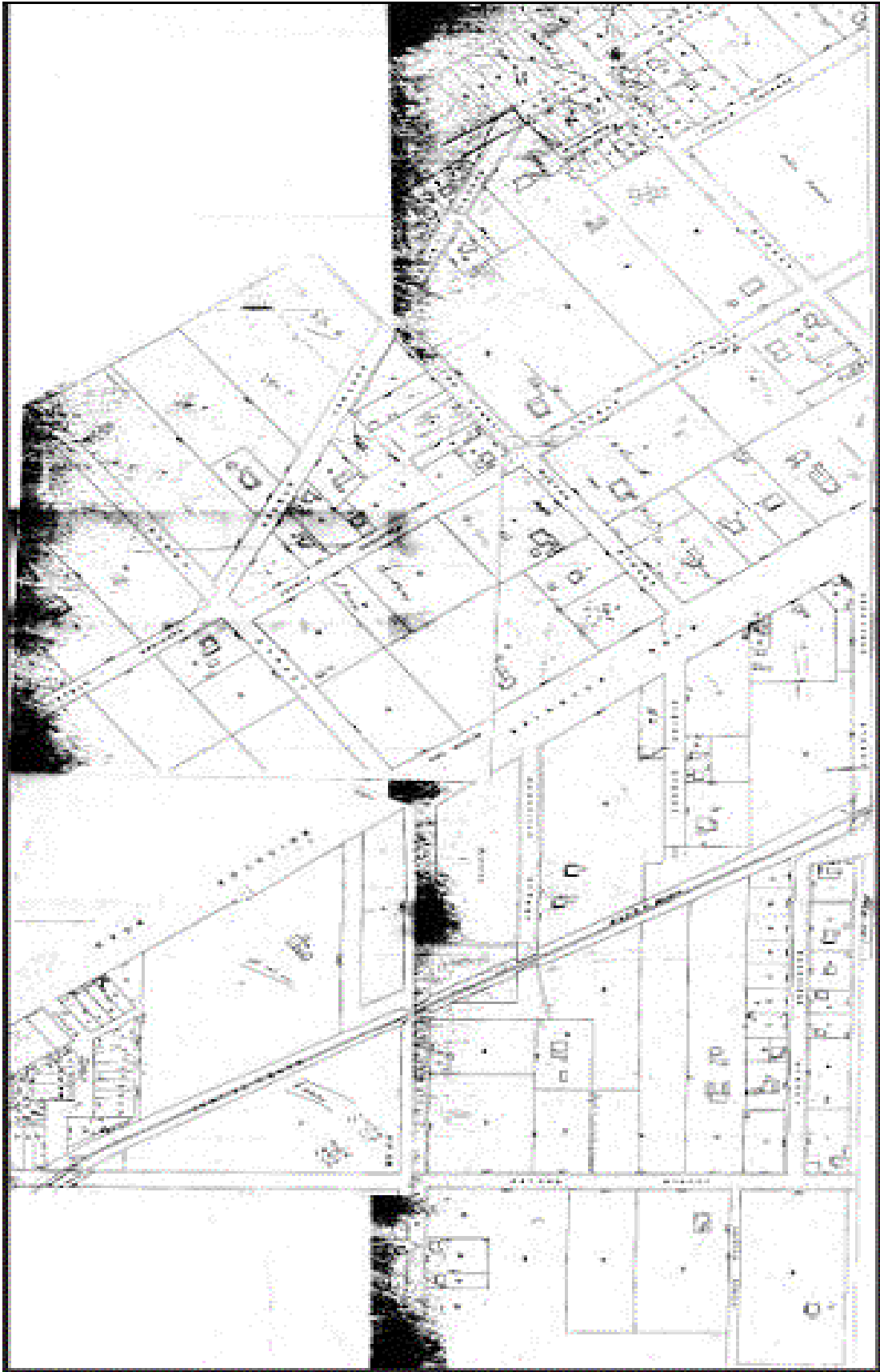
**Figure 6.11-2 – Extract from Kearney’s 1855 Map of Melbourne prepared by Captain Andrew Clarke, Surveyor General.**

Source: SLV



**Figure 6.11-3 – Extract from H. Vardy’s map of St. Kilda: 1873**

Source: City of Port Phillip Archives



**Figure 6.11-4 – Extract from J. Vardy’s map of St. Kilda: 1873**

Source: City of Port Phillip Archives





**Figure 6.11-5 – Carlisle Street, looking west from the railway bridge c.1862.**

Source: Cooper, J.B., op. cit., v.1, p.208.



**Figure 6.11-6 – The Red Bluff, c.1875**

Source: Cooper, J.B., op. cit., v.1, p.20.



**Figure 6.11-7 – Brighton Road, 1931.**

Source: Cooper, J.B., op. cit., v.2, p.132.



**Figure 6.11-8 – The St. Kilda City Hall dominates the Carlisle Street/Brighton Road intersection and forms a group of public buildings with the St. Kilda School and the Holy Trinity Anglican church**





**Figure 6.11-9 – The St. Kilda Botanical Gardens, Blessington Street gates.**



**Figure 6.11-10 – The Glen Eira Road centre commences at the railway line with this group of shops erected in 1912. Though transformed by the present coat of paint, the façade treatment is representative of the centre yet enhanced by the corner tower.**





**Figure 6.11-11 – Voguish Los Angeles Court recalls through its name the years of American West Coast influence on villa styles and forms a distinctive urban environment today with Monkstadt Avenue, behind the camera.**

