


Heritage Precinct Name	Altona and Laverton Foreshore Heritage Precinct	
Address	Altona Road, Esplanade, Point Cook Road, Queen Street, Racecourse Road, Altona and Laverton	
Heritage Overlay No.	Not applicable	
Related Precinct(s)	Not applicable	
Significance		
Local		
Style & Type		
Heritage precinct and cultural landscape		
Significant Dates		
c.1850-1960		
Designer		
Not applicable		
Builder	Not applicable	
Not applicable		
Statement of Significance		
<p>What is Significant?</p> <p>The Altona and Laverton foreshore heritage precinct comprising Altona Road, Esplanade, Point Cook Road, Queen Street, Racecourse Road, Altona and Laverton</p> <p>How is it Significant?</p> <p>The Altona and Laverton foreshore heritage precinct is of local historic, social and aesthetic significance to the communities of Altona and Laverton.</p> <p>Why is it Significant?</p> <p>Historically, it is significant for its strong associations with the post-contact development of this area over a long period from first contact until the present day. It illustrates key themes in the development of the Altona and Laverton districts. (AHC criteria A4 and D2)</p> <p>Socially, it is significant for its strong associations with local communities as the focus of community groups who sought improvement and a higher value for the foreshore and major landscape elements, and as places of recreation over a long period. (AHC criterion G1)</p> <p>Aesthetically, it is significant as a notable cultural landscape, which is an integral part of the identity of the Altona and Laverton area. (AHC criterion E1)</p> <p><i>Please note that some heritage places within this precinct may also have an individual citation in this Study.</i></p>		

History

Historical background

The area now covered by the City of Hobsons Bay is at the eastern edge of a basalt plain that stretches across most of Western Victoria to the Yarra River and Port Phillip. It was formed millions of years ago by a series of lava flows from volcanoes, which covered the plain. While the Bay and the Yarra River form the southern and eastern limits to the Study Area, in the north the Stony Creek divides Hobsons Bay from its neighbours. Skeleton Creek forms a partial boundary in the west. Kororoit Creek bisects the (City) from north to south and Laverton and Cherrys Creek drain from the north into what were once seasonal swamps (now Truganina Swamp and Cherry Lake). Early European visitors found stony ground, with good grassland to the west, mud flats along the coast at what is now Williamstown, and a 'she-oak forest' skirting the coastline.

From the very earliest times, Europeans began to alter this environment. Basalt was quarried in many parts of the study area. The 'she oaks' were soon cut down for firewood, particularly for the use of ferries and steamers on Hobsons Bay and the Yarra. From the 1850s land was reclaimed at various points from the sea and the mudflats along the river.

Human activities, especially the development of heavy industry both within the (City) and further north, brought rapid degradation of the waterways, especially Stony Creek and Kororoit Creek. Nineteenth century workplaces, especially noxious trades, were located near water so they could run their wastes into the creeks. Human waste and chemical residue from agricultural fertilisers found their way into the water table. As late as the 1980s, Kororoit Creek was labelled Melbourne's 'most polluted creek'. Growing awareness of the importance of maintaining creeks and coastal areas in recent decades has led to attempts to reverse the century-old cycle of despoliation. Stony Creek Backwash, for so long labelled a swamp, is being turned into a park. The rare white mangroves here had completely died out, but have been replaced by others transplanted from Westernport. It is now seen as an important bird habitat, as are Cherry Lake, Kororoit Creek, Truganina Swamp, Cheetham Lakes, Laverton Creek and Skeleton Creek, Williamstown Wetlands (also known as Jawbone Flora & Fauna Reserve) and the intertidal mudflats along the coast at Altona and Seaholme. Former quarry land at Newport has been turned into Newport Lakes Park and even the site of the former Newport Power Station is now recreational land.

It is fortunate that, as European industrial and residential activity spread across the study area over the nineteenth and twentieth centuries, some of the important natural landscapes were preserved. Military and recreation reserves at Point Gellibrand, the Truganina Explosives Reserve, Williamstown Racecourse Reserve, the Merrett Rifle Range, Cheetham Salt Works and the unsuitability of swampland for development saved them. By the time that many of these activities ceased, there was general community recognition of the importance of preserving special landscapes.

Moreover, the recognition in the 1950s that a buffer zone was needed between industry and residential areas at Altona has meant that, even as Hobsons Bay has grown into a city of 74,000 residents, there are still open landscapes reminiscent of its role as a pastoral and farming community.

Early recreational facilities in nineteenth century Victoria often focussed on the reservation of suitable spaces where sporting and passive recreational pursuits could be enjoyed. ... to a certain extent recreational facilities were directed by the close presence of wealthy pastoralists, such as the Chirnsides with their interest in horse breeding, racing and coursing and by Hobsons Bay, a perfect site for establishing yachting and boating facilities.

Appreciation of the sea for bathing, promenading, etc, came later towards the end of the nineteenth century. When sea bathing and related activities became more popular in the early twentieth century, picnic parties were not only drawn towards Williamstown, but also to Altona which became a popular bay side camping place.

As communities grew in all parts of the study area, they formed their own sporting clubs or teams, often under the aegis of a church. The range of recreational facilities within the shire now, reflects an explosion in recreational possibilities in Victoria in the post Second World War era.

... many large areas of the municipality had been set aside for government or public purposes (but not recreational), throughout the area's history. The earliest of these was Point Gellibrand, where land for government purposes was reserved in 1839. In the mid-1990s Melbourne Parks and

Waterways, together with the City of Hobsons Bay, proposed connecting many of these public lands into a 'Williamstown-Altona Coastal Parklands', incorporating all Crown and Council owned land on the coast between Laverton Creek and Point Gellibrand. This includes Point Gellibrand, the foreshore areas of Seaholme, Williamstown and Altona, Altona Sewerage Treatment Plant, Truganina Swamp, Truganina Explosives Reserve, Altona Tip, Cherry Lake and the Altona Coastal Park.

In the early twentieth century Altona foreshore attracted its share of summer campers and, by 1912 there were enough of them for Wyndham Council to erect public latrines here. The Altona Progress Association was formed in 1917 and set about making improvements to the foreshore. In 1919 a band rotunda was built on the Esplanade (this was moved off the road and onto the beach in 1927) and work was done during winter to remove seaweed and rubbish. By then, a number of dwellings at Altona were being used as holiday houses, rather than permanent homes. In the 1920s private businesses to cater for campers and visitors began to develop, such as Davey's ABC Cafe on the corner of Pier Street and the Esplanade, from which one could hire boats, as well as use small changing sheds. A number of sporting clubs, including the Altona Life Saving Club, joined to organise an annual beach front carnival at Altona in the 1920s. The Altona Life Saving Club was formed in 1926, though it later went into decline. It was reformed in 1951. The clubhouse and training centre were built in 1957 these were demolished in 2006 and new clubrooms constructed on Weaver Reserve.¹

Specific history

Refer to individual place histories included in this Study.

Description

This foreshore strip takes in land which has seen little change compared to other parts of the City. The same may be said for parts of the Point Gellibrand reserve in Williamstown and the Point Cook homestead complex which connect to this precinct physically and historically. The places cited make up some of the more historic sites in the City. This status has arisen from Crown land reservation of the foreshore and connected sites plus civic and community action to maintain the amenity of a perceived asset. However the private land adjoining these sites is under great pressure for maximum change. Management connected with the proposed precinct is thus relevant to the places cited and development of adjoining property which may affect the relatively undisturbed nature of the identified sites. The elements which make up the precinct include:

- Altona pier, Esplanade, Altona c.1888.
- The Pines scout camp, entrance gates, archway, trees, Altona Road, Altona.
- Maritime pine, Apex Park reserve end Esplanade Altona.
- Apex Park reserve Esplanade, Altona 1963-71.
- Cherry swamp, later Cherry lake, off Millers Road, Altona.
- Laverton homestead & garden 128 Queen Street, Altona 1855c- c1909.
- Truganina Explosives Magazine & Reserve, trees, 276 Queen Street Altona 1897-1906.
- Site of Truganina Explosives Reserve Tramline, Queen Street, Laverton 1900-01.
- Site of Williamstown Racecourse, Racecourse Road, Altona c.1867-1947 (Melway 55B9).
- Stone pitched paving Racecourse Road, Altona 1870s (Melway 55B8).
- Ford over Kororoit Creek Racecourse Road, Altona c.1850s? (Melway 58B8).
- Cheetham Salt Works sites, Point Cook Road, Laverton.

Integrity

Moderate to Low.

¹ Barnard (1999)

Context

An open coastal landscape strip with associated historical fabric from a number of eras, bound by suburban and industrial development on the north.

Comparative Analysis

No similar coastal strip exists in the Metropolitan area, others having been largely covered with housing development to the east and south of Melbourne.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs.

Associations

Altona Progress Association. Various others – refer individual citations.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: No

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No

Conservation management objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*


Municipal Rate Books (RB)

Sands & McDougall *Victorian directories* (D)

The Australia ICOMOS Charter for Places of Cultural Significance (The *Burra Charter*)

Precinct Map to be developed and inserted as a future update to the Study

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Heritage Precinct Name	Cecil Street Heritage Precinct
Address	Cecil Street, Ann Street (part), Cole Street (part) Parker Street (part) and Thompson Street (part), Williamstown
Heritage Overlay No.	HO1
Related Precinct(s)	Government Survey Heritage Precinct
Significance	
Local	
Style & Type	
Heritage precinct	
Significant Dates	
1837-1940	
Designer	
Not applicable	
Builder	Not applicable
Not applicable	
Statement of Significance	
What is Significant? The Cecil Street Heritage Precinct, which comprises all land in HO1 and generally includes properties with a frontage or side boundary to Cecil Street, Williamstown.	
How is it Significant? The Cecil Street Heritage Precinct is of local historic, social and aesthetic significance to the City of Hobsons Bay.	
Why is it Significant? Historically, Cecil Street formed the southern boundary of Williamstown as originally surveyed by Hoddle in 1837 and is significant for its ability to illustrate important phases in its development from soon after the first land sales between 1837 and 1840 to its proclamation as a city in 1909. It assists in understanding and interpreting how streets in proximity to the port area traditionally included a mix of residential and commercial uses and is notable for its high proportion of very early residential and commercial development including a number of pre-1860 dwellings. (AHC criteria A4, D2 and G1) Aesthetically, Cecil Street is significant as an integral part of the broader Government Survey heritage precinct and includes characteristics that are typical of the broader precinct as well as those that are unique. Despite some intrusive and unrelated postwar development, the precinct retains intact groups of predominantly nineteenth and early twentieth century dwellings, with interspersed public, church and commercial buildings that are characteristic of this part of the broader Government Survey heritage precinct and an essential part of the historic character of early Williamstown.	

Key elements, which are typical of the Government Survey heritage precinct include:

- Unusual or rare building styles and types such as the basalt houses and the timber duplex houses with no dividing wall that are characteristic of this part of Williamstown but less common elsewhere in the metropolitan area.
- The unifying effect throughout the precinct of groups of predominantly Victorian and Edwardian era houses with common or similar characteristics of design, siting and scale that create cohesive and homogeneous streetscapes. Many are externally intact and others, although altered, still retain their distinctive form and siting and hence contribute to the precinct.
- The sections of the roadway in its basic early layout and the remnant mature exotic street planting that combines with exotic planting in private gardens to reinforce and enhance the period expression of the precinct.

The distinctive elements of Cecil Street are:

- The contrast of the modest residential buildings with:
 - The grand civic and public buildings on key sites throughout the precinct.
 - The traditionally styled (two-storey, stuccoed and parapeted) early hotels located on corner or mid block sites and constructed to the building line.
- The narrow street width, which creates a greater sense of enclosure than in the other main Government Survey streets.

On this basis, the following properties and other elements contribute to the significance of the precinct:

- Cecil Street (even) 12-14, 20, 22, 26-30, 34, 46-50, 56-58, 82, 86, 116, 120, 132-140, 146, 150-154, 156-160, 174, 180 and 182.
- Cecil Street (odd) 13, 23-47, 53, 55, 61-69, 85-89, 97, 103, 105-123, 127, 129, 133-45, 155, 173 and 185.
- Surviving sections of nineteenth century street layout and mature street trees.

Please note that some heritage places within this precinct may be listed as contributory to the Government Survey Heritage Precinct or have an individual citation in this Study.

History

Thematic history

Barnard (1999) notes that:

Gellibrand's Point was also the first choice of William Lonsdale for a settlement at Port Phillip when he arrived to take charge of the district in 1836. But, despite the deep water available here for the mooring of ships, the lack of fresh water supplies led him to settle on Melbourne, where 'the greatest number of people reside'. Nevertheless, when Governor Bourke visited Port Phillip the next year he decided that:

the shore of the bay near Point Gellibrand must undoubtedly be occupied, though from want of water it may not become the site of a large town. I thought therefore it would be advantageous to mark out some allotments which might be offered for sale immediately. Went on shore with Surveyor Hoddle and marked the direction of the principal lines for Quays and Buildings. Directed him to have the whole peninsula surveyed immediately, and pointed out the parts which I wished to be reserved for Government purposes. A battery will be required for the protection of the Bay and a Beacon or Tower should be erected on the point to render it more easily distinguishable by vessels approaching from without.

Six days later Bourke named Hobsons Bay and the two towns, Williams Town and Melbourne. Hoddle soon surveyed Williamstown, marking out Nelson Place and four blocks of allotments between the reserve at Point Gellibrand, Ann Street, Thomson Street and the streets that are now Cole and Parker (but were not marked or named at the time). The first land sales here took place on the same day as the first for Melbourne. Lots 2 to 9 in Nelson Place were sold at that first sale. These were located between Cole and Thompson Streets. At the second sale, in 1838, the blocks between Thompson and Cole Streets were sold.

Later, in 1855, the official town boundaries of Williamstown were formally extended by the Governor, and a map dated 1860 shows a street grid reaching up to Ferguson Street in the north and back to Hanmer and Electra Streets in the southwest and west. Cox's 1864 map of Hobsons Bay, however, shows the grid of streets extending to the southwest of the railway line towards the cricket ground and back beach and northward, past Ferguson Street into North Williamstown. There were scattered houses and clearly rural blocks amongst this grid, which was enclosed by the railway lines to Melbourne and Geelong. Already at this time, however, the distinctive pear shaped reserve, which included the Williamstown Cemetery, was laid out. William Kelly, who had been so disparaging about Williamstown in 1853 found that the same place in 1857 was:

really an important place, intersected with wide, regular streets, curbed, channelled, and macadamised, with regular trottoirs, fine stone and brick buildings, private houses, excellent hotels, fine shops, most spacious and well-assorted general stores, branch banks, churches of all denominations, a railway connecting it with Geelong, and another on the eve of completion, that will extend into the heart of the gold-fields, and link it by a fork to the metropolis. The Williamstown terminus will be connected with a fine pier running into water sufficiently deep for the largest clipper ships to discharge alongside, and will soon be able to boast a patent slip, on which any vessel afloat - except, perhaps, the Great Eastern - can be run up and repaired. In 1853 it was too insignificant a spot to have its inhabitants numbered, but in 1857 it was found to contain a resident population of 3536 souls, besides an enormous floating population, always ebbing and flowing.

Specific history

Cecil Street formed the southern boundary of the first Government Survey of Williamstown completed by Robert Hoddle in 1837, and allotments along the north side between Pasco Street (then known as Eden Street) and Ann Street were among those sold at the third Williamstown land sales held on 10 September 1840. In 1841 the section of the Street to the north-west of what is now Parker Street was named Elliot Street, while the section to the east of Cole Street was originally known as Rodney Street.

Like other streets within the Government Survey precinct, the development of Cecil Street was strongly influenced by the development of the port and, to a more limited extent, the development of the railway. The *City of Williamstown Conservation Study* (1993) noted that:

Many other substantial and handsome buildings also have maritime connections in the sense that Williamstown's increasing prosperity, so largely maritime in origin, allowed for their erection.¹

For example, the first Stags Head Hotel was constructed of wood at the corner of Ann Street in 1866 and replaced by a new brick building in 1887, while the George Hotel of 1866 was replaced by a new brick building in 1888. Also, the Crown Hotel constructed for William Pearson in 1874 at the corner of Pasco Street replaced an earlier structure on an adjacent site dating from the 1850s. Mr. Pearson (a Councillor of Williamstown between 1873-86 including a term as Mayor in 1877-78) also built a new two storey brick residence for himself next door to the hotel in 1875; Both buildings were designed by prolific architect, Michael Egan, who also designed many of the shops in Nelson Place during the same period.

Cecil Street was also the home of many of Williamstown's first places of worship that were similarly upgraded as the fortunes of the city rose. St Mary's Church complex was constructed in stages in what had been part of the Market Reserve between 1858 and 1925, while St Andrews Presbyterian Church was constructed in 1871 to replace the previous church constructed in 1860. At the western end of the street, a Baptist Church was erected c.1883. Other public buildings, which demonstrate the civic development of Williamstown during the late nineteenth century, include the Williamstown Primary School of 1878 and 1906, and the Fire Brigade Station at the western end erected c.1894.

The early residential development of the street is demonstrated by the houses at Nos. 25 (pre-1857), 55 (c.1853), 121 (c.1860) and 123 (c.1866). The proximity to the port as well as the railway workshops (which were established in 1858 at the western end of the Street on the foreshore reserve) meant that many early owners or occupiers of dwellings along Cecil Street were associated with these industries.

The c.1894 Melbourne & Metropolitan Board of Works Record Plan demonstrates that the street was

¹ Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study* p.5

almost fully developed by this time with only few vacant allotments along its length.

Description

Cecil Street is part of the Government Survey heritage precinct and generally comprises all the properties with a frontage or side boundary to Cecil Street between Ferguson and Kanowna Streets.

The Government Survey heritage precinct was laid out in a series of intersecting grids between 1837 and 1855 and Cecil Street was one of the three original streets surveyed by Hoddle in 1837 that were orientated to generally follow the line of the coast to the north: Between Ferguson and Parker Streets it runs almost north-south, before changing direction to run almost east-west between Cole and Kanowna Streets.

Cecil Street is 20 metres wide which is 10 metres narrower than the other major streets south of Ferguson Street such as Electra, Pasco and Parker Streets. The relative narrowness provides a greater sense of enclosure, which is enhanced by mature street trees in certain sections.

Primarily, it is a residential street with interspersed commercial and public buildings, such as Stags Head Hotel and the former George Hotel, and St. Andrews Presbyterian Church. St. Mary's Roman Catholic Church complex, and Williamstown State School form part of a distinctive sub-precinct of public buildings at the point where the street changes direction between Parker and Cole Streets.

The northern end of Cecil Street is closed off by a view to the Rose of Australia Hotel in Ferguson Street with the spire of the Stevedore Street Uniting Church rising above it. The intersections with Pasco, Parker and Cole Streets afford glimpses to the boat yards and Commonwealth Reserve on Nelson Place and to Hobson's Bay beyond. There are views within the Street to key landmarks such as St Andrew's, and St Mary's Catholic Church complex.

The integrity of Cecil Street has been diminished by inappropriate and unrelated postwar development that disrupts the historic expression of the street as whole. However, there are still remarkably intact sections that possess a distinctive nineteenth century streetscape character, which derives from:

- Visually prominent commercial, civic and public buildings, which include:
 - The traditionally sited (corner, and built to building line) and styled hotels such as the Stag's Head, the former George, and the former Crown.
 - The civic and public buildings including St Mary's Church and Manse, St Andrew's Church, and Williamstown Primary School 1878 building, all constructed of basalt in Gothic Revival style.
- The cohesive and homogeneous streetscapes created by the mid to late nineteenth and early twentieth century residential buildings, which share the following common characteristics:
 - simple single or double fronted forms of single storey scale. A notable exception is the two-storey terrace house with an original fence at No. 160, which is a rare example of this type in Williamstown.
 - predominantly detached siting parallel to the frontage with similar front and side setbacks.
 - horizontal weatherboard wall cladding.
 - pitched roof forms.
 - verandahed forms.
 - punched fenestration occupying less than 50% of the wall surface.

The predominant building style is Victorian, but there are notable individual Edwardian and interwar examples that are related in terms of their materials, scale, roof forms and siting. The house at 120 Cecil Street is a fine example of an asymmetrical Queen Anne villa with ornate detailing to the verandah, gable ends and windows. Few front fences are original, but most are low and many are in a related reproduction period style such as timber pickets.

- The early roadway layout in the section between Parker and Pasco Streets that comprises:
 - the remnant mature exotic street planting comprising Elm or Plane trees originally on both sides of the road in the gravelled road verge.
 - a strip of stone bordered, originally macadamised and now asphalt roadway in the centre of the road reserve

- basalt kerb and channel.
- asphalt paved footpaths.

Since the 1993 City of Williamstown Conservation Study was completed the four storey walk-up flats originally built by the Housing Commission near the corner of Cecil and Cole Streets have been redeveloped, and although more sympathetic in scale, they are still an intrusive element. Other non-contributory elements include postwar houses that are often unrelated in terms of their scale, materials and siting. The residential character and physical cohesion at the eastern end generally between Windsor Terrace and Kanowna Street is also eroded by industrial uses on the northern side and a vacant corner allotment on the southern side.

Integrity

Since this precinct was originally identified in the *City of Williamstown Conservation Study* (1993), a number of contributory places have either been demolished, or significantly altered. Consequently, the integrity of the street has been diminished to the extent that only selected groups of contributory places as well as places of individual significance are considered to meet the threshold for inclusion in the planning scheme. The groups are generally in the following locations:

- Between Pasco Street and Cole Street.
- Between Thompson Street and Kanowna Street.
- At the northern end near Ferguson Street.

Context

Cecil Street is an integral part of the Government Survey precinct.

Comparative Analysis

Typical of streets within the northern half of the Government Survey precinct, Cecil Street is distinguished by its narrower width, which provides a greater sense of enclosure, as well as the large public and commercial buildings, and the number of pre-1860 houses.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Robert Hoddle. Refer also to individual citations.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives and conservation actions

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to:

- Prepare a management plan to guide the future conservation and replacement of the street trees and also to reinstate trees that have been removed. This is particularly important as many of the early trees are now at an advanced age and some are in poor condition.
- Conserve the surviving early street layout and construction (e.g. basalt [bluestone] kerbs and guttering, asphalt footpaths and crushed rock or gravel verges) and consider reconstructing the missing sections.
- Consider the under grounding of power lines or equivalent methods to minimise impacts upon the street trees as they reach full maturity.

References


- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Elsum, WH (1934) *The History of Williamstown*.
- Strahan, L (1998) *At the Edge of the Centre*.
- Williamstown City Library (1987) *Williamstown Historical Information Kit*
- MMBW c.1894 Record Plan No. 15 and 1905 Detail Plan Nos. 35, 37, 38, 40, 42 and 44
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*

HO1 - Cecil Street Heritage Precinct



Map prepared by GIS Service
19 April, 2006
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Heritage Precinct Name	Cox's Garden Heritage Precinct	
Address	Cox's Garden (part), Williamstown	
Heritage Overlay No.	HO2	
Related Precinct(s)	Private Survey Heritage Precinct	
Significance		
Local		
Style & Type		
Heritage precinct		
Significant Dates		
c.1850-1900		
Designer		
Not applicable		
Builder	Not applicable	
Not applicable		
Statement of Significance		
<p>What is Significant?</p> <p>The Cox's Garden Heritage Precinct, which comprises all land in HO2 and generally includes properties with a frontage to Cox's Garden, Williamstown.</p> <p>How is it Significant?</p> <p>The Cox's Garden Heritage Precinct is of local historic, social and aesthetic significance to the City of Hobson's Bay.</p> <p>Why is it Significant?</p> <p>Historically, Cox's Garden is significant for its ability to illustrate the early private subdivision and development in Williamstown during the mid to late nineteenth century. It was one of the first private subdivisions created in the area to the north of the boundary of the original government subdivision of Williamstown and illustrates the optimistic early speculative subdivision that occurred in anticipation of the future development of the port and the township. It contains at least two rare examples of small pre-1860 timber houses, which are amongst the oldest group of houses in Williamstown and the oldest group of timber houses in the metropolitan area. It is also important for the historical associations of early residents of Cox's Garden with the early maritime pursuits, which distinguish Williamstown in the metropolitan area. (AHC criteria A4, B2 and D2)</p> <p>Socially, Cox's Garden is significant for its ability to illustrate the modest, cheaply constructed and often-prefabricated housing erected in Williamstown for working class people during the earliest period of settlement. (AHC criterion G1)</p> <p>Aesthetically, Cox's Garden is significant as a rare surviving example of the small private subdivisions that were created in the area to the north of Ferguson Street with their distinctive "cheek by jowl" character of modest cottages on small allotments. The historic character of this precinct, so different to the spacious streets in the Government Town to the south of Ferguson Street, may still be</p>		

understood and interpreted despite the loss of all but one house on the west side and the public car park development. Few other streets, either in Williamstown or the metropolitan area, have retained this distinctive early character. (AHC criteria B2 and E1)

On this basis, the following places contribute to the significance of the precinct:

- Cox's Garden 4, 10, 11, 12 and 14.

Please note that 11 and 12 Cox's Garden also have an individual citation in this Study.

History

Thematic history

The *City of Williamstown Conservation Study* (1993) makes the following observation when describing the early residential development of the town:

.. private subdivision had already started to alter Williamstown's shape before 1855 with a faster response to new demands and opportunities. Most of the land north of Ferguson Street (the town's boundary) had been sold in large lots and from the early 1850s on, what was, in its layout, virtually another town began to grow, up as far as Yarra Street. In contrast to the orderly and spacious layout of the "government" town, there emerged a network of narrow streets and lanes, which crossed a series of east/west streets paralleling Ferguson Street.

Specific history

The land immediately on the north side of Ferguson Street between what is now Melbourne Road and the Strand was contained in Section Nine of Crown Portion Two in the Parish of Cut Paw Paw. This large allotment, of approximately 80 acres, was sold in 1849 to William Highett & FD Wickham, who soon subdivided the land into smaller allotments.

Samuel George Cox, a Williamstown fisherman, purchased 13 acres comprising allotment 31 of the subdivision in 1849 and confirmed his purchase in 1854 (1). He used part of the land as a market garden, and between 1851 and 1853 he reputedly engaged builder, William Pearson, to construct seven two-roomed timber cottages on part of the land, creating the residential precinct that would become known as Cox's Garden.

The Victorian Government Gazette of 4 May 1855 gazetted Cox's Garden as a government road, which was then officially known as street number 15. In the Government Gazette of 26 April 1858 it was officially renamed as Cox's Garden.

The 1858-59 Williamstown rate books list about a dozen properties in Cox's Garden, which by this time were owned by a variety of people such as former Cape Otway light-house assistant keeper, George Morwick, who purchased No. 11 in 1854 for £30. A diver, David Randall, purchased No. 12 from Cox also in 1854.

The Commander Cox (no relation) plan of 1864 shows this group of cottages, while the c.1894 Melbourne & Metropolitan Board of Works Record Plan shows small cottages at Nos. 3, 9, 11, 13, 15, and 2-12 Cox's Garden.

Description

This precinct generally includes properties with frontage to Cox's Garden in Williamstown. Cox's Garden is a short and narrow residential street running north off Ferguson Street, which now ends somewhat unhappily at the car park constructed at the rear of the Congregational Church in Stevedore Street and the shops in Douglas Parade.

There are houses along the whole of the east side, while on the west side there is only one cottage at No. 11; the others on the west were demolished to make way for the car park to the north of the cottage and the small area of open space to the south. The early basalt guttering and asphalt paths have been replaced with unsympathetic concrete kerbing and coloured brick paving.

Although now highly compromised by the loss of dwellings along the west side, and the intrusive car park, Cox's Garden is now one of the few early, small scale private residential subdivisions to survive in Williamstown. The original close pattern of subdivision can still be seen in the surviving properties on the east, while the surviving early weatherboard cottages at No. 11 and No. 12 ('St Helliers') (q.v.) give some idea of the former appearance of the street as an area of tiny 'cheek by jowl' timber

workers cottages.

There are other altered Victorian era cottages at No. 4 and No. 10, which are related in terms of their siting, materials and form. Other housing on the east side of the street is unrelated in terms of its era, but generally share common characteristics of siting and form.

The bluestone rear elevation of the former Congregational Church in Stevedore Street (q.v.) provides some aesthetic contribution to an otherwise degraded historic precinct, as well as terminating the view along Cox's Garden from Ferguson Street.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs.

Associations

Samuel George Cox - refer also to specific citations for 11 and 12 Cox's Garden.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No (Note: 11 and 12 Cox's Garden are individually listed on the Register)

Register of the National Estate: No

National Trust Register: Recommended

Management objectives and conservation actions

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to:




- Reduce the impact of the car park by removing or screening the view and returning the street to a cul-de-sac.
- Encourage the reinstatement of houses on the west side of Cox's Garden. The design of new infill buildings should be recessive and visually related to the contributory houses and based on the historic precedent of the original lot size, single storey scale, weatherboard wall cladding and pitched roof housing.
- Consider the reconstruction of the original bluestone guttering and asphalt footpaths.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*
- Graeme Butler & Associates (2002) *Williamstown Conservation Study Review Part 1*
- Sands & McDougall Victorian directories (D)
- Cox, Commander (1864) 'Hobson's Bay & River Yarra' chart
- MMBW c.1894 Record Plan No. 14 and 1905 Detail Plan No. 53
- Ellum, WH (1934) *The History of Williamstown*
- Strahan, L (1994) *At the Edge of the Centre*
- *The Australia ICOMOS Charter for Places of Cultural Significance* (The Burra Charter)

HO2 - Cox's Garden Heritage Precinct



-  Individually listed in Heritage Study / Overlay
-  Contributory to the Heritage Precinct
-  Forms part of Cox's Garden Heritage Precinct, may include contributory infrastructure

Map prepared by GIS Service
19 April, 2006
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Heritage Precinct Name	Dover Road and John Street Heritage Precinct
Address	Dover Road (part) and John Street (part) Williamstown.
Heritage Overlay No.	HO3
Related Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Heritage precinct

Significant Dates

c.1850-1940

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Dover Road and John Street Heritage Precinct, which comprises all land in HO3 and generally includes properties with a frontage to John Street between The Strand and Douglas Parade and, the part of Dover Road immediately north and south of John Street, Williamstown.

How is it Significant?

The Dover Road and John Street Heritage Precinct is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its ability to illustrate the private residential subdivision that occurred in the area to the north of Ferguson Street during the mid to late nineteenth century. The former Oddfellows Hotel illustrates how commercial uses were situated throughout residential areas prior to changes to licensing laws and the advent of motorised transport. (AHC criteria A4 and D2)

Aesthetically, it is significant as a relatively intact example of a late nineteenth and early twentieth century residential area, which predominantly comprises detached weatherboard single storey cottages. The former Oddfellows Hotel is a rare surviving example of a single storey weatherboard hotel that illustrates its former commercial role by its construction on the corner street boundaries. (AHC criteria B2, E1 and F1)

On this basis, the following properties contribute to the significance of this precinct:

- Dover Road 33, 35, 36, 38, 42 and 44.

-
- John Street (odd) 3, 5, 7, 13-17 29-37 (even) 4-10, 16, 18 and 24-32 (inclusive).

Please note that some heritage places within this precinct may also have an individual citation in this Study.

History

Thematic history

The *City of Williamstown Conservation Study* (1993) makes the following observation when describing the early residential development of the town:

.. private subdivision had already started to alter Williamstown's shape before 1855 with a faster response to new demands and opportunities. Most of the land north of Ferguson Street (the town's boundary) had been sold in large lots and from the early 1850s on, what was, in its layout, virtually another town began to grow, up as far as Yarra Street. In contrast to the orderly and spacious layout of the "government" town, there emerged a network of narrow streets and lanes, which crossed a series of east/west streets paralleling Ferguson Street.

Specific history

The eastern end of John Street was originally known as Street No. 19 before being gazetted on 4 May 1855 as John Street in memory of Major George Frederick Berkeley St John who was a police magistrate at Melbourne in the 1840s (for a short time prior to gazettal it was also known as St John Street.) The western end of John Street continued to be known as Street No. 45 until it too was gazetted on 30 April 1858. Dover Road was also gazetted on the same day.

Dover Road and John Street appear on the 1864 Cox Plan with several houses shown at the eastern end of John Street and what appears to be the Oddfellows Hotel and some houses in Dover Road clustered around the John Street intersection.

It is believed that John Fromler constructed the first Oddfellows Hotel c.1864 when he had been resident in Williamstown for 10 years. He retired in 1884 when the Hotel passed to the Woodlands family¹. The hotel was delicensed in 1927².

The c.1894 MMBW Record Plan shows that John Street between The Strand and Douglas Parade was almost fully developed. This includes the houses now at Nos. 4-10, 13-17 and 22-32. This Plan also clearly shows the Oddfellows Hotel, and the two attached houses to the north in Dover Road, as well as the houses on the opposite corners at Nos. 35 and 36 Dover Road.

According to Williamstown Rates Records at the turn of the century there were more than a dozen residents residing in John Street with an occupation listed as 'mariner'.

Description

Dover Road and John Street are relatively narrow residential streets within the Private Survey precinct in North Williamstown; Dover Road runs almost parallel to the Strand, while John Street is an east-west street that extends from Melbourne Road to The Strand. The precinct includes part of John Street between The Strand and Douglas Parade, and part of Dover Road immediately to the north and south of John Street.

The housing is predominantly Victorian interspersed with Edwardian and some more recent styles. They are typically modest, single-storey, detached, weatherboard cottages with hipped and gabled roofs of corrugated steel or terracotta tile. Front and side setbacks are small and relatively uniform. Fences are mostly not original and are a variety of types and styles including timber picket and concrete block. The condition of houses in the precinct is generally good, however, the integrity of their fabric is moderate.

Distinctive buildings and elements include:

¹ Evans *Port of Many Prows* p.69

² *Williamstown History Kit* – 10b Hotels and Breweries

- The former Oddfellows Hotel and the attached houses at 38-44 Dover Street on the north east corner of John Street, which are constructed to the property boundary.
- The 'Moderne' house at 3 John Street (Refer individual citation).

Concrete kerbing has replaced the original bluestone in both streets and there are asphalt footpaths and no street trees.

Integrity

Moderate. There has been some unsympathetic new development such as the double storey house at 1 John Street.

Context

This precinct is one of a number of late nineteenth century residential areas within the Private Survey heritage precinct. Surrounding streets comprise a mix of development from the Victorian to the postwar periods.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Major George Frederick Berkeley St John.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Elsum, WH (1934) *The History of Williamstown*
- Strahan, L (1994) *At the Edge of the Centre*
- MMBW c.1894 Record Plans Nos. 14 and 15 and 1905 Detail Plan Nos. 55, 63 and 66
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



Heritage Precinct Name	Electra Street Heritage Precinct
Address	Electra Street (part), Ferguson Street (part), Parker Street (part) and Pasco Street (part)
Heritage Overlay No.	HO4
Related Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Heritage precinct

Significant Dates

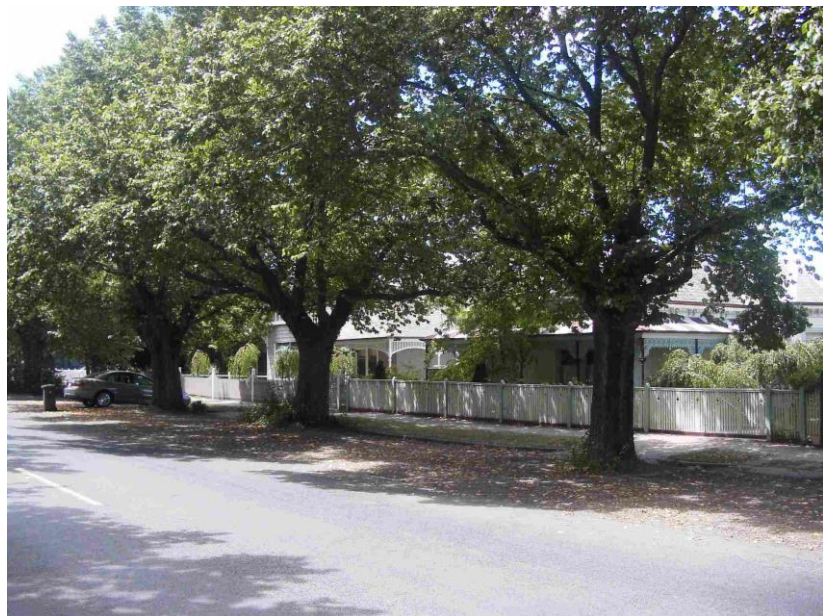
c.1850-1940

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Electra Street Heritage Precinct, which comprises all land in HO4 and generally includes properties with a frontage or side boundary to Electra Street, Williamstown.

How is it Significant?

The Electra Street Heritage Precinct is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically and socially, Electra Street is an integral part of the broader Government Survey precinct and is significant for illustrating the significant civic and residential development that occurred in Williamstown during the nineteenth century. It is notable for the number of pre-1860 dwellings, which are among the oldest group of houses in the metropolitan area and also for the strong associations of the institutional and ecclesiastical buildings with the establishment and fostering of the Williamstown community during an important formative phase of development in the nineteenth century. (AHC criteria A4, D2 and G1)

Aesthetically, Electra Street is significant as a relatively intact example of nineteenth and early twentieth century residential area, which is distinguished by its group of public and church buildings. Notable elements of the historic character of the precinct include:

- The group of public buildings, which were designed by noted early Melbourne architects and share many architectural characteristics.
- The relatively intact nineteenth century street layout, which includes substantial, established

street trees within the gravelled verges.

- The strong definition of the intersection of Electra and Pasco Streets by major building elements - the Tudor House and the former Wesleyan Church.
- The unifying effect throughout the precinct of groups of predominantly Victorian and Edwardian era houses with common or similar characteristics of design, siting and scale that creates cohesive and homogeneous streetscapes. Many are externally intact and others, although altered, still retain their distinctive form and siting and hence contribute to the precinct. These dwellings are complemented by the Interwar bungalows at Nos. 55 & 57, which are amongst the best examples of this style in Hobsons Bay.

(AHC criterion E1)

On this basis, the following places contribute to the significance of this precinct:

- Electra Street (odd) 3, 5, 9-17, 21-25, 41, 51, 55-57 and 65.
- Electra Street (even) 2, 6, 8-12, 16, 22, 26-36, 44-48 and 52-70.

Please note that some heritage places within this precinct may also have an individual citation in this Study.

History

Thematic history

Barnard (1999) notes that:

Gellibrand's Point was also the first choice of William Lonsdale for a settlement at Port Phillip when he arrived to take charge of the district in 1836. But, despite the deep water available here for the mooring of ships, the lack of fresh water supplies led him to settle on Melbourne, where 'the greatest number of people reside'. Nevertheless, when Governor Bourke visited Port Phillip the next year he decided that:

the shore of the bay near Point Gellibrand must undoubtedly be occupied, though from want of water it may not become the site of a large town. I thought therefore it would be advantageous to mark out some allotments which might be offered for sale immediately. Went on shore with Surveyor Hoddle and marked the direction of the principal lines for Quays and Buildings. Directed him to have the whole peninsula surveyed immediately, and pointed out the parts which I wished to be reserved for Government purposes. A battery will be required for the protection of the Bay and a Beacon or Tower should be erected on the point to render it more easily distinguishable by vessels approaching from without.

Six days later Bourke named Hobsons Bay and the two towns, Williams Town and Melbourne. Hoddle soon surveyed Williamstown, marking out Nelson Place and four blocks of allotments between the reserve at Point Gellibrand, Ann Street, Thomson Street and the streets that are now Cole and Parker (but were not marked or named at the time). The first land sales here took place on the same day as the first for Melbourne. Lots 2 to 9 in Nelson Place were sold at that first sale. These were located between Cole and Thompson Streets. At the second sale, in 1838, the blocks between Thompson and Cole Streets were sold.

Later, in 1855, the official town boundaries of Williamstown were formally extended by the Governor, and a map dated 1860 shows a street grid reaching up to Ferguson Street in the north and back to Hanmer and Electra Streets in the southwest and west.¹²⁴ Cox's 1864 map of Hobsons Bay, however, shows the grid of streets extending to the south-west of the railway line towards the cricket ground and back beach and northward, past Ferguson Street into North Williamstown. There were scattered houses and clearly rural blocks amongst this grid, which was enclosed by the railway lines to Melbourne and Geelong. Already at this time, however, the distinctive pear shaped reserve, which included the Williamstown Cemetery, was laid out. William Kelly, who had been so disparaging about Williamstown in 1853 found that the same place in 1857 was:

really an important place, intersected with wide, regular streets, curbed, channelled, and macadamised, with regular trottoirs, fine stone and brick buildings, private houses, excellent hotels, fine shops, most spacious and well-assorted general stores, branch banks, churches of

all denominations, a railway connecting it with Geelong, and another on the eve of completion, that will extend into the heart of the gold-fields, and link it by a fork to the metropolis. The Williamstown terminus will be connected with a fine pier running into water sufficiently deep for the largest clipper ships to discharge alongside, and will soon be able to boast a patent slip, on which any vessel afloat - except, perhaps, the Great Eastern - can be run up and repaired. In 1853 it was too insignificant a spot to have its inhabitants numbered, but in 1857 it was found to contain a resident population of 3536 souls, besides an enormous floating population, always ebbing and flowing.

Specific history

Electra Street was not part of the original Hoddle Survey, but was included in the 1855 Williamstown Government subdivision plan. Early residential development is demonstrated by the houses at No. 64 (constructed pre-1858), 62 (c.1856-58), 54 (c.1856, c1905), 41 (c.1856), 22 (c.1857) and 12 (1865), some of which can be seen in the Cox Plan of 1864. There is also a very altered early stone house (c.1855) at No. 72, which is now hidden behind a postwar brick front. People associated with maritime activities were the early owners or occupiers of many of these dwellings.

The site of the Mechanics Institute was gazetted in August 1860 and the first stage of the building was opened in July of that year. A caretaker's temple was added in 1883. Extensions were made to the building in 1869, 1880 and 1890; the 1890 extension was designed by local architect, CJ Polain, who also designed the adjacent Masonic Temple in the same year.

The site at the northeast corner of Pasco Street was originally purchased by the Temperance movement for a 'sailor's rest', but instead was used for the new Wesleyan Church and Manse, which were constructed in 1876. Designed by prolific church architects, Crouch and Wilson, they replaced the first church and residence constructed in Ann Street in 1854. A new free kindergarten was added in 1914.

The c.1894 MMBW Record Plan shows Electra Street as almost fully developed. The early road layout is shown, which includes street trees planted in gravel verges with basalt kerb and channels.

Description

This precinct generally includes properties with a frontage or side boundary to Electra Street, Williamstown. It is a predominantly residential area, however, there is notable group of church and institutional buildings between Pasco Street and Melbourne Road. Despite some inappropriate postwar infill development Electra Street remains a remarkably intact late nineteenth and early twentieth century streetscape. Key elements include:

- The visually prominent institutional and church buildings, which include:
 - The imposing Mechanics Institute and the adjacent Masonic Temple, both built to the front boundary in related Classical Revival styles.
 - The former Wesleyan Church (now St John's Uniting Church) complex at the corner of Pasco Street, which includes the Victorian Gothic Church and Manse, both constructed in basalt, and the Edwardian-era free kindergarten.
- The cohesive and homogeneous nineteenth and early twentieth century residential streetscapes, which comprise houses that share the following common characteristics:
 - simple single or double fronted forms of single storey scale.
 - detached siting parallel to the frontage with similar front and side setbacks.
 - predominantly horizontal weatherboard wall cladding, although the street also contains a number of basalt and rendered dwellings.
 - pitched hip and gable roof forms.
 - verandahed forms.
 - punched fenestration occupying less than 50% of the wall surface.

The predominant building style is Victorian, but there are notable individual Edwardian and interwar examples that are related in terms of their materials, scale, and siting; Nos. 55-57 are among the best examples in Williamstown of interwar bungalow attic residences. Few front

fences are original, but most are low and many are in a related reproduction period style such as timber pickets.

- The early roadway layout in sections of the street that comprises:
 - the remnant mature exotic street planting comprising Elm trees on the east side and Plane trees on the west side within the gravelled road verge.
 - a strip of stone bordered, originally macadamised and now asphalt roadway in the centre of the road reserve.
 - asphalt paved footpaths.

(Concrete kerbing has replaced the original bluestone guttering.)

The lower scale of intervening residential development enables visual links to be established between the institutional and church buildings which have long been associated with community organisations in Williamstown. As with a number of streets in the Government Survey precinct there are views to the north into Ferguson Street, in this case to the significant former Punshon's Federal Stores.

Integrity

Since Electra Street was originally identified by the *City of Williamstown Conservation Study* (1993), a contributory dwelling at No. 45 has been demolished and there have been alterations to other contributory places. However, the overall precinct still maintains a high level of integrity.

Context

An integral part of the Government Survey precinct, with typical nineteenth and early twentieth century character that is distinguished by the prominent group of public buildings.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs, Developing Cultural Institutions and Ways of Life.

Associations

Wesleyan (later Uniting Church), Mechanics Institute, Excelsior Lodge of Industry. (Refer also to individual citations).

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to:

- Prepare a management plan to guide the future conservation and replacement of the street trees and also to reinstate trees that have been removed. This is particularly important as many of the early trees are now at an advanced age and some are in poor condition.
- Conserve the surviving early street layout and construction (e.g. basalt [bluestone] kerbs and guttering, asphalt footpaths and crushed rock or gravel verges) and consider reconstructing the missing sections.
- Consider the under grounding of power lines or equivalent methods to minimise impacts upon the street trees as they reach their full maturity.
- Reinstate the original or early fences to the former Mechanics Institute, Masonic Temple and Wesleyan Church complex sites and encourage the general reinstatement of original or typical Victorian era street fencing, typically timber picket.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Elsum, WH (1934) *The History of Williamstown*
- Strahan, L (1994) *At the Edge of the Centre*
- MMBW c.1894 Record Plans 10, 11 and c.1915 Detail Plans
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



Heritage Precinct Name	Esplanade Foreshore Heritage Precinct
Address	Refer below
Heritage Overlay No.	H05
Related Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Cultural landscape

Significant Dates

c.1840-1940

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Esplanade Foreshore Heritage Precinct, which comprises the foreshore land adjacent to the Esplanade extending from Thompson Street to Bayview Street in Williamstown.

How is it Significant?

The Esplanade Foreshore Heritage Precinct is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically and socially, the Esplanade foreshore is significant as an illustration of the importance of Williamstown as a place of recreation for over 140 years. It was the earliest public bathing beach developed in the western suburbs of Melbourne and the surviving pre-World War 2 buildings and landscaping illustrate the importance and of the 'Back Beach' whose popularity between the late 1890s and the 1930s rivalled St Kilda on the opposite side of the Bay. (AHC criteria A4, D2 and G1)

Aesthetically, the Esplanade foreshore is significant for surviving buildings and landscape elements that still evoke the Edwardian and Interwar origins of this area and contribute to its historic character.

On this basis, the following buildings and elements contribute to the significance of the precinct:

The former Williamstown Dressing Pavilion, former Band Rotunda, shelter shed, Williamstown Life Saving and Swimming club and pool and the remnant Edwardian and Interwar landscaping including Cypresses, lava rock beds planted with Mirror Bush and bluestone rubble wall.

Please note that some heritage places within this precinct may also have an individual citation in this Study.

History

Thematic history

Barnard (1999) notes that:

Early recreational facilities in nineteenth century Victoria often focused on the reservation of suitable spaces where sporting and passive recreational pursuits could be enjoyed.

By the end of the nineteenth century Williamstown was promoting itself as a holiday destination and 'health resort'. Its purity of air and seawater and the 'extent and natural beauty' of the Back Beach, combined with the adjacent Botanic Gardens were extolled as the perfect place for a summer retreat... By the early twentieth century the Back Beach attracted multitudes of day-trippers and picnic parties, who traveled down to Williamstown on the train. The promenade and bluestone fence appeared at about this time, as did the bandstand and shelter shed. The dressing shed (now Sirens restaurant) was added in the 1930s.

Specific history

Ackerley (1987) tells the story of how the 'Back Beach' was popular for swimming from earliest times:

The area at the bottom of Cole Street on the Esplanade was popular for secluded swimming from earliest times. Known as Bunburys Baths (Harbour Master 1840s) it was used by males and one man was actually taken by a shark in this pool.

From 1856 the Lady's Baths built by John Courtis at the foot of Garden Street were supervised by Mr Lillington whose house was built on Fearon Reserve.

In 1867 "the beach reserve" was placed under the formal control of the Williamstown Borough, which was followed by the "Park on the South Beach" in 1884.¹ The existing men's and lady's baths were replaced by the grand Williamstown Baths in 1888. Hot Sea baths were added to this complex in 1902.

It is believed that little formal landscaping of the reserve took place until the appointment of Mr. S. Thake as the curator of the nearby Williamstown Botanic Gardens in 1898. Mr. Thake's "decorative work" on the Back beach could have been done any time between 1898 and 1912 (his period as Curator) and appears to have consisted of a wide promenade with no divider between it and the beach, but with what would now be called a bluestone planting box running down the promenade.

It is believed that a mirror bush (*Coprosma repens*) hedge was planted, which allowed seats to be placed on either side of it, allowing some shelter from whichever wind happened to be blowing.² The bluestone construction included drinking taps in the heavy chunky, rather brutal stonework, which is a hallmark of one Edwardian style. The seats were remarkably ugly and fairly uncomfortable: they were a standard type of the time.