## 6.12 Elwood:Glenhuntly and Ormond Roads - HO8

### Existing Designations:

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

### 6.12.1 Description

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

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

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

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

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

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

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

### 6.12.2 History

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

The land bounded by Ormond Road, Glenhuntly Road and St. Kilda Street was subdivided into 173 “villa sites” known not surprisingly as the “Sea Side Estate” and auctioned off as early as 15.11.1884. At that time there was a general store at the Ormond Road/ Docker Street (then South Elwood Street) intersection. It was the only indication that this section of Ormond Road might at a future date be suitable for commercial development. Yan Yean water was available. To the north was the Elwood swamp. By 1905 the entire area had been drained and the Elwood Canal formed<sup>220</sup>. Land sales continued from the 1900’s to the late 1920’s, as Elwood became a popular bayside residential precinct. Broadway was the principle road in the Elwood swamp subdivision, hence its width. An electric tramway operated by the Victorian Railways Department ran down the Broadway and Ormond Road to Brighton Beach from 1906. Its construction led to the earliest phase in the suburban development of the Area along with the formation of shopping centres along its route during the inter-war period. On 4.6.1915 the Melbourne and Metropolitan Tramways Board introduced its Point Ormond tramway service along Glenhuntly Road, commencing at the Elsternwick railway station and terminating in the foreshore reserve at Point Ormond. Here, a restaurant offering patrons fine views of the Bay met the needs of tramway patrons and motorists at least until the cessation of tramway services in on 22.10.1960<sup>221</sup>

The intersection of the Broadway with Glenhuntly and Ormond Roads became known as Elwood Junction from the time of the opening of the Point Ormond tramway. It remains at the heart of Elwood and provided the shopping and community facilities for the recently subdivided lands. “The Alderley”, built in 1920-21 at the corner of Glenhuntly and Ormond Roads has been a local landmark and meeting place since that time. The design by Nahum Barnet for a Mr. Bailey, is rather conservative for its time, but stands today as a distinctive building at the intersection, having its shopfronts almost totally intact. When it was under construction, the “Elwood Motor Garage” operated by Mrs. McShanag was already in operation<sup>222</sup>. By 1930 it had closed. The State Savings Bank building, erected in 1922 at no. 6 Ormond Road, was one of the finest examples of the Bank’s work of the period and is a key element in the Elwood Junction shopping centre precinct. Banks built during the First World War and into the 1920’s are usually in a heavy banded Classicism style and this building epitomises the work of one of its two leading exponents, architects Sydney Smith, Ogg and Serpell<sup>223</sup>. The Elwood Post Office, built around 1925, is another of the key corner buildings of

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

<sup>221</sup> <sup>134</sup> It was in existence when the tramway closed.

<sup>222</sup> 1920 Sands and McDougall Directory.

<sup>223</sup> Bick, J., *Op. Cit.*, p. 221.



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

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

Another of the landmarks of the Elwood Junction centre, and indeed of Elwood is St. Columba's Catholic Church, built in 1929. Its tower can be seen from many parts of the suburb. A number of Roman Catholic churches of similar scale and varied detailing were erected around this time and this building is one of the finest examples<sup>225</sup>. A school was already on the site and it was enlarged when the hall was added in 1937. Augustus Fritsch (1866-1933) was the architect and Reverend M.F. McKenna was the first incumbent. St. Bede's Church of England, situated on the corner of Ormond Road and Byrne Avenue is the oldest church in Elwood, having being built in 1916<sup>226</sup>. It was intended to serve as the church hall for a larger church at the Tiuna Grove corner. The architects were North and Williams, and the builder was James Brown.

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

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

### 6.12.3 References

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

### 6.12.4 Thematic Context

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

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<sup>224</sup> 1930 Sands and McDougall Directory.

<sup>225</sup> Bick, D., *Op. Cit.*, p. 181.

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

### 6.12.5 Statement of Significance

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

### 6.12.6 Recommendations

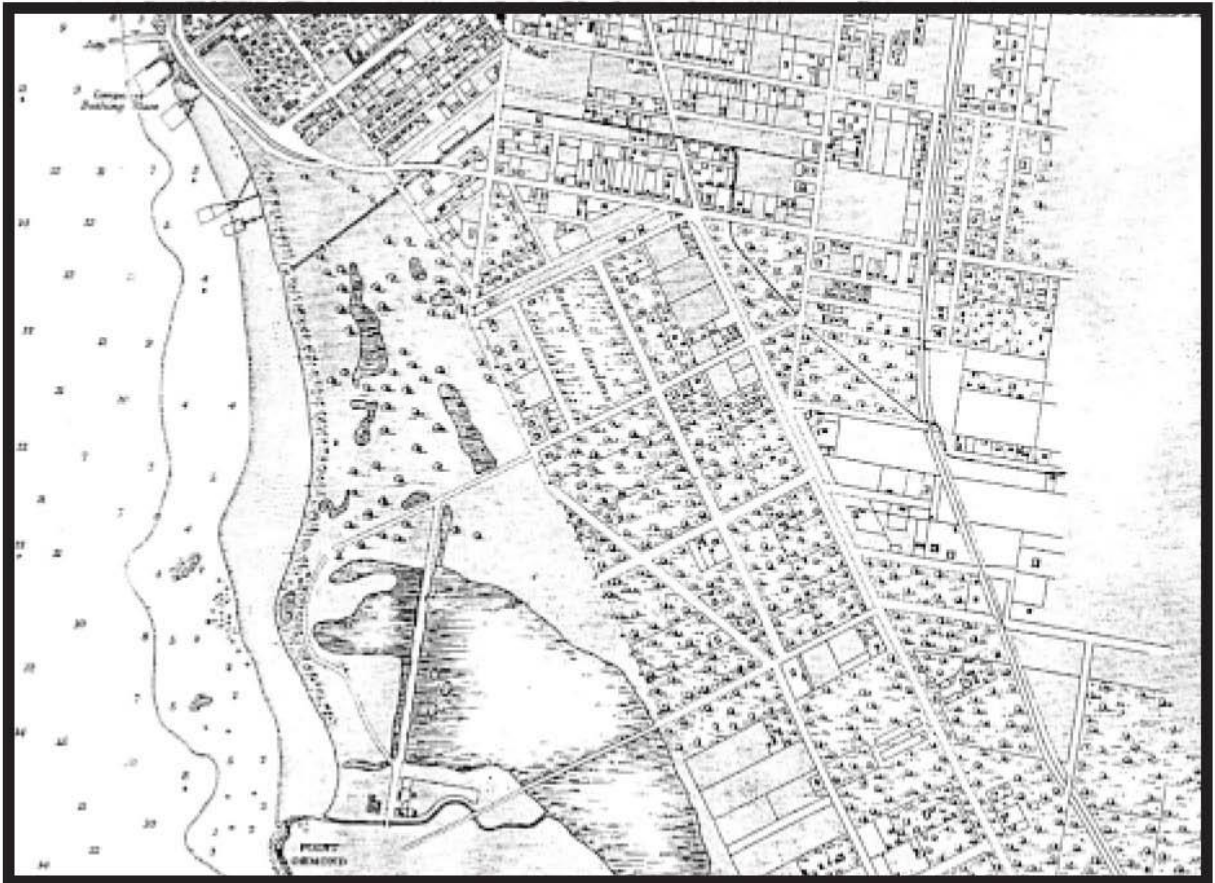
Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

### 6.12.7 Assessment

Andrew Ward, July, 1998.