There was a plain shelter shed and an area partially fenced with post and rail (3 rail) to which horses could be tied.³ This detail is one that gave the area a rustic, even homely feel. The bandstand was erected by 1912 and possibly as early as 1904.⁴ Further along to the east early pictures show a planting of conifers along the beach, possibly *Cupressus marocarpa* var. *lambertiana* (Lambert Cypress). The area thus became characterised by these trees which provided a strong visual connection with the coniferous planting in the southern part of the Botanic Gardens and Fearon Reserve. But early photographs indicate that the reserve was only ever rather sparsely treed.

The popularity of the area during the Victorian and Edwardian era is described by Strahan (1994):

Ten thousand might arrive on New Year's Day, squeezed into trains and boats 'like sardines ... if these had been cattle a prosecution would have taken place'. That other great festival, the king's

¹ Lands Department File RS2076. Memo.

² Postcard from the Meade Collection (La Trobe Library) dated c.1890-1910. Mr. Wilson Evans claims that the present work on the Esplanade dates from the 1930s. It is possible that the postcard has been misdated, although the dress of the people on the picture certainly seems Edwardian. Mr. Evans' evidence and perhaps further research may help clarify the situation.

³ Postcard from the Meade Collection.

⁴ See various pictures in the Williamstown Historical Society Collection.

birthday, often saw the beach transformed into 'a human ant heap in white ... (with) babies in galore', scrunching their faces under petalled bonnets or cup-sized sailor hats. It was still 'the resort of the working classes', and council deferred to its responsibility for fostering that image by creating the Beach and Foreshore Improvement Committee.

The popularity of the beach continued into the interwar period; Strahan (1994) notes that on Foundation (Australia) Day 1930, the Back Beach and gardens "were packed with 20,000 people". The new Dressing Pavilion was constructed in an expressive and progressive modernist style in 1936 and replaced the 1888 Sea Baths, which were destroyed by severe storm in 1934.

Another significant development during the Interwar period was the laying of the foundation stone of the new Williamstown Life Saving and Swimming clubrooms by Cr Dennis in the presence of HJ Lemmon MLA, Captain Gordon Liley (president) and Mr A McColl (secretary). Described as a 'Notable ceremony on Back Beach' by the *Williamstown Advertiser*, the article noted how 1400 people had been taught to swim, and eight adults and 13 children had been rescued in the last 3 years alone. It proudly added how Williamstown in 1933 headed the list of successful foreshore clubs after winning 22 competitions and in the 3 years previously had gained 29 awards.

The official opening of the clubrooms was celebrated in March 1935 with ceremony, a life saving demonstration and a dance was the culmination of an 8 year movement by the club. Designed by local architect, JW Parry, the building was named 'Gordon Liley Hall' in honour of the long serving club president and well known Williamstown identity.⁵

Description

The precinct comprises the public foreshore reserve on southern side of the Esplanade between Thompson and Victoria Streets. This precinct is closely integrated with the residential precinct on the north side of the Esplanade between Thompson and Giffard Streets, the Williamstown Botanic Gardens and Fearon Reserve (q.v.). The original *City of Williamstown Conservation Study* (1993) found that:

The Edwardian flavour is still here, although it is much fainter than it was in Hal Porter's fine descriptions of the 30s.

Key surviving historic elements of the foreshore precinct include:

- *The former Williamstown Dressing Pavilion* (q.v.).
- *The former Band Rotunda*. This has been converted to a cafe and restaurant.
- *The former shelter shed*. This building, situated to one side of the Rotunda, is an open-sided weatherboard structure with a gable roof.
- *The Williamstown Life Saving and Swimming Clubhouse*. This is an interwar building of somewhat domestic appearance. Asymmetrical in plan, there is a viewing tower situated slightly off centre with a circular window inset with the logo of the club in leadlight. A hip and gable roof encloses a verandah set originally on two pairs of columns (one on the left has been removed) Typically for interwar buildings, the walls are constructed of a weatherboard dado with cement sheet above.
- *The remnant late nineteenth and early twentieth century landscaping*. This includes early garden beds with lava rock edging planted with Mirror Bush, bluestone rubble wall and low rendered brick walls, remnant conifers, particularly opposite the Williamstown Botanic Gardens, and the wide concrete promenade between the Dressing Pavilion and the Swimming and Lifesaving clubs.

Integrity

Moderate to Low.

Context

The Esplanade foreshore precinct is related to the Williamstown Botanic Gardens, and Fearon

⁵ *Williamstown Advertiser* 4 August 1934 and 23 March 1935

Reserve.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Williamstown City Council, S. Thake, Hal Porter.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No

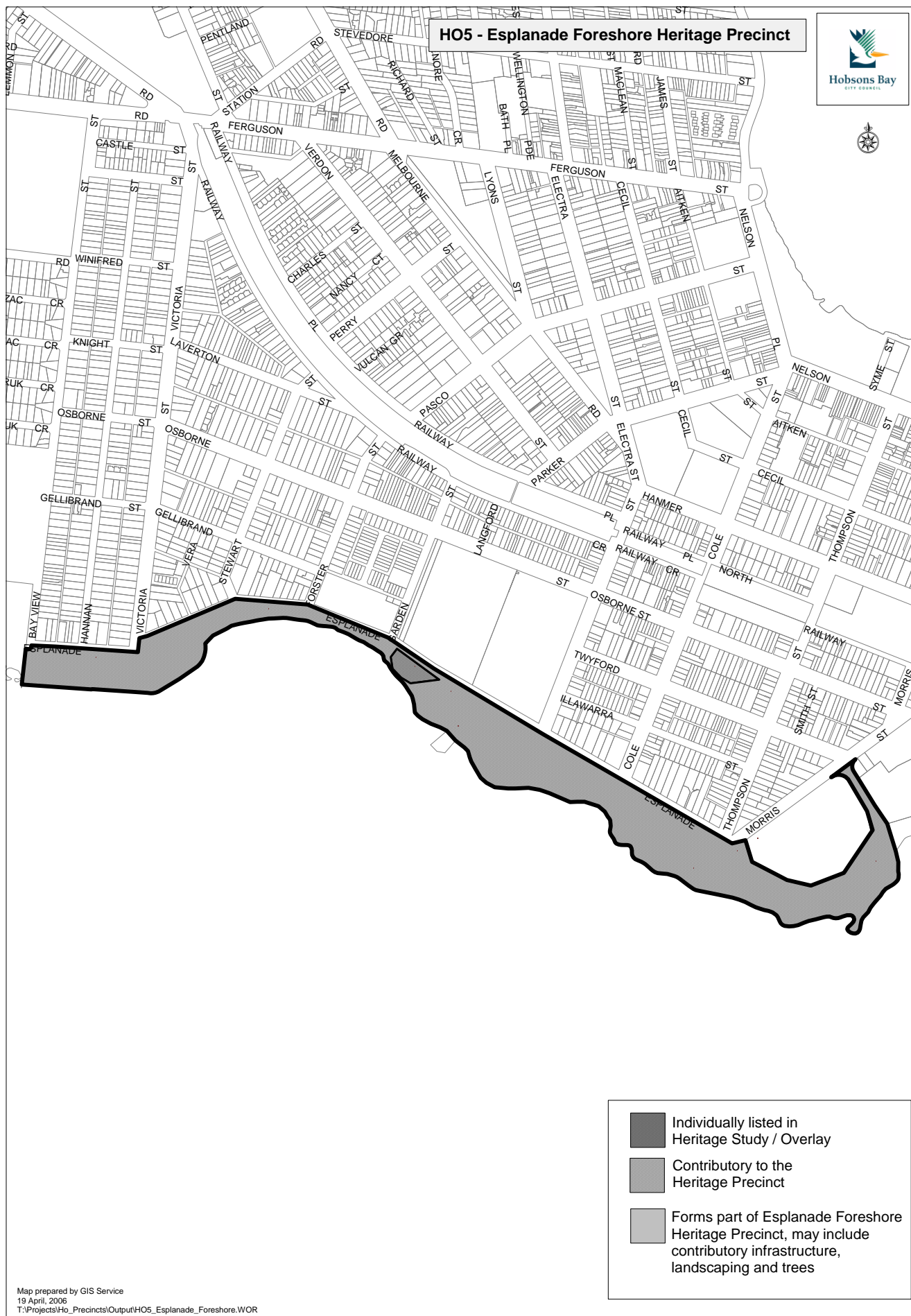
Management objectives and conservation objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.


It would also be desirable to ensure that any street planting does not obscure the view between the foreshore and the houses fronting the Esplanade.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Elsum, WH (1934) *The History of Williamstown*
- Strahan, L (1994) *At the Edge of the Centre* pp.436-442
- MMBW c.1894 Record Plans Nos. 14 and 15 and c.1915 Detail Plan Nos. 16 and 21
- Ackerley, A (1987) *Williamstown History Kit*
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



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Heritage Precinct Name	Esplanade Residential Heritage Precinct
Address	Esplanade (part), Williamstown
Heritage Overlay No.	HO6
Related Precinct(s)	Government Survey Heritage Precinct
Significance	
Local	
Style & Type	
Heritage precinct	
Significant Dates	
c.1840-1940	
Designer	
Not applicable	
Builder	Not applicable
Not applicable	
Statement of Significance	
What is Significant? The Esplanade residential Heritage Precinct, which comprises all land in HO6 and generally includes properties with a frontage to the Esplanade between Thompson Street and Giffard Street, Williamstown.	
How is it Significant? The Esplanade Residential Heritage Precinct is of local historic, social and aesthetic significance to the City of Hobsons Bay.	
Why is it Significant? Historically, the Esplanade is significant for its illustration of the strong relationship between the early residential development of Williamstown and the maritime industries that defined the character of the city at that time. It is notable for its very early dwellings from the mid-to-late nineteenth century, many of which were occupied by locally important residents who were associated with the maritime pursuits that distinguish Williamstown within the metropolitan area. (AHC criteria A4 and D2) Aesthetically, the Esplanade is significant as a cohesive nineteenth century residential streetscape comprised of predominantly Victorian era houses with common or similar characteristics of design, siting and scale. Many are externally intact and others, although altered, still retain their distinctive form and siting and hence contribute to the precinct. Distinctive elements include: <ul style="list-style-type: none">▪ The presence of a number of larger villas in the Italianate style, which is uncommon in Williamstown.▪ The visual connection between the houses and the waters of Port Phillip and Hobsons Bay.▪ The influence of the relatively severe maritime environment on building details such as high	

corrugated iron fences to keep out salt and drifting sand and the relative absence of mature ornamental trees in private gardens and the complete absence of street trees.

On this basis, the following properties and other elements contribute to the significance of the precinct:

- 4, 5, 7, 9-14 and 16-20 Esplanade.

Please note that some heritage places within this precinct may also have an individual citation in this Study and there is a separate citation for the Esplanade Foreshore precinct. Please refer also to the citations for individual properties in the Esplanade west of Giffard Street and the Hannan's Farm Heritage Precincts.

History

Thematic history

Barnard (1999) notes that:

Gellibrand's Point was also the first choice of William Lonsdale for a settlement at Port Phillip when he arrived to take charge of the district in 1836. But, despite the deep water available here for the mooring of ships, the lack of fresh water supplies led him to settle on Melbourne, where 'the greatest number of people reside'. Nevertheless, when Governor Bourke visited Port Phillip the next year he decided that:

the shore of the bay near Point Gellibrand must undoubtedly be occupied, though from want of water it may not become the site of a large town. I thought therefore it would be advantageous to mark out some allotments which might be offered for sale immediately. Went on shore with Surveyor Hoddle and marked the direction of the principal lines for Quays and Buildings. Directed him to have the whole peninsula surveyed immediately, and pointed out the parts which I wished to be reserved for Government purposes. A battery will be required for the protection of the Bay and a Beacon or Tower should be erected on the point to render it more easily distinguishable by vessels approaching from without.

Six days later Bourke named Hobsons Bay and the two towns, Williams Town and Melbourne. Hoddle soon surveyed Williamstown, marking out Nelson Place and four blocks of allotments between the reserve at Point Gellibrand, Ann Street, Thomson Street and the streets that are now Cole and Parker (but were not marked or named at the time). The first land sales here took place on the same day as the first for Melbourne. Lots 2 to 9 in Nelson Place were sold at that first sale. These were located between Cole and Thompson Streets. At the second sale, in 1838, the blocks between Thompson and Cole Streets were sold.

Later, in 1855, the official town boundaries of Williamstown were formally extended by the Governor, and a map dated 1860 shows a street grid reaching up to Ferguson Street in the north and back to Hanmer and Electra Streets in the southwest and west.¹²⁴ Cox's 1864 map of Hobsons Bay, however, shows the grid of streets extending to the south-west of the railway line towards the cricket ground and back beach and northward, past Ferguson Street into North Williamstown. There were scattered houses and clearly rural blocks amongst this grid, which was enclosed by the railway lines to Melbourne and Geelong. Already at this time, however, the distinctive pear shaped reserve, which included the Williamstown Cemetery, was laid out. William Kelly, who had been so disparaging about Williamstown in 1853 found that the same place in 1857 was:

really an important place, intersected with wide, regular streets, curbed, channelled, and macadamised, with regular trottoirs, fine stone and brick buildings, private houses, excellent hotels, fine shops, most spacious and well-assorted general stores, branch banks, churches of all denominations, a railway connecting it with Geelong, and another on the eve of completion, that will extend into the heart of the gold-fields, and link it by a fork to the metropolis. The Williamstown terminus will be connected with a fine pier running into water sufficiently deep for the largest clipper ships to discharge alongside, and will soon be able to boast a patent slip, on which any vessel afloat - except, perhaps, the Great Eastern - can be run up and repaired. In 1853 it was too insignificant a spot to have its inhabitants numbered, but in 1857 it was found to contain a resident population of 3536 souls, besides an enormous floating population, always ebbing and flowing.

Specific history

Esplanade was not part of the original 1837 Williamstown subdivision by Hoddle, but was included in the 1855 Government Survey plan. Cox's plan of 1864 shows a few houses, among them Nos. 12-13, which were constructed in 1858 for the grantee, Captain BR Matthews. Later owners included a bay pilot, Captain WH O'Neill and Henry Press who was also a pilot as well as the founding commodore of the Hobson's Bay Yacht Club.

Many of the other early owners or occupiers of other houses were also involved with the maritime activities that were closely associated with the development of Williamstown during the nineteenth century:

- The house at No. 11, which was originally constructed c.1870 and extended twice during the 1890s by later owners, Captain Thomas Sanderson and Captain Louis Schutt, who were both bay pilots.
- No. 16, which was constructed in 1890 for Captain John Ogilvie.
- No. 19, which was constructed in 1885 for John Clark who was appointed in 1888 to the position of superintendant of the floating dock owned by Captain James Deane.

The c.1894 MMBW Record Plan shows houses on more than half of the allotments between Thompson Street and Giffard Street. One significant house constructed after this date was 'Ellersie' at the corner of Cole Street, that was built in 1899 for James Gray, who was connected with the Australian Forge and Engineering Company who had major contracts with the pilot service and the Victorian Railways.

Description

This precinct generally comprises the properties with a frontage to the Esplanade, which are located between Thompson and Giffard Streets. It comprises a series of large, detached mostly single but some double-storey villas, many in the Italianate style, which is relatively uncommon in Williamstown. Examples of the Italianate style include Nos. 7, 9, 13, 14, 16, 18 and 19, while No. 19 is a rare example of the Transitional styles between the Victorian and Queen Anne periods.

The houses generally share similarities of materials, form and styling, which includes:

- Predominant single storey scale.
- Pitched roof forms.
- Detached or semi-detached siting.
- Verandahed forms.
- 'Punched' fenestration occupying less than 50% of the wall surface.
- Originally, no provision for publicly visible motor vehicle storage on site.

Some of these dwellings retain sheet iron fences or solid fences on the street frontage, required in earlier days to keep out salt spray from gardens and landward sand drifts.

As with The Strand, there is a strong relationship between this precinct and the bay; the houses enjoy commanding views across the foreshore reserve to the waters of Port Phillip and the approaches to Hobson's Bay.

The street reserve of the Esplanade, which has no street trees and the wide bitumen roadway, with a gravel verge on the southern side, contributes to an austere appearance along the landward side of the Esplanade and reinforces the connection between the houses and Port Phillip.

Integrity

The precinct is relatively intact, however, since it was originally identified by the *City of Williamstown Conservation Study* a large unrelated house has been built at 10 Esplanade.

Context

This precinct is part of the Government Survey and is closely related to the Esplanade Foreshore

precinct (q.v.).

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Port Phillip pilot service, refer also to citations for individual properties.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No

Management objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to:

- Ensure that any alterations to original fabric or additions to the existing buildings are concealed from the view from the foreshore.
- Ensure that any planting in the road reserve or foreshore reserve does not obscure the view between the foreshore and the houses fronting the Esplanade.
- Consider reinstating the traditional gravel or crushed rock verges and the original bluestone kerb and guttering.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Elsum, WH (1934) *The History of Williamstown*
- Strahan, L (1994) *At the Edge of the Centre*.
- MMBW c.1894 Record Plans Nos. 14 and 15 and 1905 Detail Plan Nos. 16 and 21
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



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Heritage Precinct Name	Ferguson Street Civic and Commercial Heritage Precinct
Address	Cox's Garden (part), Douglas Parade (part), Ferguson Street (part), Lyons Street (part) Melbourne Road (part), Railway Place (part) and Verdon Street (part), Williamstown
Heritage Overlay No.	HO7
Related Precinct(s)	Verdon Street Heritage Precinct Ferguson Street Maritime Residential Heritage Precinct

Significance

Local

Style & Type

Heritage precinct

Significant Dates

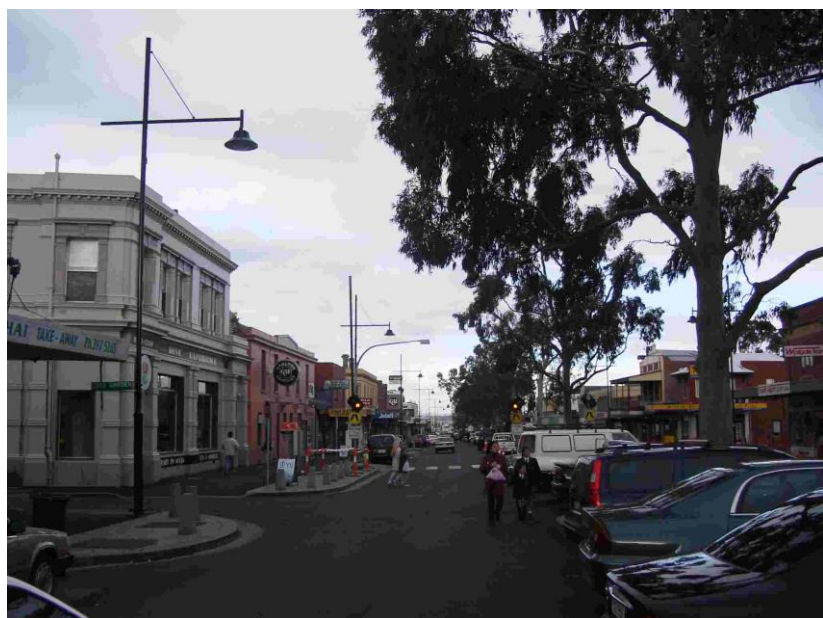
1837-1940

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Ferguson Street Civic and Commercial Heritage Precinct, which comprises all land in HO7 and generally includes properties with frontage or side boundary to Ferguson Street, Williamstown.

How is it Significant?

The Ferguson Street Civic and Commercial Heritage Precinct is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, Ferguson Street formed the northern boundary of Williamstown as originally surveyed by Hoddle in 1837 and is significant for its ability to illustrate key phases in its development as a city from the mid-nineteenth to the mid-twentieth century. This is demonstrated by:

- The presence of some of the earliest surviving commercial buildings such as the Rose of Australia Hotel (c1860), which is related to the early development of Williamstown when it was the main port of Melbourne.
- The historical associations of individual buildings such as Punshon's Federal Stores and the former "Bracklyn" with prominent citizens in nineteenth century Williamstown.
- The houses interspersed with commercial buildings from the late nineteenth to mid-twentieth century, which illustrate the transition of Ferguson Street from a residential area to the principal commercial centre of Williamstown, replacing Nelson Place whose fortunes declined along with

those of the port during the same period.

- The confirmation of Ferguson Street as the civic and commercial heart of the city by the construction of the City of Williamstown Municipal Offices and Town Hall complex between 1919 and 1927, which was the first purpose-built complex constructed by this municipality.
- The small commercial centre at the western end of the street, which demonstrates how self-contained centres were developed in proximity to railway stations in the era before car based transport.

Aesthetically, Ferguson Street contains many individually significant buildings as well as groups of buildings, which date from the key periods of development during the late nineteenth and early to mid twentieth century. These include:

- Individually significant and landmark commercial buildings such as the former Melbourne Savings Bank, the Rose of Australia Hotel and the City of Williamstown Town Hall and Municipal offices.
- The Victorian, Edwardian and inter-war shops, which are related in terms of their siting, scale and form and provide a sense of cohesion and unity to the street. Some retain original or early detailing such as shop fronts and awnings.
- The cohesive group of predominantly Victorian era residences to the west of Verdon Street.

On this basis, the following properties and other elements contribute to the significance of the precinct:

- Ferguson Street (odd) 21, 43-45, 49-51, 55-59, 75, 77, 91-95, 107, 145, 147-171 and 185.
- Ferguson Street (even) 20-22, 28, 36-44, 50-58, 62, 66, 78-112, 118-120, 144-146, 176, 182, 184, 190 and 194.

Please note that some heritage places within this precinct may also have an individual citation in this Study. There is a separate citation 'Ferguson Street Maritime Residential' for the houses at 2 and 4 Ferguson Street, Williamstown.

History

Thematic history

Barnard (1999) notes that:

Retail shops develop with the markets they service. Given that much of the early concentrated population development in Hobsons Bay occurred at Williamstown, this is where the earliest shops were located, usually in Nelson Place. By 1851 two immigrants who passed through Williamstown noted its good stone-built houses, stores and hotels though their fellow immigrant, William Kelly suggested that the stores open here were primarily butchers shops set up to supply ships in port.

Nelson Place remained the primary shopping centre of Williamstown until the 1880s when, with the decline of the Port of Williamstown, the town turned inward and shops began to develop in Ferguson Street and Douglas Parade.

Specific history

What is now Ferguson Street formed the northern boundary of the original 1837 Hoddle subdivision of Williamstown. The 1855 Williamstown Government subdivision plan showed only the part of the Street east of Melbourne Road, while the 1864 Cox plan showed its present length with buildings concentrated at the eastern end. Much of the early development of the street was residential, which is demonstrated by the houses at 2 and 4 Ferguson Street, that were owned or occupied by people involved in maritime pursuits and some of the earliest commercial buildings were hotels such as the Rose of Australia Hotel at No. 50-54, which was originally built c.1860 by John Morgan who also ran an adjacent bakery.

Another early hotel was the Builders Arms, established in 1856 on the corner of James Street, which was replaced by the present Hobsons Bay Hotel, designed by architect JJ Meagher, in 1909. Contemporary newspaper reports described it as “..evidence of the proprietors confidence in the future of Williamstown”, while adding that the “.. neat design adds much to the architecture of

Ferguson Street”.¹

As the port declined in the latter half of the nineteenth century, the commercial heart of Williamstown turned inward away from the traditional centre in Nelson Place. The increasing commercial importance of the eastern end of Ferguson Street during this time is demonstrated by buildings such as the former Melbourne Savings Bank (later State Savings Bank of Victoria) constructed in 1887 to a design by noted bank architects, Wight & Lucas (This was only the fourth branch of the Savings bank in metropolitan Melbourne), and Punshon's Federal Stores at 82-84, constructed in 1890 to a design by noted local architect CJ Polain. Strahan (1994) notes that the latter buildings “...were deemed to exhibit faith in the town's ‘ultimate importance as a commercial city’”. Other commercial buildings dating from this period include those at Nos. 19 (c.1890), 42-44 (c.1885), 49 (c.1915) 75 (c.1890), and 77 (c.1890)

In 1894, James Johnston erected his house and surgery known as ‘Bracklyn’ on a site to the east of Lyons Street that was originally part of land granted to the Presbyterian Church. Johnston was Health Officer with Williamstown council for a number of years and was also one of the founding members of the Williamstown Hospital, which was established in the same year. ‘Bracklyn’ is still used as a surgery today.

Consequently, rate records from the late nineteenth to early twentieth century show a street in transition as residential development at the eastern end (which includes a house occupying an entire block between Aitken and Cecil Streets) is gradually replaced by commercial development. This transition is further illustrated by the increase in the number of commercial buildings between the c.1894 MMBW Record Plan and the c.1905 MMBW Detail Plan. In some cases, shops were simply built in front of houses as at No. 95.

The eastern end of Ferguson Street continued to grow and develop in importance during the Edwardian era – two new double storey brick shop buildings were constructed in 1912-13 at No. 43 for Alfred Archibald Brown (a cycle maker), and at the corner of Cecil Street for Miriam Hopkins who was a Draper.² Consequently, by the interwar era Ferguson Street (along with Douglas Parade) eventually replaced Nelson Place as the main commercial centre; it has been suggested that by 1930 the move to Ferguson Street and Douglas Parade was “all but complete”³. Interwar development included the two storey shop and residence erected for W Angus at No. 102, as well as shops at Nos. 20-22, 36-38, 62, 66 and 98-100 (amongst others).

The growing commercial importance of Ferguson Street finally led to the construction of the new City of Williamstown Municipal Offices and Town Hall complex between 1919 and 1927 on a large site opposite Lyons Street. The first purpose-built headquarters for the city, it replaced the old municipal offices which had occupied the old Williamstown Court House in Thompson Street since the 1880s and perhaps provided the strongest evidence of how the city had turned away from the port.

West of Melbourne Road, development remained predominantly residential with the exception of small commercial centres that developed at the western end opposite the North Williamstown Railway Station, which was presumably influenced by the proximity to the Station as well as the Newport Railway Workshops and the Victorian Rifle Range⁴. The first Bristol Hotel at the corner of Station Road was constructed in 1869 and was replaced by the present building in 1888. A shop to the east of the Bristol shown on the c.1894 MMBW plan was apparently replaced or extended during the Interwar period to create three shops. In 1928, ‘Owens Buildings’ were constructed on the opposite corner. Other commercial development in this area included a Victorian shop and residence at No 163.

Description

This precinct generally comprises the part of Ferguson Street in Williamstown, which was named for the chief harbour master during the mid-nineteenth century, Captain Charles Ferguson. The historical development of the precinct since the mid-nineteenth has created a distinct civic and commercial-precinct:

- The Maritime Residential group at the eastern end (No 2 and 4 Ferguson Street), which is cited elsewhere in this Study.

¹ *Williamstown Advertiser* 20 March 1909

² City of Williamstown Rate Books 1911-12 (987), 1912-13 (980) (982)

³ *City of Williamstown Conservation Study* p.10

⁴ MMBW c.1894 Record Plan, c.1905 Detail Plan

- The Civic and Commercial group, generally between Nelson Place/The Strand and Melbourne Rd.
- The Commercial and Residential group at the western end near North Williamstown Station.

The street construction varies throughout. The eastern end of the street has central car parking interspersed with semi-mature eucalypt trees, and was reconstructed in 2002 in asphalt with concrete gutters. The central section retains its interwar or postwar concrete road and footpath while the western section was reconstructed in 2008 in asphalt with concrete gutters. Eucalypts line the central median; in the eastern end they are interspersed with parking. Paperbarks are in the nature strip to the west of the Town Hall.

Civic and Commercial

The built fabric of the shops and other commercial premises within the Civic and Commercial sub-precinct comprises a mixture of styles from the nineteenth and twentieth century, many of which are related in terms of their siting, scale and materials. The architectural character of the street is predominantly derived from the first floor facades as most of the original ground floor shopfronts have been substantially altered (although as described below some notable examples from the Interwar period do survive) and most of the original verandahs removed.

Postwar development that is unrelated in terms of its massing, fenestration and siting to the surviving contributory buildings (generally prior to World War 2) disrupts the historic expression of Ferguson Street as a whole, however, there are buildings of individual merit as well as groups of buildings that are related in terms of their scale, fenestration and detailing.

The significant Victorian era buildings include:

- *Rose of Australia Hotel (50-54)* This is a parapeted, stuccoed brick and stone two-storey hotel with an iron-clad hipped roof. It is a near original, simply designed hotel which is perhaps the earliest surviving commercial building in Williamstown's current commercial centre.
- *Former Melbourne Savings Bank (56-58)* This is a two-storey stuccoed brick and parapeted bank building in the Italian Renaissance revival style. Designed by architects, Wight and Lucas, it was built in 1887 and occupies a prominent corner site.

Other contributory Victorian shops at Nos. 19, 42-44, 75 and 77 are generally two storey (originally with residence above), stuccoed and parapeted in the Italian Renaissance revival style that is typical of boom period architecture. No 75 has a reconstructed street verandah. An unusual and somewhat isolated building with an unusual castellated parapet (similar to the Tudor House in Pasco Street) is at No. 107.

Contributory Federation and Edwardian era buildings include the Hobsons Bay Hotel, the two storey red brick shops and upper level residences at Nos. 43-45 and 55-59, and the single storey red brick shop and residence at Nos. 92-96, with early shopfront and tiles. Related interwar development includes:

- The two storey attached rows of shops and residences at Nos. 20-22 and 36-40, which include original shopfronts.
- The two storey stuccoed and parapeted Moderne style former W. Angus shop & residence with a valuable original shopfront at No. 102, which forms part of a group in this area along with Nos. 91, 98 and 100.

The western end of the Civic and Commercial sub-precinct is defined by the former City of Williamstown Town Hall and Offices, which is a two storey building designed in an austere Edwardian Baroque style setback behind a landscaped forecourt. An E-shape plan supports a symmetrical front elevation of five bays alternating between smooth rusticated stucco and red bricks, with stucco dressings to the openings. Behind the administration and entrance wing is the temple-shaped, gabled town hall with its stuccoed pediment and red brick walls.

Commercial and Residential

The western end of the Commercial and Residential sub-precinct is defined by the landmark Victorian Boom style Bristol Hotel on the north side at the corner of Station Street, and the similarly scaled and sited two storey Interwar shops "Owen Building" on the south side of the corner of Railway Place. Completing this small commercial precinct are the two Interwar shops adjacent to the Bristol Hotel, which are notable for their relatively intact facades including shopfronts and an early

cantilevered verandah.

The balance of the precinct is residential with the south side of the street between “Owens Buildings” and Verdon Street predominantly comprising Victorian era cottages and villas. There is an intact Victorian brick and timber single storey shop and residence at No 163 ‘Braemar’ at No 182 is a notable example of a larger asymmetrical Edwardian villa (q.v.).

Integrity

Civic and Commercial - Moderate to Low.

Commercial and Residential – Moderate to High.

Context

Together with Douglas Parade, the eastern end of Ferguson Street is now the primary commercial centre in Williamstown. It is the interface between the Government Survey precinct to the south and the Private Survey precinct to the north.

Thematic Context

Principal Australian Historical Theme(s)

Building Settlements, Towns and Cities & Governing, Development of shops to serve the community, Development of Local Government.

Associations

City of Williamstown. Refer to individual citations.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes (in part)
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to:

- Encourage the reconstruction of street verandahs or awnings, where sufficient evidence is available.
- Encourage the restoration of original or early shop fronts and reconstruction where sufficient evidence is available.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Elsum, WH (1934) *The History of Williamstown*
- Strahan, L (1994) *At the Edge of the Centre*. p.112
- *Williamstown Illustrated* (1904)
- City of Williamstown Rate Books
- MMBW c.1894 Record Plans Nos. 14 and 15 and c.1915 Detail Plan Nos. 16 and 21
- The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)



Heritage Precinct Name	Ferguson Street Maritime Residential Heritage Precinct
Address	2 and 4 Ferguson Street, Williamstown
Heritage Overlay No.	Not applicable
Related Precinct(s)	Ferguson Street Commercial & Civic Heritage Precinct Private Survey Heritage Precinct

Significance

Local

Style & Type

Victorian residential

Significant Dates

c.1850-1900

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Ferguson Street Maritime Residential Heritage Precinct includes properties at 2 and 4 Ferguson Street, Williamstown.

How is it Significant?

The Ferguson Street Maritime Residential Heritage Precinct is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically and socially, it is significant for its ability to illustrate the early residential development of Ferguson Street before it became the main commercial centre of Williamstown from the late nineteenth century onwards as the town turned inwards and away from Nelson Place and the port as it declined. All of the houses have strong associations with the early maritime history of Williamstown when it was the main port of Melbourne by their early ownership and occupation by people such as James Deane, FW Deane, John Battersby and James Sivies. (AHC criteria A4, D2 and H1)

Aesthetically, the houses at 2-4 Ferguson Street are significant as a small cohesive Victorian era residential group, which share common characteristics of siting, scale, plan and form as well as uncommon details such as the two storey timber construction of No. 2 and the stone construction of No. 4 that illustrate well the typical early residential character of Ferguson Street. (AHC criterion E1)

On this basis, the following properties contribute to the significance of the precinct:

- 2 and 4 Ferguson Street.

Please note that some heritage places within this precinct may also have an individual citation in this Study. There is a separate citation 'Ferguson Street Civic & Commercial'.

History

Thematic history

The *City of Williamstown Conservation Study* notes that:

Williamstown's development as a port was also aided by its becoming a government shipping base and the town also was the Australian port for the English mail steamers down to 1880. From the 1850s on, new piers were constructed: New Pier (Ann Street) by 1855, Stevedore Street Pier, for the sheoakers and ballast trade, Gellibrand Pier, finished by 1859, and Breakwater Pier, by 1860. The last two became famous for their handling of grain; Nelson Pier (1879) was also used for bulk grain. Reid Street Pier was built in 1891.

From the 1850s, many buildings have survived from Williamstown's expansion as a port: many buildings listed in this report have maritime connections, some of them of considerable historical importance. They include the Tide Gauge House and the houses at 62 Electra Street (1856-58), 2-4 Ferguson Street (associated with James Deane, a pilot and later a shipping owner, c1862 and 1865), 92 The Esplanade (1888-90), 6 Hanmer Street (c.1860-70), 64 Pasco Street (1858), 23 Stevedore Street (c.1859), Mandalay at 4 The Strand (c.1858-59), as well as the former Customs House, Nelson Place (1872-73).

The greatest threat to Williamstown came; however, from the Melbourne Chambers of Commerce who delayed Williamstown's having a bonded warehouse. More importantly, Melbourne merchants wanted to make Melbourne itself a deep-water port. They were foiled, or slowed down for many years, but once the Melbourne Harbor Trust had been constituted in the way it was with domination by the Melbourne representatives, and once Sir John Coode's plan for Yarra improvement had been accepted, Williamstown's decline seemed certain.

During the 1880s it was still necessary to lighter many cargoes up the river, but its progressive deepening gradually reduced Williamstown's share of Melbourne's imports, and imports were the most important part of Melbourne's trade.

By the turn of the century Melbourne's ports had captured 83% of imports as against the 54% she had had in 1877. The situation was made worse by the Harbor Trust's deepening of the channel into Port Melbourne in the 1890s. This effectively removed Williamstown's greatest natural advantage over its rival across the Bay.

What is now Ferguson Street formed part of the northern boundary of the original 1837 Hoddle subdivision of Williamstown. The 1855 Williamstown Government subdivision plan showed only the part of the Street between Melbourne Road and Nelson Place, while the 1864 Cox plan showed its present length with buildings concentrated at the eastern end. Much of the early development in Ferguson Street was residential and it was only toward the end of the nineteenth century that this began to change:

Nelson Place remained the primary shopping centre of Williamstown until the 1880s when, with the decline of the Port of Williamstown, the town turned inward and shops began to develop in Ferguson Street and Douglas Parade.¹

It has been suggested that by 1930 the move to Ferguson Street and Douglas Parade was "all but complete"².

Specific history

The houses within the Ferguson Street Maritime Residential precinct were constructed within the mid to late nineteenth century when Williamstown was the main port of Melbourne. Consequently, all of the houses within this precinct have close maritime connections, each representing a facet of the industry from ship owners, to shipwrights, to mariners and customs boatmen:

¹ Barnard, *Hobsons Bay Heritage Study Thematic Environmental History* p.56

² *City of Williamstown Conservation Study* p.10

- The first stage of No. 2 was built c.1862 as a two roomed dwelling owned and occupied by a carpenter William Evans. By 1870 there were four rooms, owned by the seaman and shipwright, John Clark (q.v.). Following this it was leased and then sold to James Deane, a major Williamstown and Port Phillip ship owner. It was a 9 roomed house from 1876 but Deane added a further three rooms by 1889, when it was apparently redesigned by prolific local architect, CJ Polain³. Deane called the house 'Brittanica'⁴.
- The stone house at No. 4 was owned by a customs vessel coxswain, John Battersby, from 1865 when it was two rooms plus kitchen. It was later leased to Charles Taylor, a mariner, HM Williamson, a produce merchant, and an engineer, William Brewer. By c.1892 when it was rated as five rooms it was sold to James Deane who by this time owned and resided in No. 2 Ferguson Street⁵.

Description

This group consists of two houses at the bayside end of Ferguson Street. The houses on the north side of the street are:

- on similar sized blocks backing on to a rear ROW.
- set close to the street.
- one and two storeys in scale.
- have pitched roofs clad with corrugated iron or slate.
- weatherboard or stone clad.
- have early detailing.

Integrity

Nos. 2-4 form a cohesive group.

Context

The houses form an isolated group within the otherwise commercial development in Ferguson Street, however they are related to nearby maritime villas in The Strand and the Interwar apartments at the corner of Nelson Place.

³ *Williamstown Chronicle*. Tender Notice – 12 October 1889

⁴ *Williamstown Chronicle* 27 December 1890

⁵ Williamstown Rate Books 1865-66 (1115); 1892-93 (2222)

Comparative Analysis

Most of the nineteenth century houses within what is now the commercial centre of Ferguson Street (generally to the east of Lyons Street and Lenore Crescent) have been replaced by later commercial development. This group comprises two of perhaps only four surviving examples of houses - the others are found at No. 93 and 95 (latter concealed behind shop).

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

James Deane, Francis W Deane, John Battersby, James Sivies, CJ Polain. Refer also to individual citations.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No

Management objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

Elsum, WH (1934) *The History of Williamstown*

Strahan, L (1994) *At the Edge of the Centre*

MMBW c.1894 Record Plans Nos. 14 and 15 and c.1915 Detail Plan Nos. 16 and 21

Williamstown Chronicle


The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)

Williamstown Rate Books 1863 (987), 1870-71 (1173), 1876 (1342), 1886-87 (2406), 1890 (2029), 1896 (2268)

Sands and Kenny (later McDougall) *Melbourne Directory* 1905.

Precinct Map to be developed and inserted as a future update to the Study

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Heritage Precinct Name	Fishing Village Heritage Precinct
Address	end Maddox Road, Williamstown – along foreshore
Heritage Overlay No.	Not applicable
Related Precinct	Not applicable
Significance	
Local	
Style & Type	
Heritage precinct	
Significant Dates	
c.1920-50	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
<p>What is Significant?</p> <p>The Fishing Village heritage precinct, established between 1920-50, along the foreshore at the end of Maddox Road, Williamstown.</p> <p>How is it Significant?</p> <p>The Fishing Village heritage precinct at the end of Maddox Road, Williamstown is of local historic and aesthetic significance to Williamstown.</p> <p>Why is it Significant?</p> <p>Historically, the precinct is significant as a setting for recreational activity in the form of anglers clubs who have been on the site over a long period. The grouping of structures is unusual in terms of its informal tenure, evolution, and relatively remote waterside location for the metropolitan area. The former farm house, which is one of the major structures in the group, and is locally significant for its representation of an early farm house surviving within a rural setting relatively close to the city centre. (AHC criteria A4 and B2)</p> <p>Aesthetically, the two Canary Island palms are significant for providing a mature introduced landscape, which complements the setting of the cottages. (AHC criterion E1)</p> <p><i>Please note that some heritage places within this precinct may also have an individual citation in this Study.</i></p>	

History

Now part of the JT Gray Reserve, the so-called 'Fishing Village' is situated on land now owned by the Crown or Hobsons Bay City Council. The land around the site was granted to William Ford Knight of Williamstown on 16 November 1864 as 13 acres of lot D2/3 Cut-Paw-Paw parish for which he paid £33/5/-. The next owner, in 1907, was Arthur E Knowles of 57 Ferguson Street, North Williamstown. He was then the subject of a writ of Fieri Facias served by Robert Gunn and William Francis Hindson. Knowles mortgaged the property but by 1910 his estate was assigned to Lancelot Cleveland of Queen Street, Melbourne who transferred Knowles property to John G Pennell of Electra Street, Williamstown in 1911.

Knowles died in 1915 (Lemon p.184). Pennell leased part of the land to James Quinn in 1912. Pennell died May 1917 and probate was granted to George FA Jones, a Melbourne solicitor and Hugh Jones, a Presbyterian clergyman at Ormond. John Arthur Knowles was the new owner in 1928, the property being now 63 acres and including CAs D1, D2/3 and parts CAs E1, E2, F2/3. The land was distributed between Kororoit Creek Road and Kororoit Creek, either side of a strip of land owned by others. Mortgages followed in 1936 and in 1947 and 1949 parts of the land were sold to the Vacuum Oil Company Pty Ltd. Another 27 acres were sold to the City of Williamstown in 1948. This became the site of the present Fishing Village (D1, D2).

Early rate descriptions of the Village are vague, with John Knowles of 70 Electra Street, Williamstown, being listed in 1940-41 as the owner of 271/2 acres (D1, D2) land with no mention of buildings when the annual value was £80.¹ The City of Williamstown replaces Knowles in 1947-48.²

In 1945 an aerial view shows a collection of small structures not unlike the present group of buildings. The existing house (138) is shown fronted by what appears to be an ornamental garden, with a hedge row on the east of the house. Large sheds are located on the river bank in front of the house, with an associated landing area. The other early house-like structure to the east of the house (142) is shown isolated in open ground. At the back of the larger house is more garden with outbuildings and a line of sheds up Maddox Road. On the west side of the road are other garden or plantation quadrangles. Some of the small sheds facing the creek to the west of the house have jetties or slipways into the creek. The track they face on the north is irregular.

A Council plan probably prepared after this date, shows 27 lots laid out with typically 20 feet frontages perpendicular to the creek along an 'Access Road' also known as the JT Gray Reserve Access Road. The buildings on these lots are also numbered 1-31, with structures on lots 1-17, 19, 22-23 and 25-27. Another version of this plan shows added structures on lots 24, 21, and 18 or differently shaped or missing structures on lots 23, 14, 22, 12, 9, 8, 6, 3, and 1.

Council offered water reticulation to the site in 1966, with a small increase in rental for the 15 hut occupiers interested in connection. In 1977 the Bristol Anglers Club applied for a building permit to erect clubrooms on site 24 (20'x75') but Council refused saying that it was too substantial and would affect the water course. In the same year the Williamstown Town Clerk told Council that no further works should be allowed there as the existing huts were detrimental to the amenity of the adjoining reserve. A 1978 option was to combine all of the clubrooms into one, with proper facilities and car parking, and all existing huts were to be removed within 10 years but this came to nothing. A 1980 scheme included a landscape plan, which reinstated native vegetation, removed weeds and provided a walking path with car parking and other facilities. A Williamstown Council policy from 15 September 1980 banned any further extension of the leased structures at the village or any further building on the vacant sites. At the same time the local Kororoit Creek Progress Association was urging the preservation of boat shed number one and the extension to the hut occupied by McCarthy (site 9) and Virgona's among other works.

A Council Health Department report of 1985-86 lists the sites 1-24, based on the 27 lots as follows:

- Site 1 was occupied by J Virgona's hut, which was equipped largely for weekend usage with cooking, refrigeration and sleeping facilities. There was part allocated to boat storage.
- Site 2 was F Flata's hut, which was for occasional overnight stays and was more spartan (he used the Brunswick Anglers Club toilet facilities).

¹ Williamstown Rate Books 1940-41 (2511)

² Williamstown Rate Books 1947 (3494)

- Site 3 was occupied by Mrs & Mrs A Thompson's cottage on a near full-time basis (they spent 2 months of the year interstate) and was consequently fully self-contained. Their sewerage went into the Brunswick club's septic tank.
- The Brunswick Anglers Club (sites 4-6) had only club rooms but their toilet and washing facilities were used by many of the village residents.
- Site 7 was J Turner's: it held a more typical fishing shed, with fish cleaning facilities and little else.
- H Thompson's site 8 had bunks and a sink but was reputedly not used frequently.
- Site 9 was similar and occupied by B McCarthy.
- Site 10 was a store only, held by R Schuhm. D Fyke's shed on site 11 was also a store, as was L Hiris's site 12.
- Site 13 had bunks and a sink and was leased by W Davidson and H Chapman's shed on site 15 housed a boat.
- The shed on site 16 had bunks and a sink for occasional nightly use by J White but R Baker's hut 17 had beds, sink and a TV with a clothes line full of washing at the back.
- P Davey's hut on site 18 was lined throughout with timber panelling and although there were no beds, there was a fully equipped kitchen and lounge. Site 18 also had a stove, sink and bunks and was occupied by J Carruthers and friends on occasions.
- Sites 20 and 22 were not tenanted but 21 was occupied by J Knight for storage.
- Site 23 had bunks, a sink and storage areas, it was unlined and not used for habitation.
- The Kororoit Creek Angling Club (24) was fitted out as a club with boat storage. It had a septic tank was also used by other tenants.

A 1990 list of tenants showed that the tenants had not changed greatly and most had an address in the region. One addition to the list was the Bristol Angling Club on site 24 and the Kororoit Creek club who now occupied sites 25-27. At that time the Williamstown Chief Executive Officer sought some fee for the occupation of Council land and asked the valuer to strike a rent.

A 1996 Council planning report noted that the majority of sheds on the lots had been extended or converted over time for use as a dwelling, either for occasional or permanent use. The building regulations have not been met and waste disposal was a problem given that all sullage from the various basins and sinks went into the creek. The report also cited two large fish processing sheds on the creek with a large cool room attached and a 'strong odour of rotting fish'. A pile of scallop shells contained rotting remnants of their former occupants.

Description

This fishing village comprises a series of informal structures at the south end of Maddox Road on the banks of Kororoit Creek and grouped along an unformed dirt track parallel with the creek.

Starting at the western end of the complex and facing the JT Gray Reserve Access Road, in order east to west:

- (25) Kororoit Creek Angling Club. This building is flat roofed part weatherboard clad, extended over many periods, has a feature brick chimney with the club emblem thereon.
- (24) Flat roof corrugated iron clad shed.
- 23 Gabled Myer garage type crimped metal clad shed, called Club 23.
- 21 Recently built Colorbond crimped metal clad shed.
- (20?) Vertical corrugated iron clad shed, earlier vintage, possibly inter-war.
- 17 Vertical boarded and corrugated iron clad shack.
- 15? Vertical corrugated iron clad shed.

- Crimped metal clad prefabricated garage type shed.
- flat roofed corrugated iron clad (vertical) shed.
- Access way to jetties along creek with numerous boats etc.
- Gabled corrugated iron clad silver coloured shed.
- Similar shed, but set-back from track.
- Similar shallow gabled roof form, set back.
- 10 Recently built galvanised corrugated iron clad garage type.
- 9 Vertical corrugated iron clad gabled shed, earlier than most.
- 8 Asbestos cement clad cottage with recent bluestone chimney and mature Monterey cypress at the front.
- 7 vertical corrugated iron clad, gabled possibly 1950s.
- Brunswick City Anglers Club (meetings first Tuesday every month) - large
- Castlemaine slate and brick clad building, with two large Canary Island date palms, two colours of brick (cream brick next to river) in walls indicate stages, as does sawtooth profile roof.
- Cement sheet clad inter-war building.
- 1-2? Corrugated iron clad gabled building linked with cement sheet wing, with fish motif at front.

Maddox Road

- 140 Maddox Road called 'The Shack'.
- 138 double fronted weatherboard house with corrugated iron clad hipped roof, red brick corbelled chimney, new verandah on north side and timber framed windows typical of period c1920-30, a mailbox has 17 on it.
- 142 VDAC long gabled weatherboard house, c1920 with new garage and sheds at the rear, being the easternmost building of the group.

The character of the group is typically ad-hoc beach shack construction with the exception of 138 and part of 142, being the early core of the place, and possibly two altered inter-war boat sheds with some mature planting like the Canary Island palms.

The later substantial club rooms such as the BCAC and KCAC dominate. These buildings are representative of post WW2 recreational activity but have been altered since then, providing a diluted expression of this period. The few inter-war boat sheds have also been altered. Only the former farm house suggests a specific period and its former use is reinforced by the rural setting.

External Condition

Varies.

External Integrity

Moderate to Low.

Context

Set in open coastal landscape, next to the creek and reserves.

Comparative Analysis

The location is unusual and parallels other informal water-side groupings or structures such as the beach shacks further west along the coast facing Corio Bay, a group of fishing shacks at Lakes Entrance or the rocky mooring created at the end of Bayview Street in Williamstown which was made famous by the Percival painting.

More numerous and more formal recreational facilities are dotted along the coast in the form of life saving club houses, yacht clubs and the like some are much earlier (Williamstown Life Saving Club

and former rifle range pavilion) than any on this site. There are few former farm houses in this part of the City, the most famous being the former Laverton homestead.