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

Source: SLV.

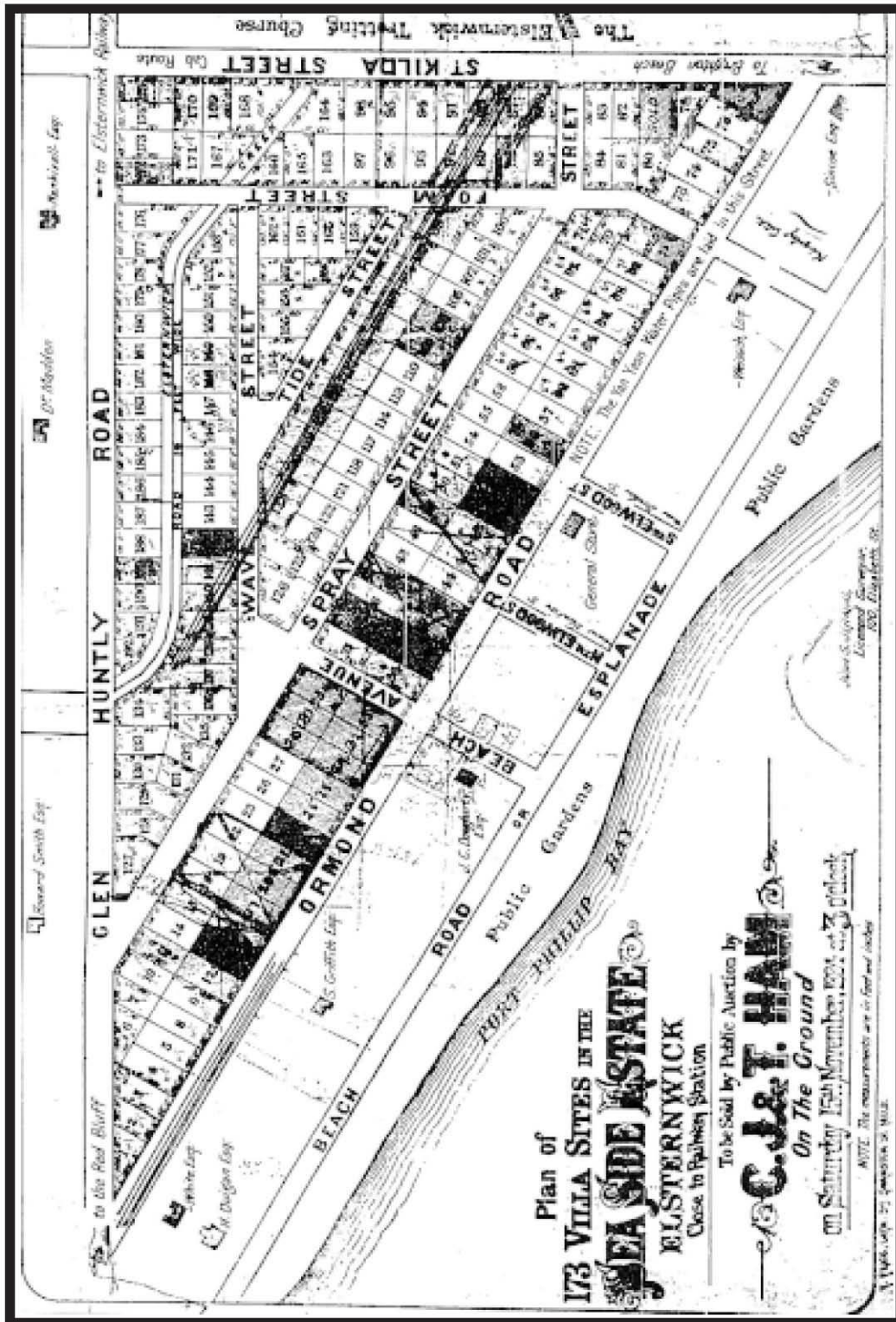
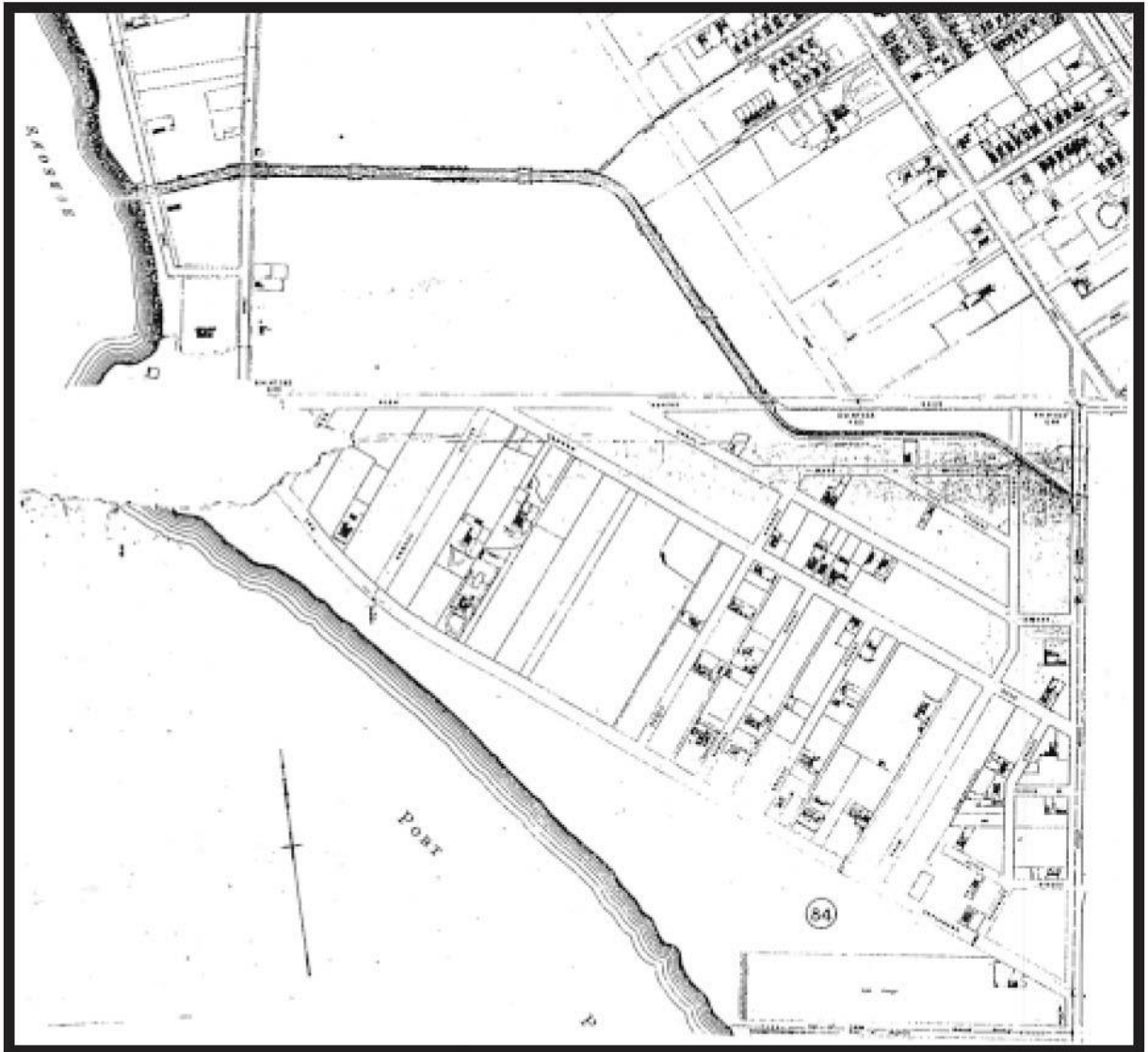