Thematic Context

Principal Australian Historical Theme(s)

Developing Cultural Institutions and Ways of Life, Forming Associations

Associations

Williamstown City Council

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes, in part. The former farm house and palms are recommended for conservation as locally significant (AHC criteria A4 and B2); the other elements are below the threshold in AHC criteria A4, B2 and G1.
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Heritage Victoria Register:	No
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Register of the National Estate:	No
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National Trust Register:	Recommended
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Conservation management objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*

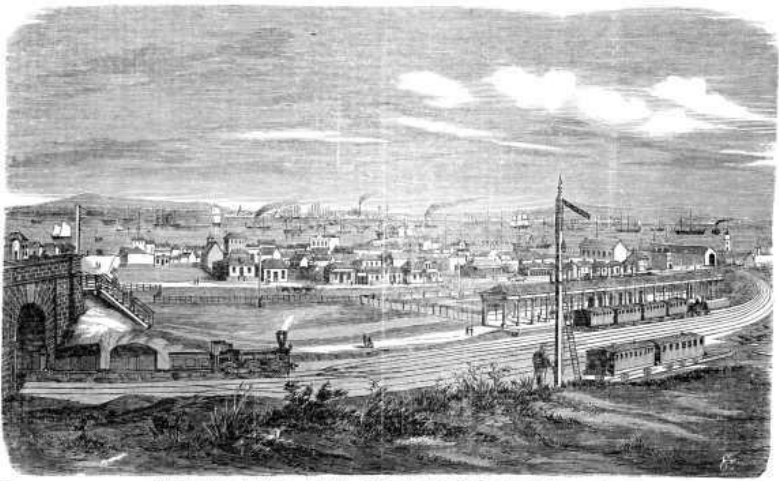
Williamstown Rate Books as cited

Victorian Titles Office (VTO) Crown grant Vol 134, Fol. 26615 and following Victorian Titles Office Vol 5544/Fol 1108088

Hobsons Bay Council (former City of Williamstown) correspondence files and 'Property File 7'

Land Victoria aerial photo Melbourne & Metropolitan Area December 1945.

Precinct Map to be developed and inserted as a future update to the Study

Heritage Precinct Name	Government Survey Heritage Precinct
Address	Aitken Street, Ann Street, Cecil Street, Charles Street, Cole Street, Council Lane, Cropper Place, Electra Street, Esplanade, Ferguson Street, Giffard Street, Hamner Street, Illawarra Street, Jackson Street, Kanowna Street, Lyons Street, Melbourne Road, Morris Street, Nancy Court, Nelson Place, Osborne Street, Panama Street, Parker Street, Parramatta Street, Pasco Street, Perry Street, Railway Crescent, Railway Place, Railway Terrace, Rosseau Street, Smith Street, Thompson Street, Twyford Street, Verdon Street, Vulcan Grove and associated minor streets and lanes, Williamstown
Heritage Overlay No.	HO8
Related Precinct(s)	Cecil Street Heritage Precinct Electra Street Heritage Precinct Esplanade Residential Heritage Precinct Hamner Street Heritage Precinct Ferguson Street Civic & Commercial Heritage Precinct (south side only) Hobsons Bay Railway Heritage Precinct Nelson Place Heritage Precinct Pasco Street Heritage Precinct Railway Crescent Heritage Precinct (part only) Verdon Street Heritage Precinct
Significance	 <p>WILLIAMSTOWN, FROM THE RAILWAY BRIDGE.—SEE PAGE 13.</p>
Local	
Style & Type	
Heritage precinct	
Significant Dates	
1837-1940	
Designer	
Not applicable	
Builder	Not applicable
Not applicable	
Statement of Significance	
What is Significant?	The Government Survey Heritage Precinct, which comprises all land included within HO8 and is generally bounded by Ferguson Street, Nelson Place, Kanowna Street, Morris Street, Esplanade, Giffard Street and Railway Place, Williamstown.
How is it Significant?	The Government Survey Heritage Precinct is of local historic, social and aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	

Historically, the Government Survey precinct demonstrates the most important and prosperous phase in the development of Williamstown from the mid nineteenth to early twentieth centuries, which was directly associated with the development of the port and later influenced by the development of railways and associated industries. The early settlement of Williamstown and its importance as a port and defence facility also contributes to a broader understanding of the history of Victoria.

Socially, the Government Survey is important for its ability to assist in understanding and interpreting the life style of this isolated and close-knit community during the nineteenth century.

Aesthetically, while there are examples of unrelated postwar development within the precinct, as a whole, it retains remarkably intact and cohesive groups of nineteenth and early twentieth century buildings that are an integral part of the special character of early Williamstown. Key elements include:

- The distinctive street layout based on a series of intersecting grids, which illustrates prevailing attitudes towards town planning in the nineteenth century.
- Unusual or rare early building styles and types such as the basalt houses and the timber duplex houses with no dividing wall that are characteristic of this part of Williamstown but less common elsewhere in the metropolitan area.
- The major nineteenth century community and civic buildings, many designed by noted Melbourne architects, both individually and in key groups – notably in Electra Street and the former Market Reserve.
- The unifying effect throughout the precinct of groups of predominantly Victorian and Edwardian era houses with common or similar characteristics of design, siting and scale that creates cohesive and homogeneous streetscapes. Many are externally intact and others, although altered, still retain their distinctive form and siting and hence contribute to the precinct.
- The basic nineteenth century or early street construction and the remnant mature exotic street planting found in some streets that combines with exotic planting in private gardens to reinforce and enhance the period expression of the precinct.

Not all of these elements are found in all streets within the precinct. As a consequence, there are a number of distinctive sub-precincts, which include Cecil Street, Electra Street, Esplanade, Hanmer Street, Nelson Place, Pasco Street and Verdon Street that have individual citations in this Study. There is also an individual citation for Ferguson Street, which forms the northern boundary of the precinct.

On this basis, the following properties and other elements contribute to the significance of the precinct (Note: All streets numbers are inclusive):

- Aitken Street (odd) 23-25, 43, 69, 81-83, 87, 153-159 and 163-171 (even) 64, 66, 118-120, 122 and 160.
- Ann Street (odd) 17, 31, 33 and 43-49 (even) 22-40 and 46.
- Cecil Street (odd) 13, 23-47, 53, 55, 61-69, 85-89, 97, 103, 105-123, 127, 129, 133-145, 155, 173, 185 (even) 12-14, 20, 22, 26-30, 34, 46-50, 56, 58, 82, 86, 116, 120, 132-140, 146, 150-154, 156-160, 174 and 180-182 (Note: Cecil Street is within the Cecil Street Heritage Precinct (HO1)).
- Charles Street (odd) 3, 5, 9, 11 and 15-19 (even) 6-20.
- Cole Street (odd) 1, 3, 11-13, 51, 73-77, 83 and 107-113 (even) 52, 56-66, 80-92, 96 and 100 and Cole Street railway bridge (Note: Nos 1 and 3 Cole Street are located within the Nelson Place Heritage Precinct (HO21)).
- Electra Street (odd) 3, 5, 9-17, 21-25, 41, 51, 55-57 and 65 (even) 2, 6, 8-12, 16, 22, 26-36, 44-48 and 52-70 (Note: Electra Street is located within the Electra Street Heritage Precinct (HO4)).
- Esplanade 4, 5, 5A, 7, 9-14 and 16-20, 23 (Note: Properties west of Giffard Street are located within the Williamstown Beach Heritage Precinct (HO34) and the Hannan's Farm Heritage Precinct (HO13)).
- Ferguson Street (odd only) 21, 43-45, 49, 51, 55-59, 75, 77, 91-95, 107, 145 and 147-171 and 185 (Refer to Ferguson Street Civic & Commercial Heritage Precinct (HO7)) (Note: No 147 is located in the Verdon Street Heritage Precinct (HO32)).

- Giffard Street (odd) 13-23, 31, 41-43, 49, 59, 61 and 67 (even) 20 and 24-38.
- Hanmer Street (odd) 67, 77, 81-93, 97 and 119-129 (even) 6-14, 18, 20, 22, 26, 38, 40, 42, 46 64-68, 84, 86 and 90 and the adjacent Williamstown Railway Station complex (Note: Hanmer Street is located within the Hanmer Street Heritage Precinct (HO12)).
- Illawarra Street (odd) 31-41 (even) 12, 16, 18, 20-22, 24, 26, 28, 32-42, 44, 46 and 50
- Kanowna Street 14 and 38-52.
- Lyons Street (odd) 27 (even) 2, 6-10, 14, 16, 24-28, 34, 36.
- Melbourne Road (odd) 5-9, 15-27, 33, 37, 53-61, 69, 75, 77, 83, 89 and 91 and (even) 12.
- Morris Street 54, 56-58 and 64-68.
- Nelson Place (odd) 1, 55-57, 85, 123-219, 223-231, 255-57 and 263 (even) 128 and 132 (Note: Nos (odd) 125-219 (even) 128 are located within the Nelson Place Heritage Precinct (HO21)).
- Osborne Street (odd) 5-11, 17-23, 33-43, 49, 53-57, 63, 67-75, 83-85, 93 and 95 (even) 2, 6-14, 18, 24, 26, 32-44, 48-56, 64, 78 (Note: Properties west of Giffard Street are within the Williamstown Beach Heritage Precinct (HO34)).
- Parker Street (odd) 1, 71-73, 77 and 81-87 (even) 8-12, 28-32, 50, 52, 60-67, 71-76 and 80-84 (Note: No 1 Parker Street is located within the Nelson Place Heritage Precinct (HO21)).
- Pasco Street (odd) 15-19, 21, 25-31, 47, 57-61, 69 and 83-93 (even) 4-16, 22-32, 50-56, 62, 64 and 70-76 (Note: Pasco Street is located within the Pasco Street Heritage Precinct (HO24)).
- Perry Street (odd) 3-9 (even) 4-8, 20 and 24-32.
- Railway Crescent (odd and even) 17-32 (Note: Railway Crescent west of Giffard Street is within the Williamstown Beach Heritage Precinct (HO34)).
- Railway Place (odd and even) 13, 16, 18, 19, 21, 26-29, 32-40, 43-46, 48, 49, 51, 52, 59, 60, 73, 76, 77, 83, 85, 87, 90-91, 93, 94, 97, 100, 107, 112, 113 and 119.
- Railway Terrace (odd and even) 1, 2, 4, 7, 8, 11-15 and 16.
- Smith Street 2 and 4.
- Thompson Street (odd) 13, 15, 17, 19-27, 39-41, 47, 57, 61, 65, 67, 73-75, 77, 87, 89, 93, 97, 103, 113-115 and 123 (even) 4, 8, 10, 14 (trees only), 66-68, 72-76, 80-88, 92-94, 96, 102, 106 and 112-118.
- Twyford Street (odd) 25, 27, 29, 31, 33-35, 37-39, 41, 63-67 and 73-81 (even) 2, 6, 10, 14, 16, 18, 28, 32, 34, 36, 40, 46-48, 50, 54, 56, 60-70 and 74.
- Verdon Street (odd) 1, 3, 7-21, 29, 47A, 55-59, 69-77, 79 (Street tree only), 87, 91, 93 and 95 (even) 2, 6-16, 40, 48, 50, 66, 70-78, 84, 88-92, 96 and 106-108 (Note: Verdon Street is located within the Verdon Street Heritage Precinct (HO32)).
- Early street and laneway construction and layout and mature street trees throughout the precinct.

Please note that some heritage places within this precinct may also have an individual citation in this Study.

1 Cole Street and 27-29 Pasco Street are not the original buildings – reconstruction has occurred in accordance with the ICOMOS Burra Charter.

History

Thematic history

Early Settlement

Barnard (1999) notes that:

Gellibrand's Point was also the first choice of William Lonsdale for a settlement at Port Phillip when he arrived to take charge of the district in 1836. But, despite the deep water available here for the mooring of ships, the lack of fresh water supplies led him to settle on Melbourne, where 'the greatest numbers of people reside'. Nevertheless, when Governor Bourke visited Port Phillip the next year he decided that:

the shore of the bay near Point Gellibrand must undoubtedly be occupied, though from want of water it may not become the site of a large town. I thought therefore it would be advantageous to mark out some allotments, which might be offered for sale immediately. Went on shore with Surveyor Hoddle and marked the direction of the principal lines for Quays and Buildings. Directed him to have the whole peninsula surveyed immediately, and pointed out the parts, which I wished to be reserved for Government purposes. A battery will be required for the protection of the Bay and a Beacon or Tower should be erected on the point to render it more easily distinguishable by vessels approaching from without.

Six days later Bourke named Hobsons Bay and the two towns, Williams Town and Melbourne. Hoddle soon surveyed Williamstown, marking out Nelson Place and four blocks of allotments between the reserve at Point Gellibrand, Ann Street, Thomson Street and the streets that are now Cole and Parker (but were not marked or named at the time). The first land sales here took place on the same day as the first for Melbourne. Lots 2 to 9 in Nelson Place were sold at that first sale. These were located between Cole and Thompson Streets. At the second sale, in 1838, the blocks between Thompson and Cole Streets were sold.

Later, in 1855, the official town boundaries of Williamstown were formally extended by the Governor, and a map dated 1860 shows a street grid reaching up to Ferguson Street in the north and back to Hammer and Electra Streets in the southwest and west. Cox's 1864 map of Hobsons Bay, however, shows the grid of streets extending to the southwest of the railway line towards the cricket ground and back beach and northward, past Ferguson Street into North Williamstown. There were scattered houses and clearly rural blocks amongst this grid, which was enclosed by the railway lines to Melbourne and Geelong. Already at this time, however, the distinctive pear shaped reserve, which included the Williamstown Cemetery, was laid out. William Kelly, who had been so disparaging about Williamstown in 1853 found that the same place in 1857 was:

really an important place, intersected with wide, regular streets, curbed, channelled, and macadamised, with regular trottoirs, fine stone and brick buildings, private houses, excellent hotels, fine shops, most spacious and well-assorted general stores, branch banks, churches of all denominations, a railway connecting it with Geelong, and another on the eve of completion, that will extend into the heart of the gold-fields, and link it by a fork to the metropolis. The Williamstown terminus will be connected with a fine pier running into water sufficiently deep for the largest clipper ships to discharge alongside, and will soon be able to boast a patent slip, on which any vessel afloat - except, perhaps, the Great Eastern - can be run up and repaired. In 1853 it was too insignificant a spot to have its inhabitants numbered, but in 1857 it was found to contain a resident population of 3536 souls, besides an enormous floating population, always ebbing and flowing.

Specific history

Introduction - Port Development and Decline

The early development of Williamstown was directly linked to the development of the port; as its fortunes rose and fell so too did the fortunes of the city. The *City of Williamstown Conservation Study* notes that:

Williamstown handled most of Melbourne's shipping before the gold rushes, only two small vessels could pass up the Yarra, so a fleet of lighters had to bring up cargoes from larger ships anchored in the Bay. At Williamstown the first official jetty was completed in February, 1839, and the first on the site of Gem Pier, in 1839 (extended 1847, later rebuilt). Water police and customs were established and pilots appointed from New South Wales were the precursors of the service established after Separation.

The gold rushes disrupted the life of the port as they disrupted it everywhere in Victoria. After the early chaos, however, gold meant great traffic and prosperity for Williamstown, and growth continued generally through the 1860s and 1870s.

Williamstown's development as a port was also aided by its becoming a government shipping base and the town also was the Australian port for the English mail steamers down to 1880. From the 1850s on, new piers were constructed: New Pier (Ann Street) by 1855, Stevedore Street Pier, for the sheoakers and ballast trade, Gellibrand Pier, finished by 1859, and Breakwater Pier, by 1860. The last two became famous for their handling of grain; Nelson Pier (1879) was also used for bulk grain. Reid Street Pier was built in 1891. However, nothing can symbolise more the link between

Williamstown and the sea than the former Gellibrand's Point Lighthouse (later the Timeball Tower). This was constructed in 1849.

Victoria's golden age was one of grand schemes, including that of the Mount Alexander and Murray River railway, which would have made Williamstown the port for a large part of Victoria's golden interior. That scheme collapsed; but Williamstown was finally linked by rail to Melbourne in January 1859. Yet even in the flourishing period of the 1850s, 1860s and 70s, threats to Williamstown's importance as a port were present. Sandridge (Port Melbourne) got its railway and railway pier, years before Williamstown did, and Sandridge had one great asset: closeness to Melbourne.

The greatest threat to Williamstown came; however, from the Melbourne Chambers of Commerce who delayed Williamstown's having a bonded warehouse. More importantly, Melbourne merchants wanted to make Melbourne itself a deep-water port. They were foiled, or slowed down for many years, but once the Melbourne Harbor Trust had been constituted in the way it was, with domination by the Melbourne representatives, and once Sir John Coode's plan for Yarra improvement had been accepted, Williamstown's decline seemed certain.

During the 1880s it was still necessary to lighter many cargoes up the river, but its progressive deepening gradually reduced Williamstown's share of Melbourne's imports, and imports were the most important part of Melbourne's trade.

By the turn of the century Melbourne's ports had captured 83% of imports as against the 54% she had had in 1877. The situation it was made worse by the Harbor Trust's deepening of the channel into Port Melbourne in the 1890s. This effectively removed Williamstown's greatest natural advantage over its rival across the Bay.

Port Melbourne also declined but it was not as badly affected as Williamstown, and it ended with a greater capacity to berth the large ships.

Williamstown's export trade held up better than that of her imports. It was admirably situated for the shipment of wheat and wool. However, this traffic was only seasonal and eventually was to be diminished. Geelong, with its harbour improved in the 1880s, managed in 1913-21 to get much of the Wimmera wheat because of a rail rebate for which Williamstown was not eligible. Later, Geelong was given a bulk wheat terminal, while Williamstown was left merely with a memorial of one in the foundations laid in 1937 for wheat silos, which were never to be finished.

Williamstown's other great export from gold rush days - bluestone ballast – which had begun from the quarries around Stony Creek - declined from the early 1880s, for a variety of reasons. From the beginning of this century, Williamstown came to specialise in the bringing in of petroleum. Oil berths were made near Reid Street and at Newport while first Breakwater and then Gellibrand Piers were remodelled to take modern tanker berthage (1954 and 1963). However, the pipeline from Westernport to Altona and Geelong meant that (temporarily at any rate) such tanker berthage was not as important as it had been.

Williamstown early (sic) catered for ship repair and some shipbuilding. The government entered the field when it bought and constructed a patent slip in 1855. Larger sailing vessels and steamships, however, required a graving dock. The Alfred Graving Dock, using the local basalt, was opened in 1874, the largest dry dock in the Southern Hemisphere.

While the significant amount of infrastructure such as the wharves, the former Alfred Graving Dock and the shipyards is the most obvious illustration of the development of the Port of Williamstown, there are other maritime-buildings such as the former Port Phillip Stevedores Club Hall in Aitken Street (formerly Nelson Street), which was constructed in 1915 as a meeting place for the many stevedores who loaded the ships.

In an indirect sense many other commercial, residential and even civic buildings were associated with or influenced by port development as discussed below.

Residential development

The City of Williamstown Conservation Study (1993) found that:

The first houses were of turf, canvas and timber and even as late as 1861 there were still a great number of canvas ones: the pioneer, makeshift flavour did not vanish overnight. Simple, small houses from Williamstown's early stages are now rare (see 43 Aitken Street as an example): they would have once been the staple, together with even less substantial structures, of Williamstown

streetscapes.

Other known pre-1860 houses include 25 Cecil Street, 60 and 73-75 Cole Street, 22, 54, 62 and 64 Electra Street, 12-13 Esplanade, 6 and 46 Hanmer Street, 27 Lyons Street, 54 Osborne Street, 64 Pasco Street and 67 Twyford Street.

Many of the early houses were built for or occupied by people associated with the maritime professions. The *City of Williamstown Conservation Study* notes that:

The pilots' houses were to become as notable in the town's streetscapes as the stories of their adventures in the town's legends.

Houses constructed for pilots include 2-4 Ferguson Street, 12-13, 16 and 89 Esplanade, 54 Osborne Street, 12 The Strand and 95 Verdon Street. Other houses with maritime connections include 19 and 92 Esplanade, 6 Hanmer Street, and 64 Pasco Street.

A second phase of residential development occurred during the Edwardian and interwar period, which was associated with the development of the Newport Railway workshops and other industries. Many houses constructed at this time were owned or occupied by people employed as engineers or other professions at the railway workshops. An example is 'Heathville' at 171 Aitken Street.

The c.1910 MMBW Detail Plans show that much of the area was developed at this time and the majority of surviving early housing within this precinct dates from the late nineteenth and early twentieth century.

Commercial development

Barnard (1999) notes "Retail shops develop with the markets they service". Accordingly, the first commercial centre in Williamstown developed in close proximity to the port in Nelson Place. Although a 'Market Place Reserve' was shown on the 1855 Government Survey plan in the triangle between Parker and Cole Streets and was proclaimed in 1857, it was never very successful and in 1878 Williamstown State School was erected on part of the site. The *City of Williamstown Conservation Study* found that:

Nelson Place was originally the commercial centre with its shops, hotels and mercantile stores. The townsfolk shopped on the "front" in the midst of the bustle of the port with its specialist shops and outfitters, tradesmen, hotels and eating-houses.

Surviving early commercial buildings within Nelson Place and immediately adjoining streets include the Prince of Wales Hotel, constructed in 1858, the shops at Nos. 51-53 (1860 or possibly earlier), the former Clarendon Hotel at No. 231 (c.1858), and the timber shop at 28 Parker Street. The majority of buildings, however, date from the late nineteenth century when increased prosperity following the gold rush resulted in the construction of imposing new premises such as the Bank of Australasia (1876), the Commercial Bank of Australia (1892), and the shops and residences at Nos. 197-203 (1889).

Barnard (1999) found that:

Nelson Place remained the primary shopping centre of Williamstown until the 1880s when, with the decline of the port of Williamstown, the town turned inward and shops began to develop in Ferguson Street and Douglas Parade.

The *City of Williamstown Conservation Study* (1993) adds, "By 1930 the move to Ferguson Street and Douglas Parade was all but complete". The Rose of Australia hotel (constructed c.1860) is one of the earliest commercial buildings in Ferguson Street, while the former Melbourne Savings Bank (1888) and Punshon's Federal Stores (1890) demonstrate the beginnings of the rise of Ferguson Street as the commercial and civic heart of Williamstown.

Minor centres also developed around stations; During the interwar years a small shopping centre developed in Railway Crescent opposite Williamstown Beach railway station, and a number of shops developed at the western end of Ferguson Street near to North Williamstown Station.

In the days before car based transport, shops were also scattered throughout residential areas, often on corner sites. As well as small grocery stores similar to the milk bars of today, there were specialist shops such as butchers. Many still serve a corner store function while others, such as the former Combe Bros butcher at 82 Parker Street, have been converted for residential use.

As befits a port town, Williamstown boasted a great number of hotels throughout its history – 27 were

open by 1860 and as many as 40 were open at any one time. The *City of Williamstown Conservation Study* noted that:

Some hotels had a more direct link with the life of the port and there were and still are many built near the waterfront: a late example, proclaiming the link, is the Yacht Club Hotel at 207 Nelson Place (1892).

The majority of hotels were found in Nelson Place and other streets close to the port, however, prior to changes to Licensing regulations in 1875 (which introduced minimum standards for the size of hotels) and 1907 (which reduced the number of hotels that could operate within an area), they were also scattered throughout the residential area to the south of the railway line. Many of the latter examples were delicensed and converted to dwellings; examples include the former Bridge Hotel at 72 Thompson Street, the former Caledonia Inn at 79 Cole Street, and the former Phaup's Beach Hotel at 41 Twyford Street.

Industrial development

The *City of Williamstown Conservation Study* (1993) found that:

For a long time the character of Williamstown's industrial development was essentially maritime. Boat building and repair yards and associated iron foundries grew up.

As previously noted, the importance of the port to the metropolis declined in the late nineteenth century. However, the Conservation Study found that:

Williamstown had been fortunate in that the railway brought with the workshops which are still of great importance both to the railways and the municipality. The workshops were, at first, on the foreshore reserve at the foot of Cecil Street: the Newport workshops were built 1884-88 (The Spotswood shops were erected 1926-29)

Although few of the non-maritime industries were situated in the Government Survey town proper (the Alfred Woollen Mill erected in 1878 by Edwin and Walter Gaunt on a site in Osborne Street being one notable exception), they filled the potential economic vacuum created by the decline in the port and led to a new wave of residential and commercial development throughout the Edwardian and interwar period.

Civic and public development

Williamstown was proclaimed a borough on 14 March 1856, a town on 2 April 1886 and a city on 19 May 1919. Barnard (1999) notes that:

Initial council meetings were held at the Police Court and then at the old Woolpack Inn. Although a reserve for municipal offices was created at the corner of Cecil and Thompson Streets, Council gave this up for construction of a new courthouse while they used the old courthouse for meetings. Plans were made to build a new town hall in 1890, but were abandoned during the savage depression of that decade. In 1918 the foundation stone for new municipal offices was laid in Ferguson Street. Later in 1927 a town hall was added to the rear of these offices.

The construction of the new civic offices in Ferguson Street was the most powerful illustration of how the city had turned away from its traditional heart, which was centred on the port and immediately surrounding streets such as Nelson Place and Thompson Street where most of the early civic and commercial buildings were located.