Figure 6.12-3 – Plan of the “Sea Side Estate”, Elsternwick, of 1884.

Source: SLV



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

Source: MMBW litho.





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

Source: A.Ward



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





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



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



## 6.13 Inkerman Street (East) - HO315

### Existing Designations:

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

### 6.13.1 Description

This Area consists of places facing both sides of Inkerman Street between Chapel Street and a short distance east of Evelyn Street, St. Kilda East. The Chapel Street tramway is a defining element at the west end and the Sandringham railway overbridge, whilst beyond the Area to the east, terminates the vista in this direction. Inkerman Street is a busy thoroughfare with a bicycle way on the south side and a painted median. Many of the residents within the Area have erected high front fences to protect themselves from the noise of the traffic.

The most visually dominant elements that give distinction to this otherwise nondescript street are the two storeyed late Victorian terraces on the south side and the two storeyed late Victorian corner store at the south-east corner of Chapel and Inkerman Streets. Together they establish a late Victorian environment forming a discrete section of Inkerman Street which has been mostly rebuilt since the Second World War. The terraces at nos. 275-281 have pediments and window details which are identical with the terrace at nos. 255-269. The window heads have very slightly segmental forms with drip moulds and bracketed sills. At nos. 275-281 they occur in pairs but at nos. 255-269 they are arranged in groups of three. The parapets are characteristic of their time with central curved pediments supported on pilasters and ornamented with anthemions and volutes. There are identical urns giving emphasis to the party walls and punctuating the skyline but many of these are missing. The street level facades are in two forms, nos. 275-281 and 269 having shop fronts and the nos. 255-267 having loggias with Romanesque arcaded treatments. There are palisade iron fences to the loggias and whilst some of the front doors have been replaced, these dwellings survive with a high level of integrity. The same cannot be said of the shops, however, all of the shop fronts with the exception of no. 179 having been replaced. The verandahs have also been removed, the reconstruction of the kerbs and channels destroying any evidence of the columns types and locations. To the immediate west of no. 255 is a terraced pair adopting a similar form to the other terraces. It runs to the corner of Camden Street and is important in this respect giving the longer terrace at nos. 255-269 an enhanced presence in the street. There is a corner splay and elaborately decorated upper level windows with aedicules and bracketed sills. The parapet is plain, however, and may have been simplified over the years. At street level, the shop fronts have been replaced and the presumed verandahs removed.

The corner store at Chapel Street marks the point of entry to the Area from the west. Its parapet treatment with shallow pediment is suggestive of an earlier date than the terraces further to the east, the form and ornamentation being characteristic of the mid Victorian period. There is quoining to the corner splay and upper level façade corners and the window surrounds are understated in the manner of the period. There is a later cantilevered verandah to the defaced shop fronts but the balance of this imposing building is substantially intact.

The remainder of this Area is made up of isolated Victorian period buildings and Post Federation dwellings with some recent houses and flat blocks. There are two polychrome brick villas, one being two storeyed in the terraced form facing no. 251, a timber cottage with posted verandah and ashlar front at no. 233 and a stuccoed villa on the north-east corner of Inkerman and Chapel Street which has interesting intaglio work. The latter dwelling reinforces the late Victorian point of entry to the Area from the west whilst all of the buildings powerfully underscore its nineteenth century origins.

The Post Federation dwellings are of both timber and brick construction and often in pairs in the manner of the period. The majority is situated on the north side of the street and is frequently concealed from view by high front fences. These houses are representative of their period having dominant overhanging gable ends, window hoods, red brick and stuccoed surfaces and small porches, the dwelling pairs usually being mirror reversed. The timber picket fence at no. 196 appears to be original.

During the Post War period the level of visual amenity has declined as a result of increased traffic flows leading to the construction of high front fences and as a consequence of the demolition of contributory buildings and their replacement with flat blocks. Minor works that have compromised the integrity of the Area include the replacement of shop fronts and posted verandahs as has been noted, window replacement and the overpainting of face brick surfaces. The flats at nos. 247-249, whilst not contributing to the cultural values of the Area are of architectural value for their use of cement block in the manner popularized by the manufacturers of these materials during the 1960s. The façade elements are cleanly defined in the Modernist tradition whilst highly representative instances of the use of cement block products occur in the end walls, screens and textured walls.