The first Catholic Church in Williamstown was established in 1842, while Anglican, Presbyterian and other congregations established their own places of worship in the following decades. The *City of Williamstown Conservation Study* found that:

Many other substantial and handsome buildings also have maritime connections in the sense that Williamstown's increasing prosperity, largely maritime in origin, allowed for their erection. Thus, the first churches were gradually replaced by much grander ones, for example, St. Mary's, Cecil Street (1859-1933), St. Andrew's, and Cecil Street in 1870-71. Williamstown's new and spacious Mechanics' Institute, 5 Electra Street (1860) expressed new vigour and aspirations.

In the years before 1872 when free education became more widely available as a result of the Education Act, the Churches also established some of the first schools. In 1867, the Borough of Williamstown established a Grammar School of its own on a site in Pasco Street. The Grammar School had a chequered history, particularly after the imposing new Williamstown State School was

erected on part of the Market Reserve in 1878, and closed and reopened on a number of occasions before being transferred to the State Government in 1914 when it was converted to a high school.

Another place of learning, the Williamstown Mechanics' Institute was opened on its site in Electra Street in 1860 and expanded over the following decades. The Excelsior Lodge of Industry constructed its Temple on an adjacent site in 1890.

Recreation

The Williamstown Botanic Gardens were reserved as a public park in 1856 after the people of Williamstown had petitioned for it. Later places set aside for passive recreation included the Lyons Street Reserve, which was temporarily reserved in 1885 and Commonwealth Reserve, which was established in the late 1800s.

The Williamstown Cricket Club was formed in 1852/53 and the Cricket Ground reserve was shown on maps by 1864. Other sporting clubs formed during the 1880s included bowls at the Lyons Street Reserve and tennis at the Esplanade.

Swimming baths were established at the Back Beach as early as the 1850s; they were replaced by the Williamstown Sea Baths in 1888. At its peak during Edwardian and interwar period, tens of thousands of people would flock to the Esplanade during public holidays and other special events. In 1935, the Williamstown Life Saving Club opened its new clubrooms, while a striking new concrete dressing pavilion in the dynamic Moderne style was constructed in 1937.

The middle class aspirations of the city during the interwar period are demonstrated by the stylish new architect-designed clubrooms erected in 1930 for the Croquet Club in Victoria Street, and in 1928 for the Williamstown Lawn Tennis Club in Morris Street.

Defence

Governor Bourke had seen the strategic importance of Point Gellibrand when he inspected it in 1837. Barnard (1999) found that:

Hobsons Bay's role in the defence, first of the Colony of Victoria then of the Commonwealth of Australia dates back to 1854 when a Defence battery of convict-quarried stone, was begun at Point Gellibrand. The battery was extended along the foreshore in the 1860s and again in the 1880s and the area between the Cricket and Recreation Reserve and Railway Terrace became a military reserve, dubbed Fort Gellibrand. Ruins of the Battery are still located at Point Gellibrand.

The Point Gellibrand Lighthouse (later the Timeball Tower) was erected by the Colonial Government in 1849. A battery was constructed in front of the lighthouse in 1855 and Fort Gellibrand was developed from 1860 as part of a series of coastal defensive works that were built in the Colony of Victoria in response to a perceived threat of attack from hostile warships.

Description

For the purposes of this Study this precinct includes the original Government Survey of Williamstown, which was carried out between 1837 and 1855 based on the original survey by Hoddle. It includes all the streets generally bounded by Ferguson Street, Nelson Place and what is now Kanowna Street to the north of the railway line, and all the streets generally to the east of the Botanic Gardens and otherwise bounded by Morris Street and the Esplanade to the south of the railway line.

The precinct contains common elements that illustrate both the 'planned' and unplanned elements of the early development of Williamstown. The 'planned' elements, which illustrate the influence of nineteenth century planning include:

- The subdivision pattern that was based upon a series of intersecting grids, which followed the original survey layout established by Robert Hoddle. The layout of the grids was influenced by the physical location on a peninsula as well as the route of the Melbourne-Williamstown railway.
- The main streets, which were mostly laid out at the same width (1½ chains or 99 feet) recommended by Hoddle for the main streets of Melbourne. The original section laid out by Hoddle in 1837 also included one service street of ½ chain width or 33 feet, in the same manner as the 'little' streets of Melbourne.

- The reserves for civic and public buildings such as the Mechanics Institute, the major churches and the Williamstown Primary School.
- Large areas of public open space such as Commonwealth Reserve, the Market Reserve and the Lyons Street Reserve.
- The large areas of land on the Point Gellibrand foreshore set aside for government purposes relating to the port and defence.
- The Melbourne – Williamstown railway reserve and the site of the former railway workshops.
- The early street formations in the wide streets utilising basalt kerb and channel, unmade road verges often planted with exotic trees, and a macadamised (now asphalted) roadway in the middle.

The 'unplanned' elements include:

- The commercial buildings, particularly hotels, interspersed throughout the precinct, and particularly in proximity to the port.
- The later private subdivisions, which created a series of minor streets and lanes.
- The generally uniform scale (predominantly single storey), siting (detached), and construction (predominantly timber with hipped roof) of residential buildings, which provide a unifying element throughout the precinct. The precinct is predominantly Victorian in character, although there are small pockets of Edwardian and interwar development. Few front fences are original, but most are low and many are in a related reproduction period style such as timber pickets.
- The homogenous nineteenth century character of the Nelson Place commercial area.

The early date of development means that the area contains some unusual or rare early building styles and types such as the basalt houses, and the timber duplex houses with no dividing wall that are characteristic of this part of Williamstown but less common elsewhere in the metropolitan area.

More specific descriptions of the following sub-precincts within this area may be found elsewhere in this Study:

- Cecil Street.
- Electra Street.
- Esplanade Residential.
- Esplanade Foreshore.
- Ferguson Street.
- Hanmer Street.
- Nelson Place.
- Osborne Street.
- Pasco Street.
- Point Gellibrand.
- Verdon Street.

Integrity

Unrelated postwar development disrupts the complete expression of the Government precinct as a whole, however, it still retains significant areas that are relatively intact in terms of pre-WW2 fabric.

Context

The Government Survey is one of five broadly defined historic precincts within Williamstown. The others are:

- Private Survey precinct, which includes the areas generally to the north of Ferguson Street and east of the Williamstown Railway line.
- The Hannan's Farm (Ramsgate Estate) and Williamstown Beach precincts, which includes the areas south of the railway line and west of the Botanic Gardens.
- The Port of Williamstown.

- Point Gellibrand.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Victorian Colonial Government, City of Williamstown, Various others – refer to individual citations.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No

Management Objectives & Conservation Actions

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

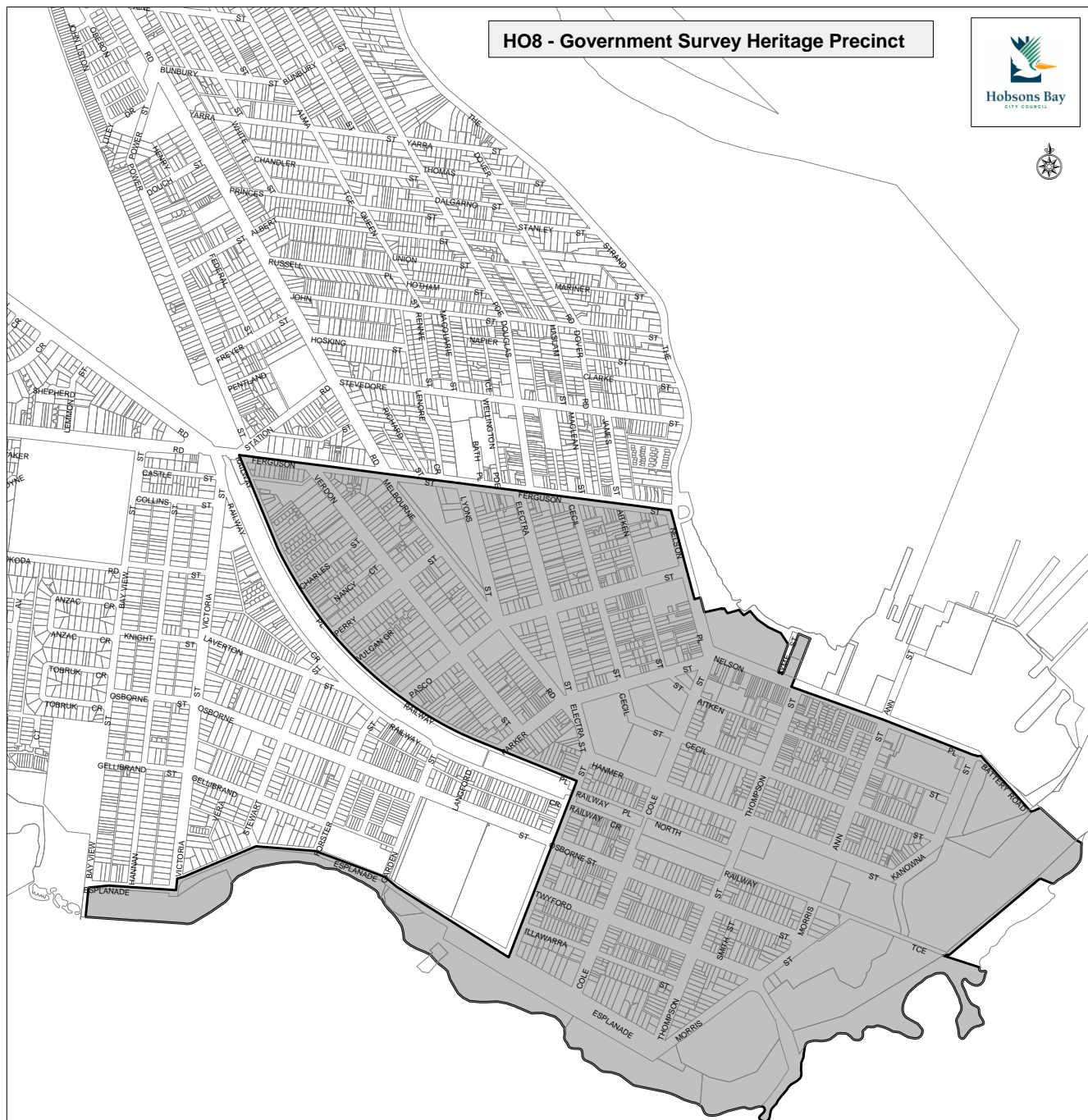
It would also be desirable to:

- Prepare a management plan to guide the future conservation and replacement of the street trees and also to reinstate trees that have been removed. This is particularly important as many of the early trees are now at an advanced age and some are in poor condition.
- Conserve the surviving early street layout and construction (eg. basalt [bluestone] kerbs and guttering, asphalt footpaths and crushed rock or gravel verges) and consider reconstructing the missing sections.
- Consider the undergrounding of power lines or equivalent methods to minimise impacts upon the street trees as they reach full maturity.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Elsum, WH (1934) *The History of Williamstown*
- Strahan, L (1994) *At the Edge of the Centre*
- MMBW c.1894 Record Plans 14 and 15 and 1905 Detail Plans (Various)
- 1855 Government Survey Plan
- Cox, Commander 1864 'Hobson's Bay & River Yarra' chart
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*

HO8 - Government Survey Heritage Precinct



Forms part of Government survey heritage precinct and may include contributory infrastructure and trees

Map prepared by GIS Service
18 July, 2006
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Heritage Precinct Name	Grindlay's Estate Heritage Precinct
Address	Brown Street, Collingwood Road (part), Douglas Parade (part), Elgin Street, Grindlay Street, Home Road (part), Irving Street, North Road (part), Rupert Street and Tait Street (part), Newport
Heritage Overlay No	HO10
Related Precinct(s)	Not applicable

Significance

Local

Style & Type

Heritage Precinct

Significant Dates

c.1888-1950

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Grindlay's Estate Heritage Precinct, which comprises all land in HO10 and is generally bounded by Douglas Parade, North Road, Grindlay Street, Tait Street and Collingwood Road, Newport. These streets form part of the Estate first laid out by Thomas Braim in 1888, in Newport.

How is it Significant?

The Grindlay's Estate Heritage Precinct is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for the ability to illustrate the two key development phases of Newport. The Victorian houses and the subdivision layout represent the speculative residential estates created in the 1880s near railway lines, while the Edwardian and Interwar dwellings demonstrate the second phase of rapid residential growth that occurred during the early twentieth century following the development of local industries. It also has associations with the surveying firm of Bruford and Braim. (AHC criteria A4 and D2)

Aesthetically, it is significant as a relatively intact area of representative housing predominantly from the Edwardian and Interwar periods. It is notable for its consistent character, which is derived from the weatherboard single storey detached houses often with a front verandah or porch, garden or front setback, some side setback, hip or gable roof forms clad in Marseilles pattern terra-cotta tiled or corrugated iron and low timber framed front fences. (AHC criterion E1)

On this basis, the following properties and other elements contribute to the significance of the

precinct:

- Brown Street (odd) 1-9 (even) 2-14.
- Collingwood Road (odd only) 7, 9, 13, 17-35 and 39-51.
- Douglas Parade (odd) 305-311 (Note: Places north of Collingwood Road are included in the Halls Farm Heritage Precinct).
- Grindlay Street (odd) 3 and 7 (even) 4, 6, 8 and 10.
- Elgin Street (odd) 1-7 (even) 2-8.
- Home Road (odd) 5-9 and 13-17 (even) 2 (Note: Places north of Collingwood Road and Tait Street are included in the Halls Farm Heritage Precinct (HO11)).
- Irving Street (odd) 1-7.
- North Road (even only) 20-24, 28-34, 38, 40-44, 64-72, 76, 78, 86, 88, 92, 100 and 102.
- Rupert Street (odd) 1, 3 and 5 (even) 2, 4, 8.
- Tait Street (odd) 1-15 (Note: Places north of Tait Street are included in the Halls Farm Heritage Precinct (HO11)).
- Bluestone kerb and channel throughout the precinct.

Please note that some heritage places within this precinct may also have an individual citation in this Study.

History

Historical context

Newport began to attract suburban dwellers in the 1880s when the railway workshops, with their promise of employment, were being constructed. The Newport Estate, to the west of the railway workshops, was marketed in 1885, as was Hall's Farm. Grindlay's Estate at Newport was marketed in 1888. It was within walking distance of the Newport Station, on what had been known as Griffiths Paddock (and now lies between North and Collingwood Roads.) Two other estates offered for sale in the 1880s were the Epsom Estate, near the Williamstown racecourse, and the South Newport Estate, between Kororoit Creek Road, the Geelong Railway line, Maddox and Fink Streets, although very few houses were built on these estates in the 1880s. Most of the housing that did go up at the time was in close proximity to the railway station.¹

As with the other middle suburbs of Melbourne, Newport has seen two major urban growth periods after an uncertain start in the 1880s when the greenfields estates were laid out and remained as paddocks when development ceased in the wake of the 1890s depression. This can be seen readily in the c.1894 MMBW Record Plans of this area, which show small clusters of housing surrounding railway stations, and in isolated pockets scattered throughout with open space surrounding them despite the numerous lots created by the nineteenth century subdivisions.

In this locality, the next wave of development came with the recovery after the 1890s Depression, as growth in secondary industry during the Edwardian-era and after WW1 in the middle and inner western suburbs along water and rail transport routes (Footscray, Yarraville, Newport and Spotswood), led to an associated growth in residential demand for the growing workforce. There was also the resurgence of new housing after the cessation of residential development during WW1 to meet a stifled demand where lots were already laid out for building.

The effects of the 1890s depression and subsequent development waves were reflected by a drop in the population of the Williamstown municipality from 15,960 in 1891 to 15,275 in 1911, before it rebounded in the early twentieth century to be 19,442 by 1921 (an increase of 27%) and 22,206 in 1933-34 (14%) This growth occurring despite the impact of the First World War.²

Specific history

¹ Barnard (1999)

² Strahan (1994:pp.225 and 296); Elsum (1934:viii)

The subdivision plan for this estate, like the Hall's Farm estate to the north, was lodged by Spotswood house and land agent D McPherson in December 1885 as part of Crown Portion 12 Parish of Cut Paw Paw. The surveyor, Thomas Braim of Bruford & Braim was the designer of the estate, signing the plan in November 1885. As with other lots in the area, the frontages were 50 feet along Collingwood Road and 40-46 feet along Douglas Parade (VTO LP952). Later subdivision created the streets between North Road and Collingwood Road and Tait Street.

Like other late nineteenth century speculative subdivisions, the Great Depression of the 1890s meant that few houses were actually constructed when the land was sold. One exception was the house at 3 Rupert Street, which was built for William Parrant in 1891. Other nineteenth century houses were constructed along North Road and in Collingwood Road, which were shown in the MMBW Record Plan of c.1894.

The estate was almost fully developed by the end of the Interwar period with only limited new development in the postwar years. The substation at the corner of Collingwood Road and Home Street was constructed c.1944 by Williamstown City Council – this was demolished circa 2007.

Description

This precinct is formed around the 1888 Grindlay Estate boundaries and is generally bounded by Douglas Parade, North Road, Grindlay Street, Tait Street and Collingwood Road, Newport.

This precinct contains predominantly single storey weatherboard houses from the Edwardian (Federation bungalow) and interwar (Californian Bungalow) periods. There are also some Victorian-era houses, which are usually weatherboard and Italianate in style – a notable example is the double fronted brick Victorian Villa at 3 Rupert Street (q.v.). Typically, the houses are asymmetrical in plan and have a garden front setback, some side setback, complex pitched roof forms (hipped and/or gabled), Marseilles pattern terra-cotta tiled and corrugated iron clad roofs, with some original timber framed front fences to a maximum height of nominally 1.2m. Garages or provision for cars were not obvious in the area's early development.

Some notable houses, which are individually cited in this Study, include the above mentioned house at 3 Rupert Street as well as:

- The Edwardian row houses at 64-70 North Road.
- The postwar Moderne-influenced house at 88 North Road.
- The intact interwar house and unusual fence at 4 Grindlay Street.

Apart from the examples cited above, few of the houses have any individual architectural merit but are related in terms of their representation of historical themes, and possess similar scale, setbacks, form and detailing that create cohesive groups of distinctive character. The following specific comments are made for each street in the precinct.

Brown Street

Brown Street almost exclusively consists of inter-war weatherboard bungalows with consistent front and side setbacks. Few front fences are original, but most are low and many are related to the style of the house. The integrity is very high as there are few post-war dwellings.

Collingwood Road

Collingwood Road comprises predominantly Edwardian and inter-war weatherboard bungalows with some Victorian villas. Front and side setbacks are consistent. Few fences are original, but most are low and many are related to the style of the house. The integrity is relatively high as more than 75% of places are contributory. At the corner of Home Road is a substation constructed by Williamstown City Council. It is a simple brick building with a gabled roof – this was demolished circa 2007.

Douglas Parade

Douglas Parade south of Collingwood Road comprises a small group of Edwardian and inter-war weatherboard bungalows. Front and side setbacks are consistent. Few fences are original, but most are low and many are related to the style of the house. The integrity is high with 80% of dwellings listed as contributory.

Elgin Street

Elgin Street comprises predominantly interwar weatherboard bungalows. Front and side setbacks are consistent. Few fences are original, but most are low and many are related to the style of the house. The integrity is high and cohesion is good as there are few non-contributory places.

Grindlay Street

Grindlay Street is a mixture of interwar and post-war houses. Consequently, the integrity of the street is moderate when compared to other streets within the precinct. There is, however, one notable exception at No. 4, which is an intact inter-war bungalow with a carport and an original front fence of unique design (Refer to the individual citation in this Study).

Home Road

Home Road south of Collingwood Road and Tait Street comprises predominantly Edwardian and interwar weatherboard bungalows. Front and side setbacks are consistent. Few fences are original, but most are low and many are related to the style of the house. The integrity is moderate as almost 40% are non-contributory.

Irving Street

The west side of Irving Street comprises a group of related inter-war weatherboard bungalows. Front and side setbacks are consistent. Few fences are original, but most are low and many are related to the style of the house. The integrity is high along the western side of the street with all dwellings contributory however the integrity is low along the eastern side of the street.

North Road

The north side of North Road comprises a mixture of Victorian villas, and Edwardian and inter-war weatherboard bungalows. Front and side setbacks are generally consistent. Few fences are original, but most are low and some are related to the style of the house. The integrity is relatively low compared to other streets in the precinct as more than 50% of dwellings are non-contributory and there has been some intrusive recent development. However there are some notable individual places such as the Edwardian terrace row at Nos. 64-70 and the postwar Moderne house at No. 88, as well as cohesive groups of related places.

Rupert Street

Rupert Street includes one notable Victorian Italianate brick villa at No. 3 (q.v.) and otherwise predominantly comprises inter-war weatherboard bungalows. Front and side setbacks are consistent. Few fences are original, but most are low and many are related to the style of the house. The integrity is relatively high as more than 75% are contributory.

Tait Street

Tait Street comprises predominantly Edwardian and inter-war weatherboard bungalows with some brick dwellings. Front and side setbacks are consistent. Few fences are original, but most are low and many are related to the style of the house. The integrity is moderate to high as there are few post-war dwellings that are mostly at the western end of the street.

Integrity

Moderate. See above for specific comments for each Street.

Context

Set between the railway and the coast on a flat site, with associated railway station as the focus of the initial settlement pattern and commercial areas along Melbourne Road, Hall Street and Mason Street.

Comparative Analysis

The houses are relatively well preserved in the municipal context and are representative of two major growth periods: the recovery after the 1890s Depression and the resurgence of new housing after the cessation of residential development during World War 1. This precinct compares with the adjacent Halls Farm precinct which was subdivided and developed at essentially the same times. Together, they include some of the best areas of Edwardian and inter-war bungalow housing in Newport, which illustrate well the key periods of development in this part of the municipality.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Thomas Braim.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes – to selected areas with moderate to high integrity.

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: Recommended

Conservation management objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*

Victorian Titles Office (VTO) LP952

Sands and Kenny *Melbourne Directory* 1880-1890

MMBW Record Plan Nos. 10 & 11 (c.1894)

The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)



Heritage Precinct Name	Halls Farm Estate Heritage Precinct
Address	Collingwood Road (part), Douglas Parade (part), Elphin Street, Farm Street, Hall Street (part), High Street (part), Hobson Street (part), Home Road (part), River Street and Tait Street, Newport
Heritage Overlay No.	HO11
Related Precinct(s)	Not applicable

Significance

Local

Style & Type

Heritage precinct

Significant Dates

c.1880-c.1940

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Halls Farm Estate Heritage Precinct, which comprises all land in HO11 generally bounded by Douglas Parade, Tait Street, Collingwood Road, Hall Street, High Street, Home Road and Hobson Street Newport.

How is it Significant?

The Halls Farm Estate Heritage Precinct is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for the ability to illustrate the two key development phases of Newport. The Victorian houses and the subdivision layout represent the speculative residential estates created in the 1880s near railway lines, while the Edwardian and Interwar dwellings demonstrate the second phase of rapid residential growth that occurred during the early twentieth century following the development of local industries. It also has associations with locally important individuals such as D McPherson and William Hall and the surveying firm of Bruford and Braim. (AHC criteria A4 and D2)

Aesthetically, it is significant as a relatively intact area of representative housing predominantly from the Edwardian and Interwar periods. It is notable for its consistent character, which is derived from the weatherboard single storey detached houses often with a front verandah or porch, garden or front setback, some side setback, hip or gable roof forms clad in Marseilles pattern terra-cotta tile or corrugated iron and low timber or metal framed front fences. (AHC criterion E1)

On this basis, the following properties and other elements contribute to the significance of this precinct:

- Collingwood Road (even only) 2, 10, 16-52.
- Douglas Parade (odd) 313, 319, 335, 337, 341, 347-351 (Note: Places south of Collingwood Road are included within the Grindlay's Estate Heritage Precinct (HO10)).
- Elphin Street (odd) 1, 3, 9, 11, 15-19, 25-37, 41-55, 59-63, 67-73, 77, 81 and 85-91 (even) 2-6, 10-16, 20-40, 52, 54, 60-64, 68, 74, 78-88, 92 and 94.
- Farm Street (odd) 1, 5-13, 17, 21, 25, 29, 33-47, 51-55, 61, 65, 69-73, 77 and 81-85, (even) 4, 6, 10-64, 68, 72, 74, 78-102, 104 and 108-116.
- Hall Street (even) 48, 52-62, 74, 80 and 92-98 (Note: Places south of Elphin Street are included within the Newport Civic & Commercial Heritage Precinct).
- High Street (odd) 69-73, 79, 83-87, 91, 95-99.
- Hobson Street (odd) 1-17, 21-63, 71-77, 89-101, 105 and 107, (even) 72-76, 80-90 and 94-98.
- Home Road (odd) 23-29, 35-47, 51-57, 63 - 81, (even) 16-44, 48, 50 and 56-66.
- River Street (odd) 1-5, 9-33, 39-45, 49, 51, 55-59, 63, 65, 69-77, 81-113 (even) 2, 12-18, 22-48, 60, 66-76, 80, 86-92 and 98-110.
- 2-32 Tait Street (Note: Places south of Tait and Collingwood Road are included within the Grindlay's Estate Heritage Precinct (HO10)).
- Bluestone kerb and channel throughout the precinct.

Please note that some heritage places within this precinct may also have an individual citation in this Study.

History

Historic context

Newport began to attract suburban dwellers in the 1880s when the railway workshops, with their promise of employment, were being constructed. The Newport Estate, to the west of the railway workshops, was marketed in 1885, as was Hall's Farm. Grindlay's Estate at Newport was marketed in 1888. It was within walking distance of the Newport Station, on what had been known as Griffiths Paddock (and now lies between North and Collingwood Roads.) Two other estates offered for sale in the 1880s were the Epsom Estate, near the Williamstown racecourse, and the South Newport Estate, between Kororoit Creek Road, the Geelong Railway line, Maddox and Fink Streets, although very few houses were built on these estates in the 1880s. Most of the housing that did go up at the time was in close proximity to the railway station.

Early farmers in the area included William Hall who established Mount Pleasant farm on 100 acres at what is now Newport sometime in the 1840s. JS Spotswood also purchased 119 acres to begin a dairy farm in the area that was later named after him.

Much of the residential development of the study area, apart from that at Williamstown, has taken place in the twentieth century and, indeed, in the post-Second World War years. Nevertheless some development took place within the study area in the 1920s, when, for example, many war service homes were constructed at Spotswood. Other developments at this time were on private subdivisions.¹

As with the other middle suburbs of Melbourne, Newport has seen two major urban growth periods after an uncertain start in the 1880s when the greenfields estates were laid out and remained as paddocks when development ceased in the wake of the 1890s depression. This can be seen readily in the c.1894 MMBW Record Plans of this area, which show small clusters of housing surrounding railway stations, and in isolated pockets scattered throughout with open space surrounding them despite the numerous lots created by the nineteenth century subdivisions.

In this locality, the next wave of development came with the recovery after the 1890s Depression, as growth in secondary industry during the Edwardian-era and after WW1 in the middle and inner

¹ Barnard (1999)

western suburbs along water and rail transport routes (Footscray, Yarraville, Newport and Spotswood), led to an associated growth in residential demand for the growing workforce. There was also the resurgence of new housing after the cessation of residential development during WW1 to meet a stifled demand where lots were already laid out for building.

The effects of the 1890s depression and subsequent development waves were reflected by a drop in the population of the Williamstown municipality from 15,960 in 1891 to 15,275 in 1911, before it rebounded in the early twentieth century to be 19,442 by 1921 (an increase of 27%) and 22,206 in 1933-34 (14%) This growth occurring despite the impact of the First World War.²

Specific history

What is now known as the Hall's Farm precinct is shown on the 1864 Cox plan as mainly open paddocks with a few houses and some remaining native forest east of the Williamstown Railway line and Newport station (then known as Williamstown Junction). By 1876, the 'Melbourne and Suburbs' plan showed this area as part of William Hall's farm of 100 acres on the east side of the line.

A subdivision plan for this land entitled "Subdivision of Part of Crown Portion 13 Cut Paw Paw Known as 'Hall's Farm'" was prepared by the prolific surveyors, Bruford & Braim, of Chancery Lane, Melbourne. It was lodged for approval in three parts by Spotswood Land and House agent, D McPherson, and stamped at the Office of Titles in May and December 1885.³

The extent of the estate was from a 'Government Road' on the north (now High Street) to Elphin Street on the south, and from Hall Street on the west to The Strand on the east where it was noted on the plan that "This boundary is marked on the land by a stone wall" and that The Strand surface was "Macadamised". The eastern part of the estate adjacent to The Strand was eventually taken up for the Newport Power Station, and what is now Douglas Parade became the eastern boundary.

Rear right-of-ways were part of the first stages but these were absorbed in later sections east of Home Road. One difference in the layout was the provision of a 'Reserve for Public Buildings Given by Proprietors' in Home Road between Farm and River Street, east side. This is where the Home Road kindergarten now is.

The historic development of the estate was transport related, with the early houses being developed within walking distance of the railway station. The c.1894 MMBW record plans 10 and 11 show the estate with the most housing development in Farm Street where mainly weatherboard houses were grouped typically on the north side of the street with a uniform front setback and verandah, plus a small side setback. A lone group of five verandahed brick houses were on the south side. West of Home Road, there were 10 houses in Elphin Street, 32 houses in Farm Street, 15 in River Street, two in Hobson Street and three in High Street (south side). There was a quarry and largely vacant land on the north side of High Street. East of Home Road there were about 17 houses in total, with again the main concentration on the north side of Elphin Street.

By the late 1920s the estate had been covered with mainly timber houses (D1928) and it was almost fully developed by the end of the Interwar period. The area was predominantly residential, however, some corner shops did develop such as the Edwardian house and shop (former) at 55 Elphin Street.

Description

The precinct comprises the properties in Douglas Parade north of Collingwood Road, Elphin Street, Farm Street, Hall Street north of Elphin Street, High Street, Hobson Street, Home Road north of Collingwood Road, and River Street in Newport.

This precinct contains predominantly single storey weatherboard houses from the Edwardian (Federation bungalow) and interwar (Californian Bungalow) periods. There are some single and double fronted weatherboard Victorian-era houses, which are generally in a simple Italianate style. Typically, the houses have a garden front setback, some side setback, pitched roof forms (hipped or gabled), Marseilles pattern terra-cotta tiled and corrugated iron clad roofs, with some original timber or metal framed front fences to a maximum height of typically 1.2m. Garages or provision for cars were not obvious in the area's early development.

² Strahan (1994:pp.225 and 296); Elsum (1934:viii)

³ Victorian Titles Office LPs 946, 773, 783

Few of the houses have any individual architectural merit but are related in terms of their representation of historical themes, and possess similar scale, setbacks, form and detailing that create cohesive groups of distinctive character.

Integrity

Moderate to High – Refer specific comments in Description.

Context

A mainly Edwardian-era and inter-war residential precinct, grouped around early transport routes and a related shopping centre in Hall Street and Melbourne Road.

Comparative Analysis

The houses are relatively well preserved in the municipal context and are representative of two major growth periods: the recovery after the 1890s Depression and the resurgence of new housing after the cessation of residential development during World War 1. Other housing groups from the Edwardian-era and inter-war period are near Spotswood station, near the Williamstown North station and west of the Newport station: This is the most cohesive of these groups.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs.

Associations

D McPherson, William Hall, Bruford & Braim.

Recommendations

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Conservation management objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
Victorian Titles Office (VTO) LP946
Sands & McDougall Directory of Victoria (D)
MMBW (1894) Record Plans 10 & 11 (scale 160':1")
Strahan, L (1994) *At the Edge of Centre. A History of Williamstown*
Elsom, W (1934) *The History of Williamstown*
Cox, Commander (1864) *Chart of Hobsons Bay & River Yarra*
The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)



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Heritage Precinct Name	Hanmer Street Heritage Precinct
Address	Hanmer Street (part), Kanowna Street (part) and Thompson Street (part) Williamstown
Heritage Overlay No.	HO12
Related Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Heritage precinct

Significant Dates

c.1850-1940

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Hanmer Street Heritage Precinct, which comprises all land in HO12 and generally includes properties with a frontage or side boundary to Hanmer Street, Williamstown.

How is it Significant?

The Hanmer Street Heritage Precinct is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, Hanmer Street is an integral part of the Government Survey precinct and contributes to an understanding of an important period in the development of Williamstown during the nineteenth century. It also of interest for the associations with the Melbourne-Williamstown railway including the Williamstown Railway Station and the former Terminus Hotel. (AHC criteria A4 and D2)

Aesthetically, Hanmer Street contains groups of cohesive late nineteenth and early twentieth century development, which makes an important contribution to the historic character of the Government Survey precinct. Hanmer Street exhibits characteristics that are typical of the broader precinct as well as elements that are unique. The typical characteristics include:

- Unusual or rare building styles and types such as the basalt houses and the timber duplex houses with no dividing wall that are characteristic of this part of Williamstown but less common elsewhere in the metropolitan area.
- The unifying effect throughout the precinct of groups of predominantly Victorian and Edwardian era houses with common or similar characteristics of design, siting and scale that creates

cohesive and homogeneous streetscapes. Many are externally intact and others, although altered, still retain their distinctive form and siting and hence contribute to the precinct.

- The sections of the roadway in its basic early layout and the mature exotic street planting that combines with exotic planting in private gardens to reinforce and enhance the period expression of the precinct.

The distinctive elements of Hanmer Street are:

- The contrast of the single storey residential buildings with the larger commercial and civic buildings that include:
 - The traditionally styled (two-storey, stuccoed and parapeted) early commercial buildings located on corner or mid block sites and constructed to the building line.
 - The adjacent Williamstown Railway Station precinct.

On this basis, the following properties contribute to the significance of the precinct:

- Hanmer Street (odd) 67, 77, 81-93, 97 and 119-129 and the land adjacent Williamstown Railway Station.
- Hanmer Street (even) 6-14, 18, 20, 22, 26, 38, 40, 42, 46, 64-68, 84, 86 and 90 (inclusive).

Please note that some heritage places within this precinct may also have an individual citation in this Study.

History

Thematic history

Barnard (1999) notes that:

Gellibrand's Point was also the first choice of William Lonsdale for a settlement at Port Phillip when he arrived to take charge of the district in 1836. But, despite the deep water available here for the mooring of ships, the lack of fresh water supplies led him to settle on Melbourne, where 'the greatest number of people reside'. Nevertheless, when Governor Bourke visited Port Phillip the next year he decided that:

the shore of the bay near Point Gellibrand must undoubtedly be occupied, though from want of water it may not become the site of a large town. I thought therefore it would be advantageous to mark out some allotments which might be offered for sale immediately. Went on shore with Surveyor Hoddle and marked the direction of the principal lines for Quays and Buildings. Directed him to have the whole peninsula surveyed immediately, and pointed out the parts which I wished to be reserved for Government purposes. A battery will be required for the protection of the Bay and a Beacon or Tower should be erected on the point to render it more easily distinguishable by vessels approaching from without.

Six days later Bourke named Hobsons Bay and the two towns, Williams Town and Melbourne. Hoddle soon surveyed Williamstown, marking out Nelson Place and four blocks of allotments between the reserve at Point Gellibrand, Ann Street, Thomson Street and the streets that are now Cole and Parker (but were not marked or named at the time). The first land sales here took place on the same day as the first for Melbourne. Lots 2 to 9 in Nelson Place were sold at that first sale. These were located between Cole and Thompson Streets. At the second sale, in 1838, the blocks between Thompson and Cole Streets were sold.

Later, in 1855, the official town boundaries of Williamstown were formally extended by the Governor, and a map dated 1860 shows a street grid reaching up to Ferguson Street in the north and back to Hanmer and Electra Streets in the southwest and west.¹²⁴ Cox's 1864 map of Hobsons Bay, however, shows the grid of streets extending to the south-west of the railway line towards the cricket ground and back beach and northward, past Ferguson Street into North Williamstown. There were scattered houses and clearly rural blocks amongst this grid, which was enclosed by the railway lines to Melbourne and Geelong. Already at this time, however, the distinctive pear shaped reserve, which included the Williamstown Cemetery, was laid out. William Kelly, who had been so disparaging about Williamstown in 1853 found that the same place in 1857 was:

really an important place, intersected with wide, regular streets, curbed, channelled, and macadamised, with regular trottoirs, fine stone and brick buildings, private houses, excellent hotels, fine shops, most spacious and well-assorted general stores, branch banks, churches of all denominations, a railway connecting it with Geelong, and another on the eve of completion, that will extend into the heart of the gold-fields, and link it by a fork to the metropolis. The Williamstown terminus will be connected with a fine pier running into water sufficiently deep for the largest clipper ships to discharge alongside, and will soon be able to boast a patent slip, on which any vessel afloat - except, perhaps, the Great Eastern - can be run up and repaired. In 1853 it was too insignificant a spot to have its inhabitants numbered, but in 1857 it was found to contain a resident population of 3536 souls, besides an enormous floating population, always ebbing and flowing.

Specific history

Hanmer Street was not part of the original Hoddle Survey, but was included in the 1855 Williamstown Government subdivision plan. Early residential development is demonstrated by:

- The house at No. 6, which was constructed pre-1858 for John Freyer, a prominent figure in Williamstown's early maritime and municipal history.
- The house at No. 46, which was constructed c.1852-58.

Predominantly a residential area, a single hotel known as the 'Union' was established in 1856 on a site between Thompson and Ann Streets; in 1857, it was renamed the 'Terminus' in anticipation of the opening of the Williamstown Railway Station, which happened in 1859 after the line to Williamstown was completed in the same year. The present Terminus Hotel was constructed in 1912 and was de-licensed in the early 1970s.

A Manse was constructed in 1887 on a site facing Hanmer Street at the rear of St Andrew's Church in Cecil Street. An impressive cast iron fence at the frontage was a donation of Captain Ruffle. The Manse was demolished in the 1960s, but the fence still survives today.

The c.1894 MMBW Record Plan shows the Street as almost fully developed. This plan also shows the early road layout, which is typical of streets within the broader Government Survey area and includes street trees planted within gravelled verges with bluestone kerb and channels.

Description

The Hanmer Street Heritage Precinct, comprising all land in HO12 and generally includes properties with a frontage or side boundary to Hanmer Street, Williamstown.

This is a well established residential street with groups of dwellings that encompass a range of architectural styles from the mid-nineteenth to early twentieth century, but share common characteristics including:

- simple single or double fronted forms of single storey scale.
- detached siting parallel to the frontage with similar front and side setbacks.
- horizontal weatherboard wall cladding.
- pitched hip and gable roof forms.
- verandahed forms.
- punched fenestration occupying less than 50% of the wall surface.

Few front fences are original, but most are low and many are in a related reproduction period style such as timber pickets. Mature street trees - mainly elms - line each side of the block between Cole and Thompson Streets and give a feeling of cohesion, which reduces the visual impact of some disparate elements such as several post-war brick houses and occasional high fences which shut out the street.

Notable buildings include:

- The near original two storey dwelling at No. 6 which was constructed pre-1858. The early date of this house is demonstrated by its uncommon coursed basalt masonry construction and early form with iron clad M-hip roof house and symmetrically arranged fenestration, as well the siting

on the building line, in contrast to its Italianate styled single storey neighbours to the north and elsewhere in the street.

- The two storey former Terminus Hotel. Designed by the noted hotel architects, Sydney, Smith & Ogg, this parapeted brick and stucco hotel is a near original example of a hotel design type, which has specific elements such as the corner oriel device with a shallow cupola atop, which is distinctive of hotels designed by this firm during the Edwardian era.
- The near original single storey dwelling at No. 46 which was constructed c.1852-58. The early date of this house is demonstrated by its simple hipped roof form and siting on the building line.
- The Williamstown Railway Station complex. This includes the traverse gable timber flush boarded station with an attached hipped roof canopy set in timber columns as well as the timber and cast iron Ann Street pedestrian footbridge.

The early street layout shown on the MMBW Plans has been largely retained although concrete kerbs and crossovers have been constructed in several places. The site of the former Presbyterian manse still retains its original (and unusual for Williamstown) cast-iron palisade fence and injects a feeling of spaciousness into the streetscape as a large garden allotment.

The blocks between Thompson and Kanowna Streets do not have the sense of enclosure that the block between Cole and Thompson has because of the absence of continuous residential development along the southern side and visually intrusive elements including:

- The multi-storey Ministry of Housing flats.
- The housing development that covers a former reserve and cuts off the view of the Williamstown Railway Station from Hammer Street, particularly from the nearby and architecturally prominent former Terminus Hotel.

Integrity

Moderate.

Context

An integral part of the Government Survey precinct, with nineteenth and early twentieth century character that is typical of the broader precinct as well as distinctive elements such as the Williamstown Station precinct.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Various – refer individual citations.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives and conservation objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to:

- Prepare a management plan to guide the future conservation and replacement of the street trees and also to reinstate trees that have been removed. This is particularly important as many of the early trees are now at an advanced age and some are in poor condition.
- Conserve the surviving early street layout and construction (e.g. basalt [bluestone] kerbs and guttering, asphalt footpaths and crushed rock or gravel verges) and consider reconstructing the missing sections.
- Consider the under grounding of power lines or equivalent methods to minimise impacts upon the street trees as they reach full maturity.
- Negotiate with the Ministry for Housing to determine an appropriate landscaping scheme for the tower to reduce the visual impact of the building. This could include the planting of elms (or similar) to give the tower a parkland setting that is more related to the surrounding historic streetscape.
- In the long term, investigate the reinstatement of the forecourt to the railway station, through relocation of the existing disabled persons accommodation.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Elsum, WH (1934) *The History of Williamstown*
- Strahan, L (1994) *At the Edge of the Centre*
- MMBW c.1894 Record Plans 10, 11 and c.1905 Detail Plans
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



Heritage Precinct Name	Hannan's Farm Heritage Precinct
Address	Castle Street, Collins Street, Esplanade (part), Gellibrand Street (part), Hannan Street, Knight Street, Osborne Street, (part), Swanson Street and Winifred Street in Williamstown
Heritage Overlay No.	HO13
Related Precinct(s)	Victoria Street Heritage Precinct Williamstown Beach Heritage Precinct

Significance

Local

Style & Type

Heritage precinct

Significant Dates

c.1850-1940

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Hannan's Farm Heritage Precinct, which comprises all land in HO13 and generally includes properties with a frontage to Castle Street, Collins Street, Hannan Street, Knight Street and Swanson Street, Williamstown.

How is it Significant?

The Hannan's Farm Heritage Precinct is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, Hannan's Farm is significant as a nineteenth century speculative subdivision, which resulted in streets that were not fully developed until the Interwar period. It demonstrates how the expansion of the nearby railway workshops and related industry led to a revival in Williamstown during the early twentieth century after the decline of the port at the end of the nineteenth. The nineteenth century origins of the street are demonstrated by the Victorian era dwellings, while the main period of development is illustrated by the Edwardian and Interwar villas. (AHC criteria A4 and D2)

Aesthetically, Hannan's Farm is significant as an early twentieth century residential precinct, which comprises predominantly Edwardian and Interwar era houses with common or similar characteristics of design, siting and scale that create a cohesive and homogeneous streetscape. Many are externally intact and others, although altered, still retain their distinctive form and siting and hence contribute to the precinct. (AHC criterion E1)

On this basis, the following properties contribute to the significance of the precinct:

- Castle Street (odd) 7, 17, 23 and 25 (even) 10 and 20.
- Collins Street (even) 4-12 and 18-26.
- Esplanade 108.
- Gellibrand Street (even) 34-38.
- Hannan Street (odd) 3, 7-21, 25-29, 33, 35, 39-85, 87-95, 101, 105, 107, 111-115, 121 and 123 (even) 2-10, 16, 20, 26, 34, 44, 52, 54, 60-64, 76, 78, 82, 84, 88-92, 100, 102, 106, 110, 112, 118.
- Knight Street (even) 4-10.
- Swanston Street 7 and 9.

Please note that some heritage places within this precinct may also have an individual citation in this Study.

History

Thematic history

The *City of Williamstown Conservation Study* (1993) notes that:

During the Boom Williamstown experienced the land fever that hit the rest of Melbourne. AT Clark and John Morgan (estate agent) for example, subdivided what had been Hannan's farm to the east of the Rifle Range as the "Ramsgate" of Victoria. Ramsgate sold well and was indeed, to become reasonably fashionable in the Edwardian period and later – at any rate Hal Porter remembers Victoria Street as being so but few houses were built there at the time the land was sold.

Subdivision did not necessarily mean that land sold, or if it did, that dwellings were erected. Williamstown's population grew from 9,034 in 1881 to 15,960 in 1891 but, west of the Botanic Gardens, the new streets (some unmade) were only sparsely built on.

Specific history

Hannan Farm's precinct was not part of the 1855 Williamstown Government Survey plan, and is shown as a large farming allotment in the 1864 Cox plan, which was owned by the Hannan Family and known as 'Prospect Farm'. 'Prospect Farm' was purchased in the mid 1880s by AT Clark and John Morgan who subdivided the land and marketed it as the 'Ramsgate' of Victoria.

A report in the 28 February 1885 edition of the *Williamstown Chronicle* entitled 'Hannan's Farm' reported how:

A number of gentlemen including the members of the borough council of Williamstown, were invited Thursday last to inspect the improvements carried during the last few weeks on this estate. On alighting at the North Williamstown Station the first thing that strikes the visitor is the new asphalt footpath which leads up to the extreme end of the property. Water pipes are also laid along this surface, and no expense appears to have been spared to consolidate the comfort and convenience of intending purchasers.

The article went to quote the Mayor, Mr Jobson J.P., who opined that "He doubted if there was a grander site for building purposes along the whole coast line from the Heads to Melbourne".

However, the development of the Estate became caught up in the severe depression in the last decade of the nineteenth century, which in Williamstown was exacerbated by the decline of the port, and few houses were built there at the time the land was first sold. The c.1894 MMBW Record Plan shows only a handful of houses mostly in Hannan Street including those now at Nos. 47 and 52, as well as the three cottages now at 6-10 Knight Street.

The expansion of the nearby Newport Railway Workshops and the development of related industries in the early twentieth century led to an eventual revival. By 1915, MMBW Detail Plans show that most of Hannan Street had been developed, and the estate as a whole was almost fully developed by the end of the interwar period.

Description

Hannan's Farm precinct is a regular nineteenth century grid subdivision defined by the main generally north-south Hannan Street and generally includes properties with a frontage to Castle Street, Collins Street, Hannan Street, Knight Street and Swanston Street, Williamstown. Hannan Street has parallel rear laneways.

The lots in Esplanade and Hannan Street are of regular shape with similar frontages and area, although later subdivisions have created some narrower allotments. Lots in Castle, Collins, and Swanston Streets are generally smaller with narrower frontages.

At the northern end of the precinct, Collins Street comprises a mixture of predominantly late Victorian and Edwardian villas on the north side of the street, which possess similar setbacks, scale and detailing. There are few post war dwellings. By comparison, Castle Street is less intact, but includes an unusual interwar bungalow at No. 25, which has notable details to the porch and other features. There is a related group of small Victorian workers cottages at 5-9 Swanston Street; No. 9 has been altered.

Hannan Street is a well-established residential street which predominantly comprises single-storey detached Victorian and Edwardian-era villas, with some inter-war weatherboard houses. The street is notable for the relatively high number of relatively intact double-fronted symmetrical and asymmetrical villas, which share consistent setbacks, siting and scale. There are many good examples of cast-iron and timber fretted verandah detail such as the elaborate verandah to No. 121. No. 47 is a rare example of an asymmetrical villa constructed in polychromatic brick.

There is a fine brick interwar villa with splendid Canary Island Palm at 108 Esplanade.

The original bluestone kerbing, guttering and gravel verges in all streets have been replaced by concrete kerbs and a sealed road reserve. The bluestone rear laneways, however, remain.

Integrity

Unrelated postwar development disrupts the complete expression of the precinct as a whole. However, Hannan Street and Collins Street have high integrity with few postwar dwellings.

Context

The Hannan's Farm or Ramsgate Estate precinct also includes Victoria Street, and in turn is related to the Williamstown Beach precinct, which includes adjoining streets to the south of the railway line and west of the Williamstown Botanic Gardens. (Refer separate citations in this Study)

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

AT Clark, John Morgan, John Hannan, others - refer to citations for individual properties where relevant.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives and conservation objectives


Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Elsum, WH (1934) *The History of Williamstown*
- Strahan, L (1994) *At the Edge of the Centre*
- MMBW c.1894 Record Plans 14 and 15 and c.1910 Detail Plan Nos. 1- 5
- The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



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Heritage Precinct Name	Hobsons Bay Railways Heritage Precinct
Address	Land, buildings, landscaping and infrastructure associated with the Melbourne-Williamstown and Melbourne-Newport-Geelong railways
Heritage Overlay No.	HO14
Related Precinct(s)	Government Survey Heritage Precinct Railway Crescent Heritage Precinct Private Survey Heritage Precinct Newport Civic and Commercial Heritage Precinct Williamstown Beach Heritage Precinct
Significance	
Local and State	
Style & Type	
Heritage Precinct	
Significant Dates	
1857-1940	
Designer	
Victorian Railways	
Builder	Unknown
Unknown	
Statement of Significance	
<p>What is Significant?</p> <p>The Hobsons Bay Railways Heritage Precinct, comprising the land, buildings, landscaping and infrastructure associated with the Melbourne-Williamstown and Melbourne-Geelong railways established between 1857 and 1940, in Hobsons Bay. The Altona branch line is not included in this precinct.</p> <p>How is it Significant?</p> <p>The Hobsons Bay Railways Heritage Precinct is of local historic, social, aesthetic and scientific (technical) significance to the City of Hobsons Bay.</p> <p>Why is it Significant?</p> <p>Historically, it is significant as the first railway constructed by the Victorian Government and played a highly important role in the early development of the fledgling Colony of Victoria by providing a much-needed transport link between the main port at Williamstown and Melbourne. It had an enormous influence upon the development of Williamstown as well as other centres along the route including Newport and Spotswood. It is also significant for its individual components such as the Newport substation which provides evidence of the original metropolitan electrification scheme. (AHC criteria</p>	

A4, B2 and H1)

Aesthetically, it is significant for individual components such as the Newport substation which is a local landmark and one of the largest and most intact buildings of its type, the stone bridges at Cole Street and Thompson Street, Williamstown that contribute to the historic nineteenth century character of Williamstown, the Williamstown Railway Station building that is a unique demonstration of one of the Government's first station designs, as demonstrated by the platform elevation and verandah and by the platform coping detail and the related Federation and Edwardian station complexes at Williamstown Beach, North Williamstown, Newport and Spotswood. (AHC criteria E1 and F1)

Contributory places in the City of Hobsons Bay include:

Bridges

- Railway-road stone bridges, Cole (Shown in cover image) & Thompson Streets, Williamstown (both 1859 and altered 1916) (q.v.).
- Railway bridge & stone ford over the Laverton Creek, Altona. 1859, rebuilt.
- Railway bridge Kororoit Creek, Altona 1859, rebuilt.
- Railway bridge Stony Creek, Spotswood 1859, part rebuilt.
- Railway bridge, Cherry Creek, Altona, 1857 rebuilt (q.v.).