**Figure 6.13-1 – Inkerman Street, south side, looking east from Chapel Street at a point of entry to the Area**



**Figure 6.13-2 – Terrace at nos. 255-269 Inkerman Street.**



**Figure 6.13-3 – Terrace at nos. 275-281 Inkerman Street.**





**Figure 6.13–4 – Inkerman Street, north side, showing the Post Federation period dwellings and Victorian buildings in the middle distance.**

### 6.13.2 History

The Kearney Map of 1855 shows that Inkerman Street beyond Chapel Street was on the edge of the urban area of the metropolis, there being no buildings within the area under consideration. The first land sales occurred in October, 1857 when blocks of almost an acre were successfully auctioned at the Inkerman/Chapel Streets corner. The land was advertised in glowing terms and on the basis that it was soon to be the centre of St. Kilda<sup>227</sup>. Inkerman Street was one of the first named streets, but by the end of 1857 it had been joined by Little Inkerman Street (Evelyn Street) and Little Alma Street (King Street). Queen Street was soon formed out of the allotment situated on the northeast corner of Chapel and Inkerman Streets and in the same year, the next block east was for sale.<sup>228</sup>

Although the Windsor to North Brighton railway extension was opened in December, 1859 with a railway station at Balaclava on Carlisle Street, development followed slowly. By 1860 there were six properties east of Chapel Street on the north side of Inkerman Street, including Mrs Heath's Ladies School, the "National School" and a Mr. Holland, who was a wine and spirit merchant. However there were only two houses east of Chapel Street on the south side, with vacant land between them. Queen, King, and Evelyn Streets were yet to be listed in the Sands and McDougall Directory of 1860, presumably having no settlement. Commander Cox's Plan of 1866 shows that houses had been built in Queen, Evelyn and Camden Streets whilst Inkerman Street remained comparatively vacant.

By 1873 J.E.S. Vardy's survey plan showed that the number of houses in Inkerman was gradually increasing but the site of the present terraces at nos. 251 and 255-269 was vacant and occupied in 1879 by Brunning's Nursery<sup>229</sup>. None of the surviving early houses in this area had been built at the time Vardy's plans were prepared.

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<sup>227</sup> Cooper, p. 112.

<sup>228</sup> Plan of Building Allotments at St. Kilda, SLV Vale Book 4A, p.146, dated 1857.

<sup>229</sup> MMBW plan, 1879.

A new era in the consolidation of development in the Area occurred following the opening of the Prahran cable tramway along Chapel Street on 26th. October, 1888. By 1890 the north side of Inkerman Street was occupied by 6 houses between Chapel and Evelyn Streets. It is thought that the majority of these survive. The south side by this time had become a focus for commerce and included two groceries, a centre for “professional dancing”, two butchers, a fruiterer, a baker and a dairy. The terraced shops in which these businesses were situated are extant, having been built in 1889<sup>230</sup>.

By 1911 the final phase in the initial development of the Area was well underway, there being 11 dwellings on the north side of Inkerman Street between Chapel Street and Evelyn Street, with four vacant lots immediately after Evelyn Street. The south side had twenty-four dwellings/shops between Chapel and Nelson Streets. Although there was a dress maker and a music teacher on the north side, commerce still predominated on the south side, with eleven businesses, mostly towards the railway line.

The Chapel Street cable tramway service was closed on 28th August, 1926 and replaced by the present electric service on 19th. December of that year.

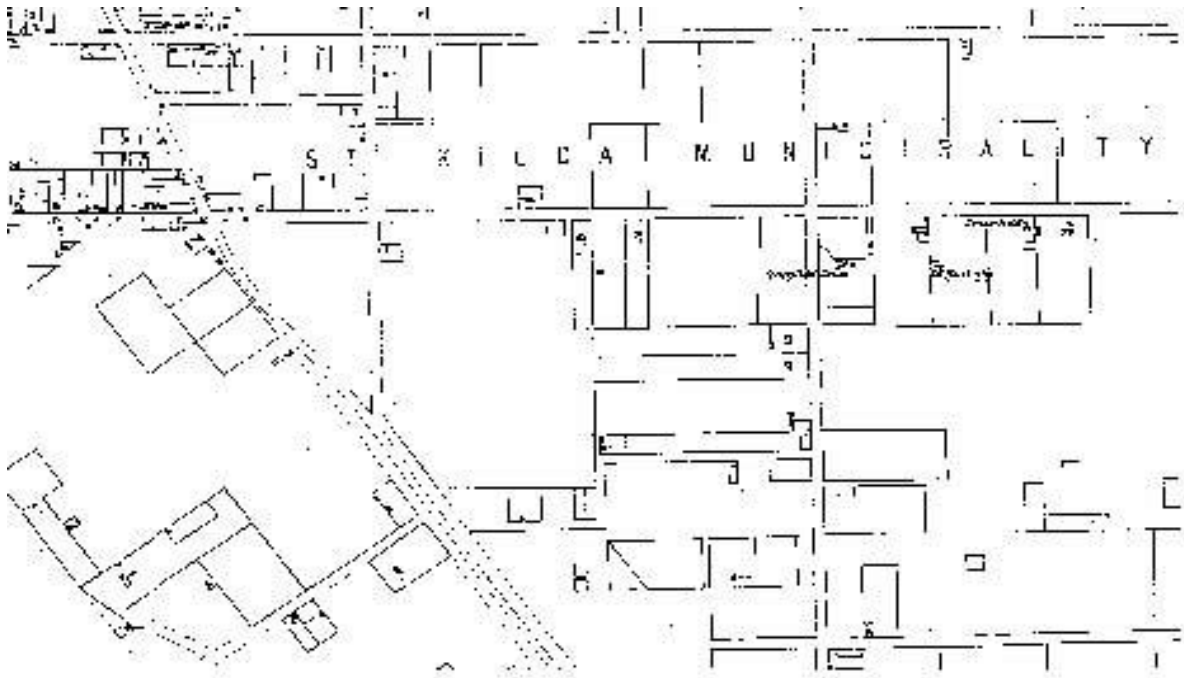


Figure 6.13-5 – Extract from Kearney’s map of 1855.