Railway Stations

- Newport Railway Station complex and trees, Hall Street & Melbourne Road (q.v.).
- North Williamstown Station (q.v.).
- Spotswood Station complex and Signal Box (q.v.).
- Williamstown Beach Station, Railway Crescent (q.v.).
- Williamstown Station, Hanmer Street (q.v.).
- Paisley Railway Station site, Ross Road, Altona North.
- Commonwealth Oil Refinery (COR) Railway Station site, Kororoit Creek Road, Altona North.

Other buildings, structures and sites

- Assistant Manager's residence, Newport Railway Workshops (former), 57 Champion Road, North Williamstown (q.v.).
- Manager's residence, Newport Railway Workshops (former), 59 Champion Road, North Williamstown (q.v.).
- Newport Railways Workshop & Museum, 2 Champion Road, North Williamstown (q.v.).
- Victorian Railways DC substation (former), 1 Market Street, Newport (q.v.).
- Spotswood Railway Workshops (part) & palm trees, Melbourne Road Spotswood (q.v.).
- Site of Williamstown railways workshops at Point Gellibrand.
- Gellibrand Pier former Railway Pier, Williamstown.
- Railway Crossing - Keeper's House Hudsons Road, Spotswood, 1910c.
- Spotswood Victorian Railways Stores Branch administrative building & stores, trees McLister Street, Spotswood 1922c (q.v.).
- Private spur lines and sidings to industrial sites in Newport and Spotswood.

(Note: there are a number of related sites along this line in other local government areas).

Please note that some heritage places within this precinct may also have an individual citation in this Study.

History

The Melbourne to Williamstown Railway Line was constructed in 1857-59 and opened on 13 January 1859. It was one of the first two lines to be constructed by the Victorian Colonial Government. The Spencer Street to Sunbury portion of the Echuca railway, part of the Melbourne and Mount Alexander Railway was the first and oldest Government-built line in the State.

The railway was built to serve the Government port at Williamstown, giving it great economic importance to the Colony and establishing its role as an international passenger port. It also provided access to the first Victorian Railway Workshops at Point Gellibrand, which were relocated to the present site at Newport in 1888.

Buildings associated with the original construction of the line include:

- The station complex at Williamstown including the pedestrian bridge, which was constructed in 1858-59.
- The bluestone bridges at Thompson Street and Cole Street, which were constructed in 1859 and altered in 1916-17 as a consequence of electrification. The tender for the Cole Street Bridge was awarded to GW Murray for £3,782.
- The station platforms at Williamstown Beach, North Williamstown, Newport and Spotswood.

The railway was closely linked with the industrial development of Newport, Spotswood and Altona during the Victorian and Federation eras not only through its public stations and sidings, but via a number of private sidings and spur lines that directly connected the industries to the railway line, many of which remain in situ and some of which continue to be used. A number of railway-related industries such as McKenzie and Holland established factories in proximity to the railway lines in Newport, Spotswood and South Kingsville.

The Edwardian and Interwar period was a time of great expansion for railways in Victoria and during this time new stations were constructed at Williamstown Beach (1900), North Williamstown, Newport (1912) and Spotswood (1912). This co-incided with the industrial and residential expansion in these areas.

During the 1920s, the Victorian Railways expanded the already vast Newport Railway workshops, while adding new facilities such as the new Way & Works workshops in Melbourne Road, Newport and the Stores depot in McLister Street, Spotswood.

Perhaps the largest project to be undertaken during that time was the electrification of the suburban network. The Newport DC Substation was one of the first five constructed in 1915 as part of the initial phase of this mammoth undertaking.

The National Trust of Australia (Victoria) classified the Melbourne-Williamstown line in 1993.

Description

The precinct formed by these two lines (Melbourne-Williamstown, Melbourne-Geelong Railways) traverse the City of Hobsons Bay and contains one of the State's richest concentration of railway history, in terms of the major workshop complexes serving each phase of railway development in the State and two of the earliest group of railway lines built in the State. The Altona branch line has not been included in this precinct.

Contributory places in the City of Hobsons Bay include:

Bridges

- Railway-road stone bridges, Cole (Shown in cover image) & Thompson Streets, Williamstown (both 1859 and altered 1916) (q.v.).
- Railway bridge & stone ford over the Laverton Creek, Altona. 1859, rebuilt.
- Railway bridge Kororoit Creek, Altona 1859, rebuilt.
- Railway bridge Stony Creek, Spotswood 1859, part rebuilt.
- Railway bridge, Cherry Creek, Altona, 1857 rebuilt (q.v.).

Railway Stations

- Newport Railway Station complex and trees, Hall Street & Melbourne Road (q.v.).
- North Williamstown Station (q.v.).
- Spotswood Station complex and Signal Box (q.v.).
- Williamstown Beach Station, Railway Crescent (q.v.).
- Williamstown Station, Hanmer Street (q.v.).
- Paisley Railway Station site, Ross Road, Altona North.
- Commonwealth Oil Refinery (COR) Railway Station site, Kororoit Creek Road, Altona North.

Other buildings, structures and sites

- Assistant Manager's residence, Newport Railway Workshops (former), 57 Champion Road, North Williamstown (q.v.).
- Manager's residence, Newport Railway Workshops (former), 59 Champion Road, North Williamstown (q.v.).
- Newport Railways Workshop & Museum, 2 Champion Road, North Williamstown (q.v.).
- Victorian Railways DC substation (former), 1 Market Street, Newport (q.v.).
- Spotswood Railway Workshops (part) & palm trees, Melbourne Road Spotswood (q.v.).
- Site of Williamstown railways workshops at Point Gellibrand.
- Gellibrand Pier former Railway Pier, Williamstown.
- Railway Crossing - Keeper's House Hudsons Road, Spotswood, 1910c.
- Spotswood Victorian Railways Stores Branch administrative building & stores, trees McLister Street, Spotswood 1922c (q.v.).
- Private spur lines and sidings to industrial sites in Newport and Spotswood.

(Note: there are a number of related sites along this line in other local government areas).

Integrity

Moderate to Low.

Context

Traverses open flat country with ever increasing development along its path.

Comparative Analysis

Although comparable to the other early railways in the Colony of Victoria such as the Melbourne and Mount Alexander line, this line has strong associations with early industry and commerce in the Colony, having served the Colony's most significant early port at Williamstown and Geelong as the outlet for the wool trade and a conduit for the gold fields.

Thematic Context

Principal Australian Historical Theme(s)

Moving goods and people, Moving goods and people by rail.

Associations

Victorian Railways, Geelong and Melbourne Railway Company.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Conservation management objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
National Trust of Australia (Victoria) classification report *The Melbourne to Williamstown Railway*
The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)

Precinct Map to be developed and inserted as a future update to the Study

Heritage Precinct Name	Housing Commission of Victoria - Champion Road Estate Heritage Precinct
Address	Cerberus Crescent, Champion Road (part), Edina Street, Gem Street, & Park Crescent (part) in North Williamstown.
Heritage Overlay No	HO15
Related Precinct(s)	Not applicable

Significance

Local

Style & Type

Heritage Precinct

Significant Dates

1941-45

Designer

Housing Commission of
Victoria

Builder

Housing Commission of
Victoria



Statement of Significance

What is Significant?

The Housing Commission of Victoria Champion Road Estate Heritage Precinct, which comprises all land in HO15 and generally includes properties bounded by Champion Road, Edina Street and Park Crescent, North Williamstown.

How is it Significant?

The Housing Commission of Victoria Champion Road Estate Heritage Precinct is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its strong associations with the Housing Commission of Victoria as an early example of a model estate using 'garden city' principles, which illustrates the Housing Commission of Victoria reaction to local criticism of its early slum reclamation activities by the erection of substantial brick houses with integral parkland. (AHC criteria A4 and H1)

Aesthetically, it is significant as one of the best preserved early Housing Commission of Victoria estates, which is notable for its strong visual homogeneity that is evocative of the construction period and is derived from the intact standard housing types and the curving street layout around a central park. (AHC criterion B2 and E1)

On this basis, the following places and other elements contribute to the significance of the precinct:

- Cerberus Crescent (odd) 1-31, (even) 2-6.

- Champion Road (odd) 63, 65, 71-81.
- Edina Street (odd) 1-5 and 27-29 (even) 2-34.
- Park Crescent (even) 2-44.
- Bluestone and concrete kerb and channeling and concrete road construction.
- Central park and public realm landscaping including mature Ash trees.

Please note that some heritage places within this precinct may also have an individual citation in this Study.

History

Historical context

Much of the residential development of the study area, apart from that at Williamstown, has taken place in the twentieth century and, indeed, in the post-Second World War years. It was not really until the post-Second World War era that residential housing began to fill up Altona, Altona North, Laverton, Brooklyn and much of Spotswood and Kingsville South. Much of this was public housing provided by the Housing Commission, the Defence Department and other bodies. The impact of post-war migration and the development of major industry, coupled with the formation and aggressive marketing of the City of Altona helped to promote this housing boom.

By the 1940s the Housing Commission of Victoria had begun work within Hobsons Bay, building the Champion Road Estate in 1941 and the West Newport Estate after 1945. After the war, houses were also built at Spotswood and, for a time, an emergency accommodation camp for evicted families operated at Williamstown. In the late 1950s the Housing Commission earmarked some parts of Williamstown for slum reclamation. While much of the Commission's work till then had been concerned with building estates on vacant land in order to cope with Victoria's acute housing shortage, it now returned to what it saw as its primary aim, to clear slums and replace them with adequate housing.¹

In contrast with the negative effects of World War Two on private house building, the Housing Commission of Victoria (HCV) continued to look for potential estates within a 10 mile radius of Melbourne. A HCV map prepared in 1942 identified these potential developments, with emphasis placed on the Western suburbs and specific localities such as Footscray, Maidstone and Sunshine. This was presumably because much of the WW2 home-front inositura program was being undertaken in that district. The selection was also close to existing industrial development, illustrative of one of the contemporary principles of estate planning held by the HCV.

This geographic focus for new estates was formalised and broadened under the HCV Sites Selection Committee set up in May 1943, which included representatives from the Melbourne Metropolitan Board of Works: localities for the new estates included Sandringham, Highett, Burwood, Ashburton, Balwyn, Heidelberg, Holmesglen, Maidstone, and Oakleigh.

The *Housing Act* of 1943 allowed the HCV to build houses for sale to 'eligible persons' with the capital cost for a masonry house to be less than £1500 and that for a timber house, £1050. The HCV turned from being a slum reclamation agent to being a builder of worker housing which would be let to the occupiers but, for the first time, with an option to buy. The Commission now carried out their own building contracts but avoided a direct clash with the building industry because of the WW2 building cessation caused by materials shortages.²

Specific history

The Housing Commission of Victoria was criticised locally for slum reclamation which involved shifting Williamstown residents out of the area. Williamstown council offered the old Pound Reserve to the commission to develop, with one councillor pointing out that so much of the City was not rated (government owned) that new housing would benefit the rate base. The Housing Commission of Victoria had built 39 maisonettes on the reserve by the end of 1941. The occupancy figures for the Champion Road estate indicated that over half of the houses built were occupied by Williamstown residents and a further six were employed in the town.³ By the early 1950s four houses had been

¹ Barnard (1999)

² Howe pp.55-57

³ Strahan p.368

built in Gem Street, 22 in Edina Street and 19 in Cerberus Crescent. Twenty years later the occupants of Cerberus Crescent and Gem Street had changed little while those in Edina Street had almost totally changed.

Description

This precinct centres on a reserve bounded by Gem and Edina Streets and Cerberus Crescent, all maritime names. The houses are typically single storey attached pairs, with either red and clinker brick (Gem Street, Cerberus Crescent and Park Crescent) or stuccoed concrete walls (Edina Street), with terra-cotta variegated Marseilles pattern roofing tiles. The roads are concrete paved and the kerbs are basalt. Ash trees are planted in the reserve. Privet hedges, some trees (Italian cypress) and low front fences (typically metal post and wire) extend the landscape into each allotment. The estate has a high degree of visual homogeneity.

Integrity

High.

Context

Set on flat land bounded by other suburban development and the massive Newport railway workshops.

Comparative Analysis

This former HCV Estate compares directly with the HCV West Newport Estate (q.v.), which has similar curved street form, semi-attached housing, concrete roads and internal parklands. These features are also seen in the HCV Estate at Fisherman's Bend, and the Commonwealth Explosives Factory worker housing in Maidstone.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Housing Commission of Victoria.

Recommendations

Statutory protection

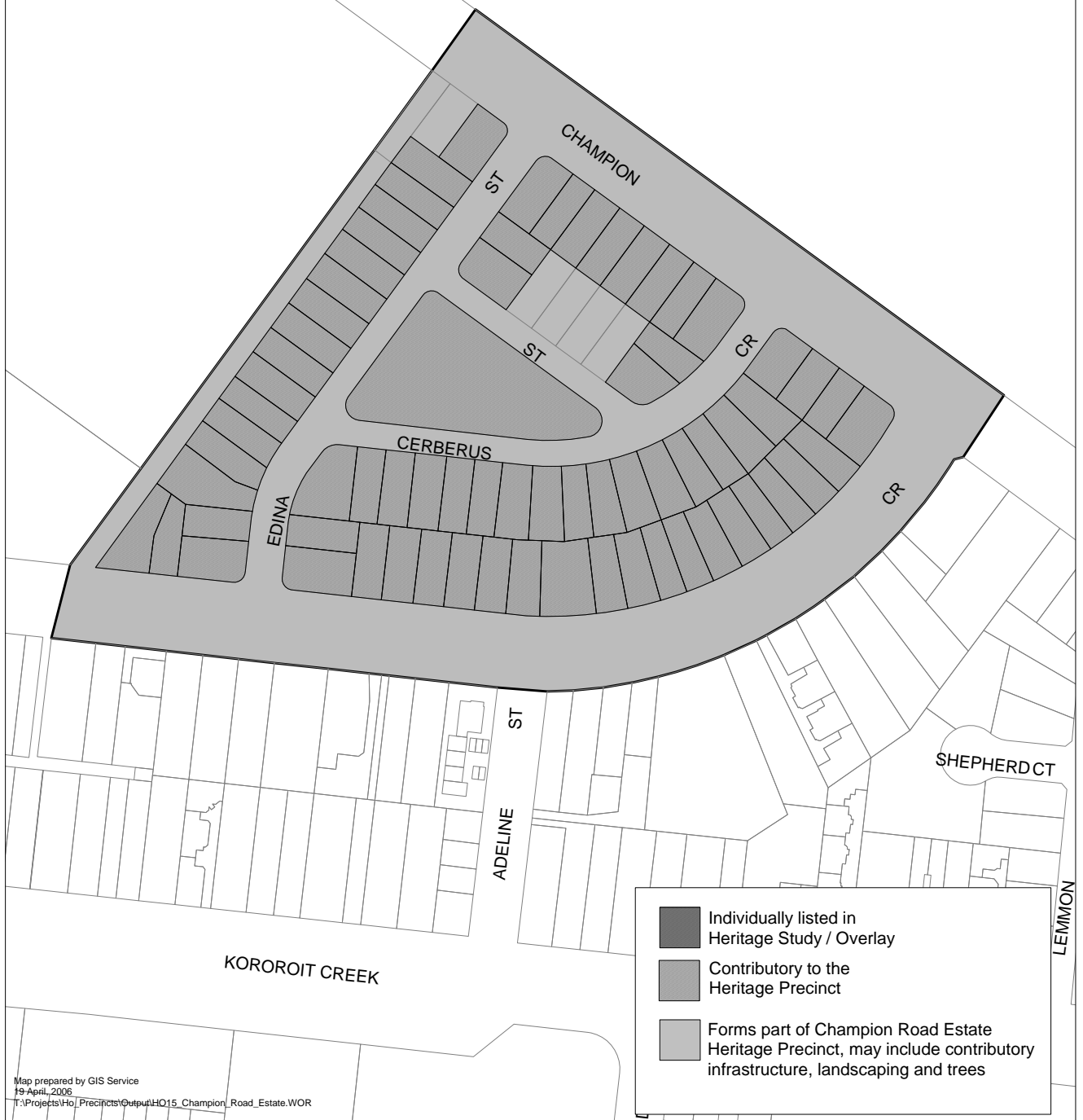
Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Conservation management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the Burra Charter. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
- Strahan, L (1994) *At the Edge of the Centre. A History of Williamstown*. pp.368, 370-82, 456
- Howe, R. (ed) (1988) *New Houses for Old*
- The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)



Heritage Precinct Name	Housing Commission of Victoria - West Newport Estate Residential Heritage Precinct
Address	Challis Street (part), Champion Road (part), Croker Street (part), Fowler Crescent, Market Street (part) and Melrose Street (part), Newport
Heritage Overlay No.	HO16
Related Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Heritage precinct	
Significant Dates	
1945-1960	
Designer	
Housing Commission of Victoria	
Builder	
Housing Commission of Victoria	
Statement of Significance	
<p>What is Significant?</p> <p>The Housing Commission of Victoria (HCV) West Newport Estate Residential Heritage Precinct, designed and constructed by the HCV between 1945 and 1960 and comprises all land in HO16 and is generally bounded by Challis Street, Croker Street, Market Street and Melrose Street, Newport.</p> <p>How is it Significant?</p> <p>The HCV West Newport Estate Residential Heritage Precinct is of local historic and aesthetic significance to the City of Hobsons Bay.</p> <p>Why is it Significant?</p> <p>Historically, it is significant for its strong associations with the Housing Commission of Victoria as one of a small number of housing estates built in Victoria during the WW2 period and is notable as the first HCV estate to use the Fowler prefabricated concrete products from the Holmesglen factory, which symbolised a change in direction of the HCV from slum reclamation to provide low-cost mass-produced housing on green fields sites. (AHC criteria A4, B2 and H1)</p> <p>Aesthetically, it is significant as one of the best-preserved early HCV estates in the City. It is notable for its strong visual homogeneity, which is strongly evocative of the construction period and for the skill of its town planning, using curving streets around a central park off a main road. (AHC criteria D2)</p>	

and F1)

On this basis, the following properties and other elements contribute to the significance of the precinct:

- 16-32 Challis Street (does not include 32a Challis Street).
- 102, 104, 103-117 and 124 Champion Road.
- 11-29 Croker Street.
- 2-28 Fowler Crescent.
- 140-154 Market Street.
- 21-23 Melrose Street.
- Bluestone and concrete kerb and channeling and concrete road construction.
- Central park and public realm landscaping including mature Ash trees.

History

Historic context

It was not really until the post- Second World War era that residential housing began to fill up Altona, Altona North, Laverton, Brooklyn and much of Spotswood and Kingsville South. Much of this was public housing provided by the Housing Commission, the Defence Department and other bodies.

In contrast with the negative effects of World War Two on private house building, the Housing Commission of Victoria (HCV) continued to look for potential estates within a 10 mile radius of Melbourne. A HCV map prepared in 1942 identified these potential developments, with emphasis placed on the Western suburbs and specific localities such as Footscray, Maidstone and Sunshine. This was presumably because much of the WW2 home-front inositura program was being undertaken in that district. The selection was also close to existing industrial development, illustrative of one of the contemporary principles of estate planning held by the HCV.

This geographic focus for new estates was formalised and broadened under the HCV Sites Selection Committee set up in May 1943, which included representatives from the Melbourne Metropolitan Board of Works: localities for the new estates included Sandringham, Highett, Burwood, Ashburton, Balwyn, Heidelberg, Holmesglen, Maidstone, and Oakleigh.

The *Housing Act* of 1943 allowed the HCV to build houses for sale to 'eligible persons' with the capital cost for a masonry house to be less than £1500 and that for a timber house, £1050. The HCV turned from being a slum reclamation agent to being a builder of worker housing which would be let to the occupiers but, for the first time, with an option to buy. The Commission now carried out their own building contracts but avoided a direct clash with the building industry because of the WW2 building cessation caused by materials shortages.¹

Specific history

The designer of prefabricated concrete house prototypes at West Brunswick, Fishermen's Bend, and Preston, TW Fowler, died in 1942 and the HCV obtained the patents from his widow. Despite known problems in the Fowler system, the Commission purchased a factory in Holmesglen in March 1945 and began mass producing concrete houses for this estate. Arthur Leith, a member of the HCV architects panel, was placed in charge of the plant.

The street at the focus of the estate was named in honour of TW Fowler and the estate is the first known to have utilised the products of the new Holmesglen factory that marked the change in direction of the Commission towards mass-produced low-cost home building. Other prefabricated systems tried by the HCV at the time, but with little success, were the metal Beaufort house (1946-47) and the Overend designed timber Indus house. These experiments were aimed to meet a severe post WW2 housing shortage.²

¹ Howe pp.55-57

² Howe pp.55-57

The estate continued to grow around the concrete duplex core through the early 1950s (D1952). The curving street layout and central parkland followed principles demonstrated by designers like Walter Burley Griffin in the Edwardian-era at Eaglemont near Heidelberg, but were seldom used by other designers with the exception of the well known surveyor, Saxil Tuxen, who is believed to have 'remodelled' the nearby Newport Railway Estate No. 2 during the interwar period (q.v.). These were also among the ideals for suburban estate layout published by the Melbourne and Metropolitan Town Planning Commission (of which Tuxen was a member) in the 1920s.

Families who stayed in this part of the West Newport Estate over a long period included: McGowan, Appleby, Campbell, Billing, Mackinlay, Mustard, Fox, Lewis, and Medley (D1952, D1973) Other residents in the Champion Road part of the precinct in the early 1950s were: Brotheridge, Wheller, Wyer, Harnden, Turnbull, Dillon, Lyons, Petrie, McMaster, Lowe, Bartlett, and Waite. The Clancy, Williams, Prior, Pannell, Packham, and Symons families were in Challis Street in that period.

Description

This precinct is part of the Housing Commission of Victoria (HCV) West Newport Estate. It comprises all land in HO16 and is generally bounded by Challis Street, Croker Street, Market Street and Melrose Street, Newport. The precinct is part of what was the first stage of housing constructed by the HCV in this area, and is surrounded by later stages of development.

This part of the estate is characterized by the wedge and crescent-shape street layout, which is focused around the central park. It has a strong visual homogeneity with concrete paved roads (part), grassed medians, and duplex concrete house construction of standard design. The houses have hipped roofs, terra-cotta Marseilles pattern tile roof cladding, timber windows, red brick chimneys and rendered walls. Most houses in the precinct are well preserved with some intact gardens and original front fences (typically low metal post and wire), and each house in Fowler Crescent and Champion Road faces the central park.

Other concrete duplexes outside of this precinct are at 22 & 24 and 28 & 30 Croker Street and 2-8 Melrose: these are not continuous with the main concrete house group and have been excluded from the precinct. Number 6 & 8 Fowler Crescent are not directly contributory to the creation date of the estate although still built for the Housing Commission of Victoria.

Integrity

High.

Context

Close to post WW2 housing development and south of the Edwardian-era and inter-war houses that were built near the railway and facing Mason Street.

Comparative Analysis

This Estate is one of a small number constructed by the HCV using experimental techniques of mass-produced low cost housing that were intended to meet a severe shortage of housing during the postwar period. Other examples include the North Williamstown Champion Road Estate in 1941 (q.v) using similarly planned brick-clad duplex construction, the Garden City (Fishermen's Bend) estate 1939-, and the Commonwealth Explosives Factory worker housing in Maidstone.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs

Associations

Housing Commission of Victoria, TW Fowler

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Conservation management objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
Kinhill Stearns et al (1993) *City of Williamstown Conservation Study*
Sands & McDougall Victorian directories (D)
Howe, R. (ed) (1988) *New Houses for Old*
The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)



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