Source: SLV

<sup>230</sup> Sands and McDougall directories. Rate book information to be added to this draft.



**Figure 6.13-6 – Extract from commander Cox’s map of 1866.**

Source: SLV.



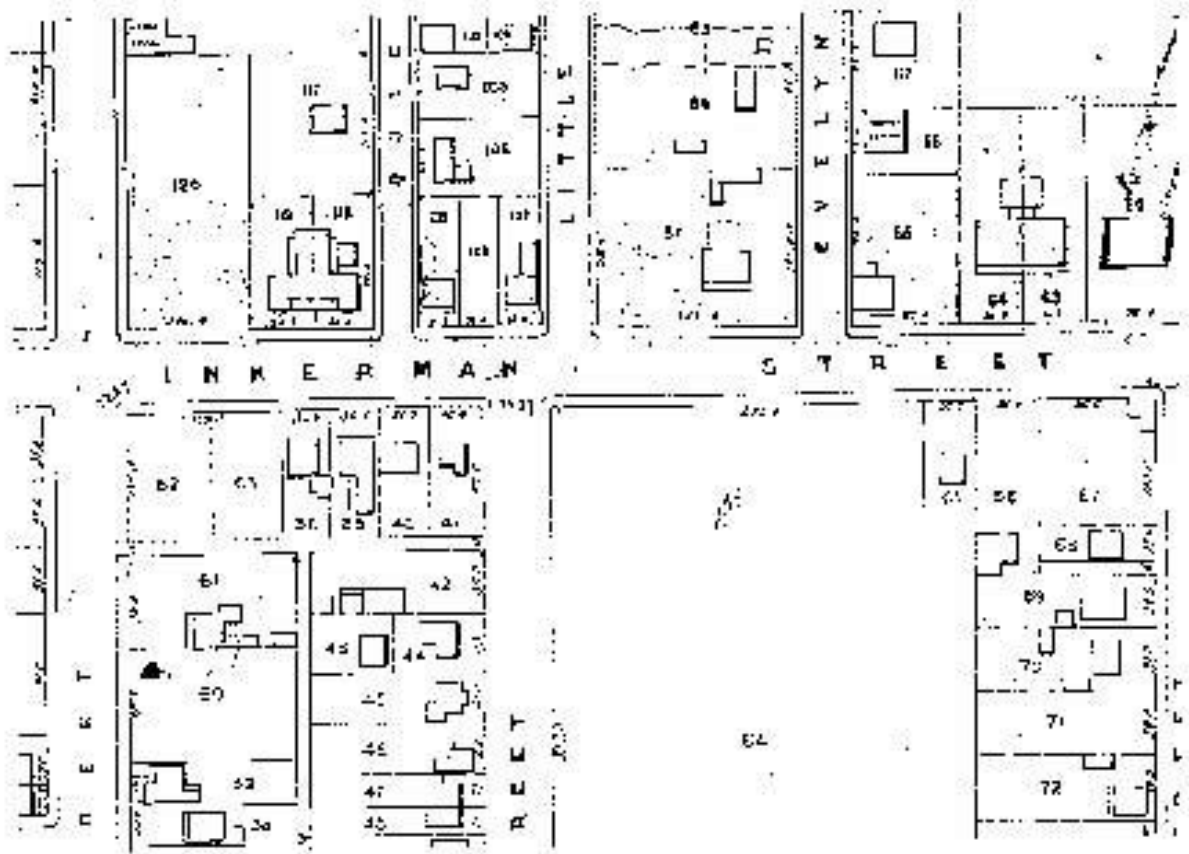


Figure 6.13-7 – Extract from J.E.S. Vardy's survey plan of 1873.

### 6.13.3 Thematic Context

- Building settlements, towns and cities:
- Planning urban settlement
- Making suburbs

### 6.13.4 Statement of Significance

Settlement of the Inkerman Street (East) Area commenced in 1857, attaining its present form following the opening of the Prahran cable tramway along Chapel Street in 1888. This Area is limited to Inkerman Street between Chapel Street in the west and places associated with Evelyn and Linton Streets in the east. It is historically and aesthetically significant.

It is historically significant (Criterion A) for its capacity to demonstrate the impact of the late Victorian Land Boom in the suburbs of the Metropolis served by the cable tramway network. The villas and terraced developments constitute a striking testimony to the impetus for development provided by the cable tramways and the momentum of the Land Boom. This significance is enhanced by the mix of residential and commercial development of the Victorian and Post Federation periods which demonstrates the patterns of settlement characteristic of a society dependent on public transport systems for medium distance journeys and walking for other trips including daily shopping trips.

It is aesthetically important (Criterion E) principally for the dominant terraced developments of the Land Boom era which whilst being representative of their time in many respects are also exceptionally large for their locality. This dominance imparts identity to Inkerman Street which has been largely rebuilt in the Post War period. The Post Federation period houses have aesthetic value to the extent that they demonstrate different housing forms characteristic of the succeeding period of development, their importance lying in the ability to compare one with the other.

### 6.13.5 Recommendations

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

### 6.13.6 Assessment

Andrew Ward, August, 2000

## 6.14 Carlisle Street (East) - HO316

Existing Designations:	
Heritage Council Register:	nil
National Estate Register:	nil
National Trust Register:	nil

### 6.14.1 Description

This Area is situated at the east end of Carlisle Street at Hotham Street and encompasses Hawsleigh Avenue. Whilst there is representation from the nineteenth century and Post Federation periods, the Area is dominated by Inter-War structures, most notably the St. Colman's Catholic Church complex and the walk-up apartments of Carlisle Street and Hawsleigh Avenue. Both the church and church hall are dominant Italian Romanesque Revival structures in red brick and unpainted cement highly representative of the church's best work of the day. Their gable roofed facades are balanced by pavilions intended to support towers, only one of which has been built, its distinguishing cupola being a local landmark. Both buildings are connected by a high brick wall of the Inter-War period that conceals more recent buildings behind. There are several dominant two storeyed Inter War apartment developments formed around courtyards. They have low front fences and spacious garden settings. "Hawsleigh Court" is in the Mediterranean Style with Tuscan columns to two storeyed loggias facing Hawsleigh Avenue. They are located at the end of wings enclosing a central courtyard. Comparable developments include "Triona Court", "Hillsden Court" and "Merri Court" whilst others of the period that contribute to its importance are "Waikato" and "Charters Towers". "Astolat" is a remarkable English Cottage style Inter War apartment complex prominently situated at the Hawsleigh Avenue corner. Its picturesque gabled roofs, tall chimney stacks, half timbering, shingles, porches and ironmongery represent best practice of their time, the extensive use of rustic clinker bricks establishing links with other contemporary buildings, including "Charters Towers" and the Kolliel Beth Hatalmud Yehuda Fishman Institute opposite as well as a number of other buildings further afield. There is stylistic diversity here, Georgian fanlights, lancet archways, drip moulds, cast cement lamp posts, Tuscan columns, picturesque roof lines and the heavy handed Romanesque forms of the Catholic Church being typical of elements imparting aesthetic value.

The buildings of earlier periods have a subordinate but nevertheless important role. The presence of large nineteenth century villa residences is demonstrated by "Oakview", recently named presumably after the large oak tree in the expansive front garden, and the "Meryula Guesthouse, defaced at the time of its conversion into a guesthouse but being readily recognizable as a substantial modified Victorian villa. The east side of Hawsleigh Avenue is dominated by Post Federation duplex dwellings with characteristic highly decorated gable ends, fretted verandah ornamentation, casement windows with lead lit upper lights and red brick walls with rough cast banding.

Whilst the Inter-War period buildings have survived with a remarkable degree of completeness, changes to the Post Federation period houses include overpainting, the removal of front fences and the replacement of some verandah posts. There are also instances where the formerly pretty cottage front gardens have been paved to accommodate off street parking and one example of a carport built in the diminutive frontage setback.





**Figure 6.14-1 – Carlisle Street, looking east from the St. Colman's Catholic Church and demonstrating their importance in the streetscape.**



**Figure 6.14-2 – “Meryula Guesthouse”, formerly “Meryula”, demonstrating the impact of the 7/Eleven store and car park alongside. “Astolat”, 1934.**



**Figure 6.14-3 – “Astolat”, 1934**



**Figure 6.14-4 – The north side of Carlisle Street, looking east from the Kollel Beth Hatalmud Yehuda Fishman Institute which is diagonally opposite “Astolat”.**





**Figure 6.14-5 – “Hawsleigh Court” apartments, showing the courtyard development form characteristic of the Inter war years.**



**Figure 6.14-6 – The east side of Hawsleigh Avenue. Notice the cars parked in the frontage setbacks.**

### 6.14.2 History:

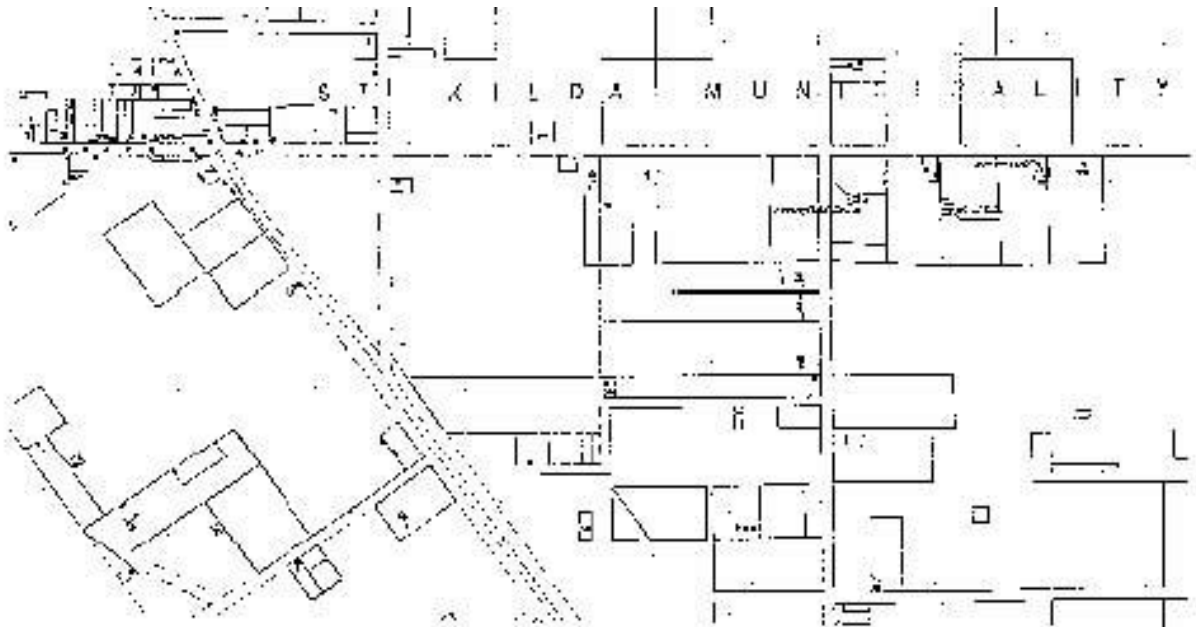
Carlisle Street was one of the first named streets in St. Kilda, having been officially proclaimed in July 1857. Before this time the western section was known as Beach Road, and the eastern section Balaclava Road. The Area was vacant, Kearney’s map of 1855 showing some fence lines and “Springfield House”, the only residence close by, facing west across Hotham Street. By 1860 only



Andrew Murray's house stood on the north side of Carlisle Street east of the railway line. However there were six residences on the south side east of the railway line, with a further two east of Bull Street<sup>231</sup>. J.E.S. Vardy's map of 1873 shows that there were three villas on the south side of Carlisle Street, since demolished, and three on the north side, present no. 366 surviving as the only remnant of this formative period in the settlement of the Area.

By 1890 there were six properties on the north side of Carlisle Street, one of them being Walter William's "Meryula", surviving today as the "Meryula Guesthouse". There was another five between Julia Avenue (now Carlisle Avenue) and Hotham Street.

The Prahran and Malvern Tramways Trust, opened its Hawthorn Road to The St. Kilda Esplanade electric tramway in April 1913<sup>232</sup>, conveying the residents of the burgeoning south-eastern suburbs to the waterfront. It paved the way to the redevelopment and closer settlement of the land through which it passed leading to the subdivision of the larger holdings into Carlisle and Hawsleigh Avenues with their attendant Post Federation period duplexes and Inter War apartments and bungalows. The Catholic Church erected its church and hall at St. Colman's in 1929 and 1939 respectively, architect Leslie J. Reed's design for "Astolat" being prepared in 1934.



**Figure 6.14-7 – Extract from Kearney's map of 1855**

Source: SLV

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<sup>231</sup> Sands and McDougall directory, 1860.

<sup>232</sup> George, B., Storey, D., Birch, J., et. al., *Time-line History of Melbourne's Government Cable and Electric Trams and Buses*, (Melbourne, Association of Railway Enthusiasts), 1997.

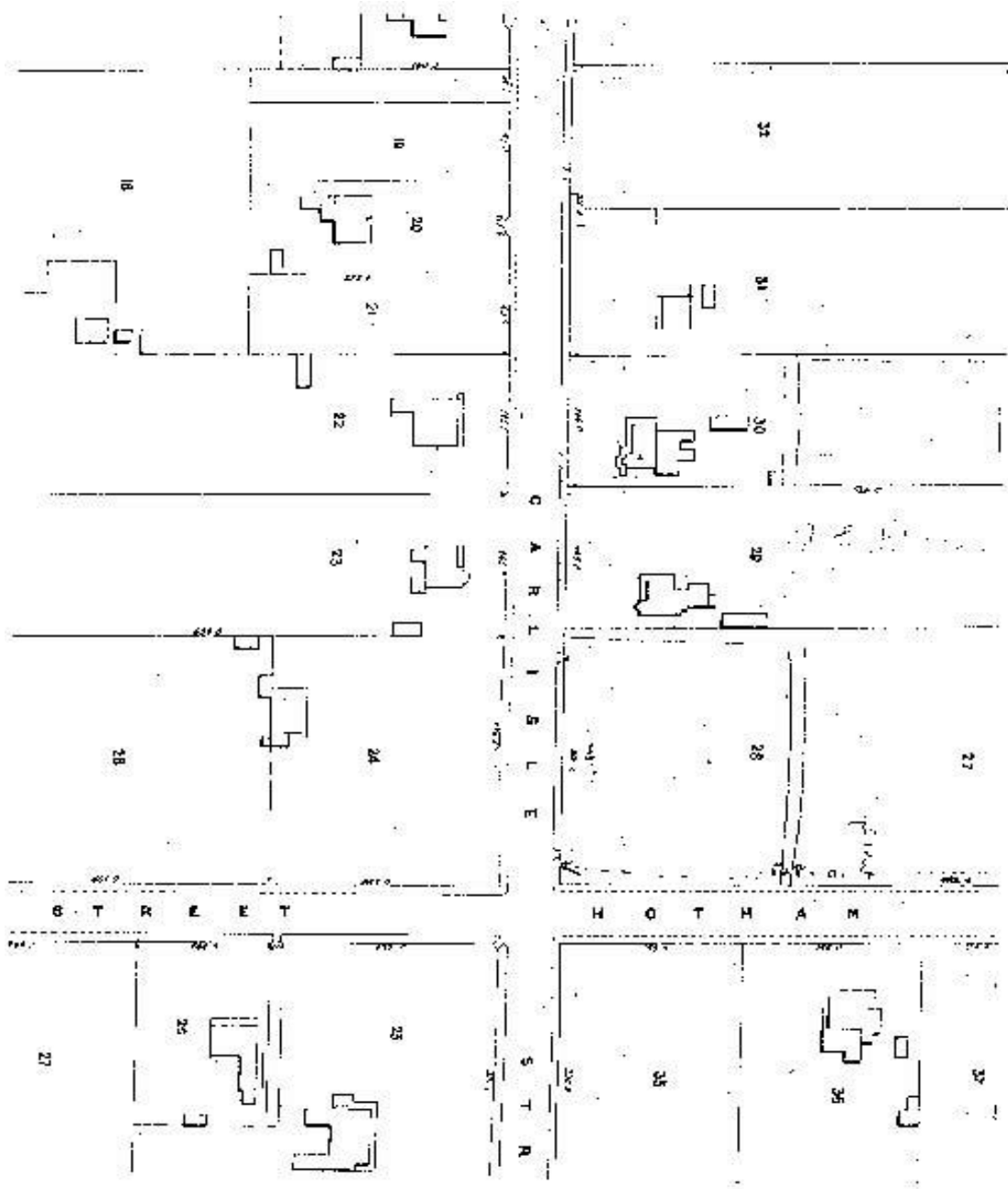


Figure 6.14–8 – Extract from J.E.S. Vardy’s survey plan of 1873.

### 6.14.3 Thematic Context

- Building settlements, towns and cities:
- Planning urban settlement
- Making suburbs Developing cultural institutions and ways of life
- Developing cultural institutions and ways of life

### 6.14.4 Statement of Significance

The Carlisle Street (east) Area was established during the late 1850s and consolidated during the late nineteenth century Land Boom. Closer subdivision followed Federation and the opening of the Prahran and Malvern Tramways Trust electric tramway service along Carlisle Street in 1913, leading

to the erection of several apartment developments and the St. Colman's Catholic Church complex during the Inter-War period. The Area is historically and aesthetically significant.

It is historically significant (Criterion A) for its capacity to demonstrate the periods of growth characteristic of the Carlisle Street corridor and including the mid Victorian period, the late Victorian Land Boom, the Post Federation recovery and the Inter War years during which flats were regarded as smart and progressive accommodation causing the City of St. Kilda in one year during the 1930s to attract one third of all metropolitan flat development<sup>233</sup>.

It is aesthetically important (Criterion E) for the manner in which the Inter War period apartments and institutional buildings dominate the area, their high standards of design imparting a strong sense of identity and stylistic diversity. Important contributory elements include the St. Colman's Italian Romanesque Revival Church complex, the courtyard apartments in the Mediterranean and related styles, English cottage style apartments and other buildings along with the garden residential environment.

### 6.14.5 Recommendations

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

### 6.14.6 Assessment

Andrew Ward, August, 2000

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<sup>233</sup> Port Phillip Heritage Review, p.33.